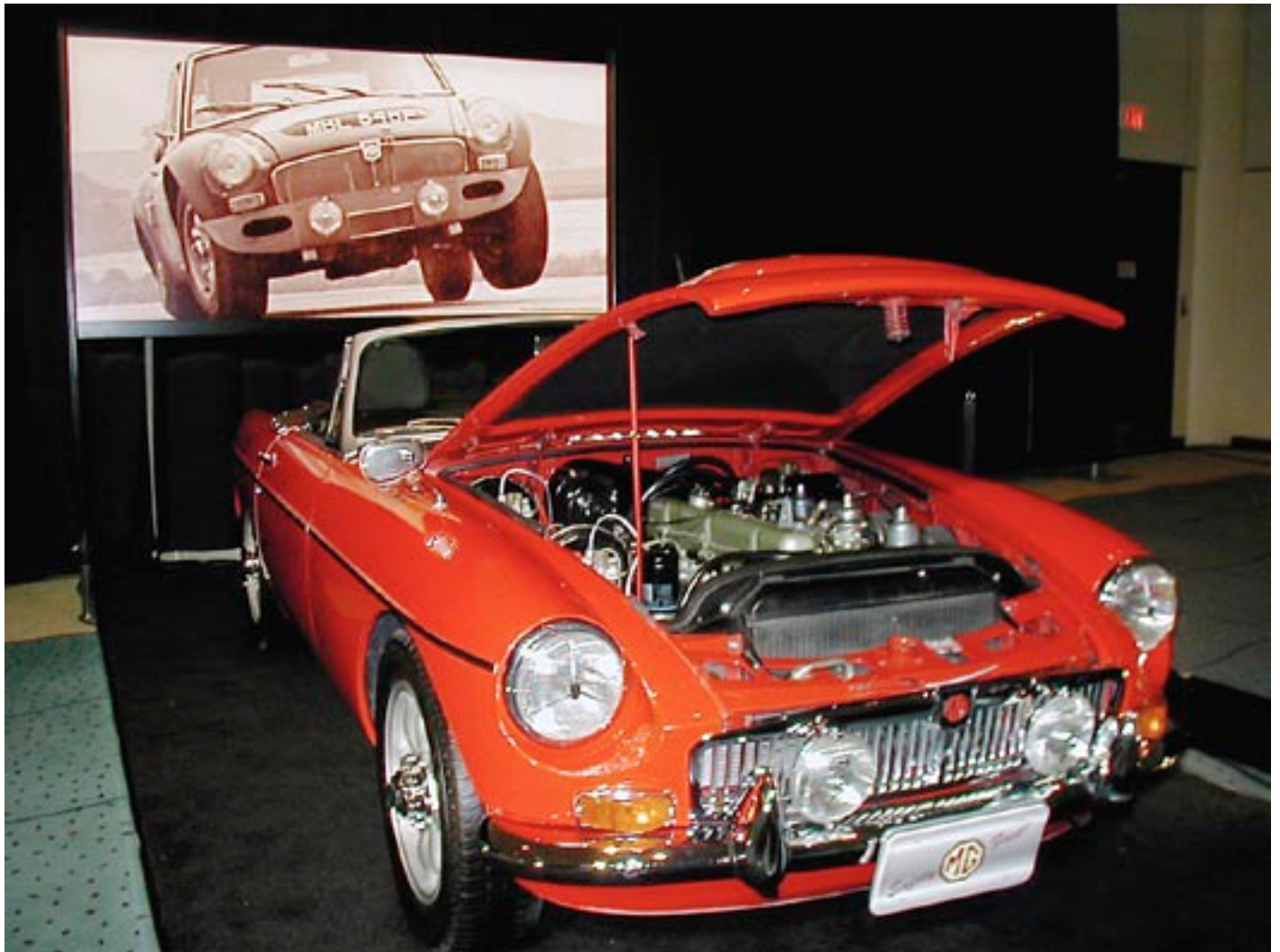


# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 3

March 2006



Founded 1958

Octagon Dreams A Salute to MG



Meeting March 16th 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, NY

*The Marque of Friendship*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership application. The SPOKES is also available electronically to non-members for \$10 per year. E-mail [info@mgcarclub.com](mailto:info@mgcarclub.com) for more information.

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## EXECUTIVE OFFICERS and APPOINTEES

### CHAIRMAN

Leon Zak  
2467 Westside Drive  
North Chili, NY 14514  
(585) 594-9150  
[leon@mgcarclub.com](mailto:leon@mgcarclub.com)

### VICE CHAIRMAN

Dan Suter  
186 Hillrise Drive  
Penfield, NY 14526  
(585) 377-1877  
[dmesuter@netacc.net](mailto:dmesuter@netacc.net)

### SECRETARY

Marlene Rzepkowski  
64 Ross Brook Drive  
Rochester, NY 14625  
(585) 381-3180  
[mrzepkow@rochester.rr.com](mailto:mrzepkow@rochester.rr.com)

### TREASURER

Joeanna De Blaere  
8607 North Shore Drive  
Honeoye, NY 14471  
(585) 229-2230  
[deblaere@frontiernet.net](mailto:deblaere@frontiernet.net)

### ACTIVITIES DIRECTORS

Brooks & Gayle Schneider  
463 Drumcliff Way  
Rochester, NY 14612  
(585) 225-5251  
[bjsbrooks@aol.com](mailto:bjsbrooks@aol.com)

### TRUSTEE

Doug Scribner  
P.O. Box 20883  
Rochester, NY 14602  
(585) 872-5133  
[doug@mgcarclub.com](mailto:doug@mgcarclub.com)

### TRUSTEE

Robert Tescione  
62 Wilmington Street  
Rochester, NY 14620  
(585) 442-7080  
[mogman@rpa.net](mailto:mogman@rpa.net)

### MEMBERSHIP

Jim Priestley  
3326 County Road 40  
Bloomfield, NY 14469  
(585) 657-4225  
[jim@mgcarclub.com](mailto:jim@mgcarclub.com)

### HOSPITALITY

Betty Langswager and  
Barb Wild  
46 Stonington Drive  
Pittsford, NY 14534  
(585) 385-9956

### CARDS AND LETTERS

Nancy Chase  
689 Erie Station Road  
W. Henrietta, NY 14586  
(585) 334-6826

### CLUB REGALIA

Laurie Scribner  
Mini City  
799 Holt Road  
Webster, NY 14580  
(585) 872-5133

### CLUB HISTORIAN

Dave Wild  
166 Loud Road  
Fairport, NY 14450  
(585) 223-1065

### SPOKES EDITOR

Allen Hess  
17 Sandpiper Lane  
Pittsford, NY 14534  
(585) 381-9796  
[spokes@mgcarclub.com](mailto:spokes@mgcarclub.com)

### WEB MASTER

Leon Zak  
2467 Westside Drive  
North Chili, NY 14514  
(585) 594-9150  
[webmaster@mgcarclub.com](mailto:webmaster@mgcarclub.com)

### CAR SHOW CHAIRMAN

Richard Powers  
89 Durand Drive  
Rochester, NY 14622  
(585) 323-2687  
[mgahmogca@rpa.net](mailto:mgahmogca@rpa.net)

### U.K. LIAISON

George Herschell  
1268 Mill Creek Run  
Webster, NY 14580  
(585) 872-1194  
[gherschell@mgcarclub.com](mailto:gherschell@mgcarclub.com)

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### SUBMISSIONS ARE WELCOME.

**DEADLINE:** One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com). Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

### MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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### SPOKES STAFF

**Advertising:** George Herschell (585) 872-1194

**Address Changes:** Jim Priestley (585) 657-4225

**Mailing:** Doug & Laurie Scribner (585) 872-5133



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### ADVERTISING RATES as of January 1, 2002

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Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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\*Members Emeritus



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Elaine Hess  
17 Sandpiper Lane  
Pittsford, NY 14534

*Please indicate exactly how the name should appear on the plaque.*

## From the Chairman

LEON ZAK

We're on the downhill side of the Salt Season. The catalogs are starting to show some wear, 30° is feeling warm. Doug's report on how many days till spring is getting to be a much more reasonable number. These are good signs that we'll be on the road again soon.

Club business — we're in pretty good shape all around — our finances are ok, the car show is underway with no problems in sight and we've got a great season of activities underway. The March 5th Steak Roast being the next thing on the calendar.

I'm looking for a few speakers on auto related subjects to present at our monthly meetings. If you've got any ideas let me know, I'll contact them and ask them. The past speakers were well accepted. Some of the outside experts included these subjects: powder coating, oil types and use. We also had a few club members that were experts in the subjects History of the MG and Our Club History to name a couple. Keep in mind that our club has a wealth of expertise in many areas and that's something we can all draw upon. If find yourself in the middle of making some decisions on things you may not know a lot about don't blindly make a bad decision, ask around, we've got experts on all types of subjects within the club. That's another benefit of being a member — the other members and wealth of knowledge and ideas they bring.

The board meeting is changed from March 2nd to 7th. If you have any subjects you want to discuss or ideas, e-mail me at [leon@mgcarclub.com](mailto:leon@mgcarclub.com) and I'll let you know where the meeting will be or let me know what you want discussed and I'll bring it to the board for you. Remember - all meetings having to do with the club are open to all members all the time.

Well, I'm going back to playing with different configurations of "The Garage" to be. Should the driveway be along the fence? Do a pull around at the far end? Paint the lift red? What kind of tool cupboards? What kind of floor? Radiant heat in the floor? Radiant heat from the ceiling? A little of both? So many questions . . .

— V8

### A Word of Thanks

*I would like to thank all those who sent their good wishes and thoughts my way after my recent fall. I found out the front door is much harder than the back of my head but I'm coming along fine, although not as quickly as I hoped. However, I plan on being at the meeting in March. Again my most sincere thanks to all for your thoughts and good wishes.*

Nancy Herschell ❀

## The Herald

ALLEN HESS

Once again, thanks to the members who contribute news, stories and photos to fill the Spokes each month. Finishing my third issue, I notice that the twelve month calendar will from time to time conspire to make the Spokes arrive "late". The month of April—May issue is one case. I am going to ask that the deadline be moved up a few days so that you might receive it before the middle of May. I am planning to have a Car Show special in recognition of the first show in 1972. If you have ideas or contributions, please let me know.

**MG International 2006**, is an all MG event June 21-25, in Gatlinburg, Tennessee ( [www.mg2006.com](http://www.mg2006.com) ). They are lining up a display of special MGs. More information in April.

At the last meeting Dave Wild listed the upcoming lectures at the **International Motor Racing Research Center**, 610 S. Decatur St., Watkins Glen, New York. These lectures are free, very interesting and there is always a really, really nice car on display. Those who go, often have lunch beforehand at **Savard's Family Restaurant**, 601 N Franklin St.

Sat. April 1st 1:00 PM: Celebrate the publication of Michael Argetsinger's book, "*Walt Hansgen, His Life and the History of Post-War American Road Racing*." We hope to have Bob Millstein's Jaguar and Bill Gilles' Stanguelini on display, **both cars** raced by Hansgen.

Sat. May 20th 1:00 PM: Gary Doyle discusses his newest book, "*Ralph De Palma: Gentleman Champion*," and pre-war racing at Indy.

Sat. June 10th 1:00 PM: Brock Yates brings his Edgar Elder-built 1960 Indy roadster He will be joined by Greg Littleton, co-author of "*The Roadsters of Indianapolis, Glory Days, 1952-1966*."

Oh, and one more thing—add this date to your calendar. **March 9th: Saint Frances of Rome Day, Patron Saint of Cars.**

—Triumph!

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## Activities

**BROOKS SCHNEIDER**

The activities season is marching on. We paid our first visit to the Inside Track Speedway to play with their battery powered go-karts on February 12th. There were 39 members in attendance and one was even celebrating his birthday (39th, right Allen?). Judging from the number of smiling faces, everyone appeared to have a great time on the twisty little road course. Being immune to the weather was another big plus. Since nobody had to be ordered off the track for reckless driving, the owners thoroughly enjoyed having us there. Given the number of "let's go again" comments at the Feb. meeting and a small gap in the early-spring activities calendar, we have booked another gathering there for Sunday, April 2nd at 1:30 PM. A practical maximum number of people is in the range of 40-45 people, so be sure to sign up early. We will have a sign-up sheet at the Steak Roast and the March meeting, or you can call or E-mail Gayle or me.

Speaking of the Steak Roast and Auction, this favorite event is the next on the calendar and will have likely taken place prior to you reading this. No doubt the food and entertainment were great, as always.

It is cold and windy as I am writing this, but the calendar says spring is indeed getting closer. We will be welcoming it with

some "haute cuisine" at the Old Toad on Sunday, March 19th (and perhaps a Guinness or two – Brilliant!), Thanks to Laurie Scribner and Dick Powers. See the ad in this issue for details.

Doug and Cindy Jack are organizing a Brunch Run and Winery Tour for Sunday, April 30th, which we hope will be a good opportunity to blow the dust off some little British cars. Brunch will be at Miller's Essenhaus near Penn Yan. Again, please look for details elsewhere in this issue.

I will conclude with the standard appeal for help with ideas and planning for activities. Also, just in case you are worried that you may have waited too long and missed the opportunity, fear not - we have yet to hear from anyone interested in organizing a rallye prior to the August 6th Pig Roast.

**Dues Are Past Due!**

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**[www.mgcarclub.com](http://www.mgcarclub.com)**

(lower left corner home page)



*Gil Langswager's 75th birthday*

*—Betty Langswager*

## Seneca Lodge Rooms

**JOEANNA DE BLAERE**

It is that time of year already, time to think about the Vintage Weekend at Watkins Glen. As we did for the last few years, we will be having a lottery for the rooms. This year the deadline to submit your name and room preference is April 1st. You must be a club member to apply.

If you would like a room I need your request in writing on or before the 1st of April. You can send it by e-mail to [deblaere@frontiernet.net](mailto:deblaere@frontiernet.net) or by regular mail to:

Joeanna De Blaere  
8607 North Shore Drive  
Honeoye, NY 14471.

We will need a few people to volunteer to do the party on Saturday night at the log cabin. There is always plenty of people to help with getting this party organized, if you have not hosted the party in the past you might consider doing it this year.



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A black and white line drawing of a Mini car, showing the front and side profile.

# Minutes of the meeting

---

MARLENE RZEPKOWSKI

MGCC Meeting Minutes-February 16, 2006

Call to order-7:35 PM

Minutes of last meeting accepted as written and printed in SPOKES.

New members and guests: Tim Henderson, Clifton Jenney - member new to meetings.

Regalia- Cold weather gear still available for 2 more months. Clearance sale in April.  
Spring/Summer gear coming out in April as well.

Membership- Jim Priestley reports that 60% have paid there dues.

Librarian- No report

Treasurer Report- Money market account has same balance as last month. Checking account has increased with dues coming in. Specific details can be obtained from Joeanna DeBlaere, our treasurer. Pay Pal is up and running on web site and dues can be paid there.

SPOKES- Articles are due by next Thursday, February 23, 2006. Photos and articles of car projects wanted, send them to Allen Hess. Photos of Go Kart event needed.

England- No report.

Trustee Report- New category for next meeting.

Activities- Joke tradition is back. See the Activities report in SPOKES for a detailed list of future activities. Lottery to be held for rooms at Seneca Lodge for Watkins Glen Vintage race. Details in SPOKES. Dave Wild reported that there were still limited openings for events at the Watkins Glen Vintage Race weekend. Also, see Dave about the upcoming events at the Watkins Glen Research Center if you are interested. Dick Powers reported that there will be a program revolving around Denver Cornett and his MGTC racing years and other MGTC racers at the International Motor Racing Research Center at Watkins Glen on March 4, 2006.

Car Show- Report given by Dick Powers. Arrangements are moving ahead. Dash plaques ordered, feed back from other clubs is good, and we have several sponsors already signed up. May have to cut back on the number of classes. The event is to be held June 4, 2006 at the Farmington Town Park. See Dick Powers to sign up to help and for further information.

Web Site- More photos needed, send to Gary Sandusky.

Vice Chair- No report

Old Business- Jim Priestley trying to organize list of club property. If you have any please email him. We have a complete history of old issues of SPOKES if anyone would like to read them see Dave Wild. Paul Heaney stated that he brought 4 boxes of items that he had from the club and anyone who would like anything please take them home by tonight.

Question was raised as to the status of plaque for deceased club members. [see below]

New Business- Pizza party for Gil Langswager's birthday on Sunday, February 19, 2006 at 6 PM at their home.

Cars and Parts- Joe and Joeanna DeBlaere sold there MGTD.

Door Prizes Awarded

Miscellaneous Comments- Board working on Budget and any comments, concerns or questions should be sent to Leon this week.

Motion to adjourn and seconded at 8:30 PM.

Addendum: Resolution to the question regarding the plaque for deceased members.

A direct quote follows from the meeting minutes, as printed in the August 2005 Spokes, regarding MGCC Memorials for deceased members:

*"Discussion held on club options for recognizing deceased members. Previously the Board has agreed to make donations to endowment fund by purchasing plaque in person's name. Motion made that at time of deceased, club makes donation and framing copy of letter notifying family (printed on MG letterhead). Motion was seconded and unanimously accepted. Motion made to send flowers along with plaque and contribution. No second, motion was dropped."*

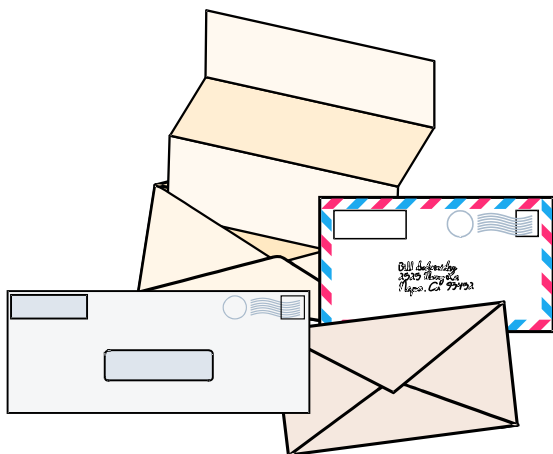


## Attendance

FEBRUARY 16, 2006

Betty Langswager  
Gil Langswager  
Gary Sandusky  
Barb Zak  
Leon Zak  
Beverly Swarts  
Chuck Swarts  
Carl Prouty  
Barb Wild  
Dave Wild  
Bob Tescione  
Gayle Schneider  
Brooks Schneider  
Dan Goodwin  
Bill Baldwin  
Cheryl Baldwin  
Ted Hershey  
Alan Costich  
Dick Powers  
Paul Heaney  
Dave Chase  
Hollis Hames  
Cindy Jack  
Doug Jack  
Laurie Scribner  
Doug Scribner  
Joeanna DeBlaere  
Joe DeBlaere  
George Haynes

Brian Fallon  
David Leete  
Mike Goodwin  
Jim Priestley  
Steve Stewart  
Marlene Rzepkowski  
Dick Rzepkowski  
Wally Roworth  
Allyn Wagner  
David Engdahl  
Al Fink  
Peter Pegoni  
George Shetterly  
Elaine Hess  
Allen Hess  
Clifton Jenney  
Mark Gibson  
Ellen Baxter  
Carl Baxter  
Linda Fazio  
Joseph Fazio  
Gene Dinkel  
Chris Baum  
John Baum  
Ken Heusler  
**Guests—**  
George H. Greene  
Frank Stepanik  
Tim Henderson



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## *Swing into Spring IV*

*The Old Toad  
277 Alexander St  
Rochester, NY*

*Sunday, March 19, 2006, 4:00 PM*

RSVP your food selection by March 9th, 2006 to:

Laurie Scribner 585-872-5133

email: minicityus@aol.com

Dick Powers 585-323-2687

email: mgahmogca@rpa.net

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Some recent E Mails on the MG B web site has caused me to wonder just what is happening to the MG hobby lately. Two MG B's recently sold on E Bay for \$20,000.00 and \$25,000.00 respectively. 20,000.00+ dollars is whole big pile of money and I think it's the most I've ever seen an MGB sell for. But then I decided to look up my print out from the recent Barrett Jackson Auction in Scottsdale Arizona and check things there. Oops, was I mistaken. Now I'm even more confused as to what's going on. The MG B's at Barrett Jackson were going for anywhere between a high of \$23,000.00 and a low of \$5,600.00. So what's happening in between. What are our cars really worth, and what is this going to do to the future of our cars, and the hobby in general?

Let's delve a little deeper into the Barrett Jackson Auction. The prices were absolutely outrageous. When an MG B can go for \$23,000.00 but a 1967 Austin Healey 3000 MK III sells for \$143,000.000 something's a little out of kilter. How can anyone justify a difference of 120,000 dollars for two cars of the same vintage. Granted the Healey cost more new and there are probably fewer around than B's but that's a really wide gap. There were many other Healey's that went for 60, 70, 85, and 97 thousand and that's a little crazy in my book. Needless to say I wasn't there bidding on any of them. I talked to a friend who was at the auction and his comment was that many of the cars for sale were not prepared as well as we would prepare our cars for a show. He also mentioned that the fees charged would "knock your socks off" and that "BJ" was really the one making the killing.

Sprites were going for \$7,500 and \$8,000.00 and that's not too bad but then we get to a 57 Chevy that sold for \$140,000.00. A 69 Camero sold for \$220,000.00, and a 67 Corvette went for \$1,080,000.00. I thought Nancy's cousin was exaggerating a bit when he told her that he thought he could get at least \$75,000.00 for his 67 Corvette and now I think he's being too conservative. His car is completely original except for the "new old stock" top, new tires and battery. Maybe I should call him and offer him \$80,000.00 and see what he says. Naturally I wouldn't do that but it makes one wonder where this will all end.

It all comes down to the worth of the cars and what we think they are worth to us. I had my B appraised and the figure came back at about \$18,000.00. Could I sell it for that? After this I really don't know. Maybe I could. But I wouldn't under any circumstances. But it brings up the point that I made in an article some time ago, where I suggested that everyone should have their cars appraised and adjust their insurance accordingly. The appraised value is what it would cost to put another (like) car in the same condition that the one is in that you had appraised. And with today's prices of parts and services, you would probably have to put money with that

appraised value to get another one finished. Plus many of the "new" parts that are available today are not of the same quality as the ones that came with the cars originally. So how does the future look? If these prices continue to skyrocket at auctions, suppliers are going to feel that with this much money around they can boost the prices of parts to where parts could become too pricey for we the enthusiasts and force us to get rid of our cars to the so called "collectors". The hobby could suffer and many of the cars on the road today would find their way into the plush garages of collectors, and only come out for an occasional show or TV special. Our cars would not be doing what they do best and that is to provide us with the fun of driving and enjoying them on the open road where they belong. They would be relegated to (although beautiful) surroundings and only see the light of day rarely, if ever. They would become the jewels in the crown of a collector. That's not what they deserve.

As to the older more rare MG's at Barrett Jackson they were also on the high side of the bidding. Just a few results: 1957 MGA, \$33,480.00. A 1952 MG TD MK II \$50,000.00. A 1937 MG VA Drophead went for \$60,000.00. That was a surprise because a friend of ours has an absolutely gorgeous VA Tickford and didn't have luck selling it at \$35,000.00. I guess he just didn't go to the right place. AND a 1938 MG TA Tickford sold for \$74,000.00. I know Gil will cry over that one.

So where does that leave us, and what is there to do? If you want to make a killing, consign your car to one of the auction houses, pay the high fees and get a bundle of money (hopefully) for it (M A Y B E) and buy something else to drive and have fun with. But if you're a sentimental hard head like I am you'll keep your car, keep driving and maintaining it and have the time of our life. Oh granted there are times when you'll have a problem and utter words you didn't think you knew but you'll eventually solve that problem and be back on the road again.

Let's say I sold my B for \$25,000.00 and was going to buy something else. The Miata would probably be the logical choice but it would not be an MG and I wouldn't have the fun (?) of being able to repair many of the things that could go wrong. I also wouldn't be adding any new words to my vocabulary. I think back to all the good times and good trips we've had with the B and I can't see another car doing the same thing for us.

So put your 25 grand away, the B is not for sale for any amount of money. She's part of the family and how can you sell family. I sure couldn't live with myself if I did.

—Could You?

## Carlisle Import Weekend

GEORGE HAYNES

May 19–21 are the dates for this year's **Import and Kit Car Weekend at Carlisle, PA**. As usual, several MGCC members will be operating a Flea Market space and selling our leftover British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 18 to arrive and get setup before the show begins on Friday. We will again take parts for other MGCC members who have something for sale but who cannot attend with us, so look around the garage or basement for something which could turn into cash. Similarly, we can search for something you might like to buy. Let us know your needs.



*In the market for a Ferrari?*

—Allen Hess photo

For more information or to send along some parts to sell, contact George Haynes at 872-6536 or Alan Costich at 482-2695. In addition, Dave Chase has a block of motel rooms reserved for the weekend, so if you need a room, call Dave at 334-6826. ◀



*The Carlisle gang at work.*

—Leon Zak photo

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### Dan Suter's MGA Update Feb. 2006

Those who attended the Garage Tour in October will recall seeing Dan Suter's 1962 MGA Deluxe at the very beginning of its restoration by Gil Langswager and me. Since that time, we have nearly dismantled the car and uncovered some rust that was not visible at first — *lower left photo*. Rust in the rocker panel and sill areas is pretty normal for MGA's and we have cut away the bad stuff and replaced it with purchased repair panels and homemade patches. Most of the

welding has been done by fellow MGCC member John MacDonald. The *lower right photo* shows John completing the sill installation on the driver's side.

The other observation we have made is that during the life of this car as an SCCA racer, it was, hmmm, how to say it, impacted many times — in every fender and panel. As a result, quite a bit of effort has been required to remove dents and realign panels. Surely most cars being restored would have far fewer bumps and dings to deal with.

Throughout the repair and fitting process, the body has remained bolted to the frame, which appears to be in remarkably good condition. For now, we're looking forward to completing body repairs so all the sheet metal can be delivered to the paint shop and we can turn our attention to the chassis and running gear. The complete restoration takes Gil and me two full winters; we'll have another update in a few more months. If anyone is interested in seeing what's going on, you could stop by anytime — just call first.





# MG Car Club Brunch Run

Sunday April 30, 2006

Miller's Essenhaus, Penn Yan, New York

Rally point will be Canandaigua Wegmans East Parking Lot

**Departure Time: 11:00 AM Sharp**

Brunch will be 11:30 AM to 1:30 PM

After brunch, we will visit the following wineries: 

Barrington Cellars

Heron Hill Winery

Hunt Country Vineyards

Maps & routes will be available to the above wineries

You may opt for another winery or wineries of your choice

Cost: \$20.00 PP. Cost includes tax and gratuity. Make check payable to Cindy Jack.

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Cindy Jack at 248-3872

E-mail Doug at [djack@rochester.rr.com](mailto:djack@rochester.rr.com)



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THREE OF MY FOUR BRITISH CARS were built for the “home” market and are therefore right-hand drive. The novelty aside, I’ve often been asked if this makes their operation difficult or inconvenient, and the simple answer is no—it only takes a few minutes to get used to (ask any mailman) and at least in my small cars, it’s not hard to lean over to see around larger vehicles, reach drive-up windows and so forth.

Recently someone asked about the origins of left-hand verses right-hand drive, and all the theories I found in researching this question are pretty much the same and quite logical.

It begins with the fact that most people are right-handed. In violent, feudal societies, people traveled on the left side of roads because they would be wielding weapons with their right hands to defend themselves against opposing “traffic.” Right-handed swordsmen on horseback would be wearing their scabbard on the left, out of the way when most conveniently mounting or dismounting the horse on the left; and since this was taking place on the left side of the road, rather than out in traffic, it was logical to ride the horse on the left side of the road.

Habit became law in the United Kingdom when increased horse traffic brought about the General Highways Act of 1733, including a keep-left recommendation, finally made mandatory in the early 1800’s. Increased travel and road building spread the same traffic regulations through all the countries of the British Empire, explaining why, to this day, Australia, India, New Zealand and South Africa, among others, follow the United Kingdom in driving on the left.

Japan was in the keep-left habit (think Samurai swordsmen) and was also influenced by the British, who helped design their extensive left-driving railway network in the late 1800’s.

But why does the rest of the world travel on the right? Historians generally attribute this to the French. Before the French Revolution of 1789-1790, aristocrats drove their carriages on the left, forcing the peasantry to walk on the right for safety. After the Revolution, the surviving aristocracy blended in with the peasants, and a keep-right rule was officially adopted in 1794.

Napoleon’s subsequent conquests spread this through most of Europe and to colonies such as Egypt. The French were also influential in getting Americans to switch sides after gaining independence from the British. The first law requiring U.S. drivers to keep right was passed in Pennsylvania in 1792.

Worldwide, the trend gradually shifted to driving on the right. Sweden changed in 1967, followed by Iceland in 1968, but with the related costs and culture shock it’s unlikely we’ll see more anytime soon. At this point, about 30% of the world’s population still drives on the left.

**And What About Motor Vehicles?** Early motorcars generally followed the practice of the horse-drawn vehicles they replaced. Most had the driver seated in the center. The first Mercedes-Benz cars were left-hand drive because Germany drove on the right. All early American cars, though driven on the right-hand side of the road, were right-hand drive, as had been the practice with horse-drawn buggies. They changed to left-hand drive in the early 1900’s because it was more practical to have the driver seated near the centerline of the road, to better judge the space available when passing oncoming cars, and to allow passengers to enter and exit the car onto the curbing instead of the middle of the street.

There are exceptions, of course. Cars intended for racing were right-

hand drive for advantageous weight distribution on clockwise circuits. That’s why all Bugattis are right-hand drive. All Lancia cars built until 1956, in right-side driving Italy, were right-hand drive to facilitate spirited driving on Alpine roads. Sitting on the right, the driver could more easily see the edge of the road; falling off the road was considered a greater hazard than head-on collisions. Modern Italian trucks in the Alps are still often right-hand drive for the same reason.

It’s been suggested that there is some connection between boats being right-hand drive and the development of right-hand drive vehicles in island nations like Great Britain and Japan. I know nothing about boats, but I’m inclined to think that this too is attributed to the preponderance of right-handed people. Boats, particularly with a single occupant, would be poled, rowed, steered and docked most easily to the right. Furthermore, if the boat is motorized, placing the weight of the operator and controls on the right side would tend to counteract the natural tendency of the boat to lift on that side in reaction to the torque of the clockwise-rotating engine/propeller. As Dennis Miller says, “My opinion, I could be wrong.”

*Next month, if nobody stops me by suggesting a better topic: Positive verses Negative Ground. ◀*

### Krek’s Korner





## MG Car Club Goes Karting

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—Allen Hess



Brian Fallon

—Elaine Hess



Ariane Neatrou

—Brooks Schneider



Gordon Neatrou

—Brooks Schneider





Betty and Gil Langswager

—Elaine Hess



Carolyn and Dave Avery

—Allen Hess



Alicia Schneider

—Brooks Schneider



Hollis Hames

—Betty Langswager



Dan and John Suter, Ken Heusler, Penny Hargrave, Don McConnell

—Allen Hess



Wally Roworth

—Allen Hess



Gayle Schneider had a great time!

—Allen Hess

Lindsay Short leads Dick Rzepkowski

—Elaine Hess

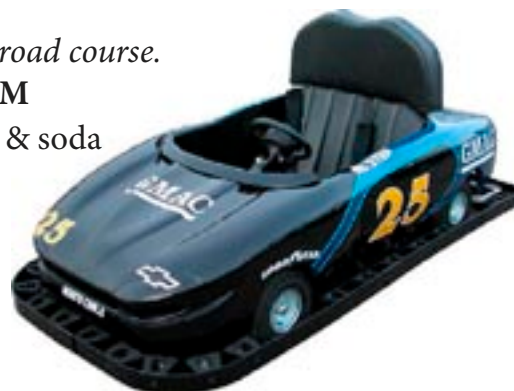
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## Octagon Dreams — A Salute to MG

AL ISSELHARD

Dave Wild and I attended the Toronto Auto show . . . . There was a display of about 18 MGs of all years in a nice carpeted room with beautiful lighting and plants, sepia toned period photos of the MGs were displayed behind the cars on exhibit — just a great showing of cars. Some MG items such as shirts, caps, etc. were sold by local club members at the exhibit.

[Included in the display were] “Old Number 1”, a 1925 MG; a twin cam MGA; MGC; an MGTC and an MG Tickford. Also, there was a very nice Arnoldt MG displayed — one of my favorite models and a Magnette too, that excited Dave.



MG "Old Number 1" 1925

—Al Isselhard photo





Arnoldt MG, MG Magnette

—Al Isselhard

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*MGA Twin Cam*

—Al Isselhard



*MG Midget*

—Al Isselhard



THE COVER WAS A SALES PITCH FOR the MGCC Car Badge. It was on Mark Kaplan's car. [See Regalia Page]

Activities Chair Anne Faust: Jan. 21 Annual Wine and Cheese party at Newport Yacht Club. Betty had a movie, the Priestley's with a tape of the Equinox Hill Climb, the Hildene Car Show and their first MGB restoration. Good food MG Talk and watched ice skaters and ice boaters.

Words from the Chair Phil Parisi. Learning can be tedious or great fun. Difference being dependent upon the interest level of the learner. When interested you find out as much as you can, so learning is a gratifying experience. The last two months' MGCC and chair responsibilities have provided lots of fun. Main reason is I have learned a lot about our club and MG History. Ted Hershey gave me a framed poster titled "MG Fifty Years of Sports Cars" which is full of drawings and information about all of the MGs all the way back to Old Number One. The poster hangs in my office and when I need a break I read something about those cars. January Wine and Cheese Party - Gil brought videos of MG Racing records. Feb. George Haynes organized the Van's Machine Shop Tour- a marvelous time and a presentation was very informative. Let us learn something about you and your cars. Best way is face to face at the scheduled events and monthly meetings!

Minutes of March Meeting, Dan Suter, Secretary. Meeting called to order 7:45 PM. Minutes accepted as written. Matt Ribis gave Treasurers report. And 100 members owed dues. Anne Faust discussed activities. She thanked Steak Roast workers and the learning experience. The Paint Masters workers. Upcoming events include a tour of Geneva Foreign and Sports followed by brunch at Bellhurst Castle in Geneva. Also Sonnenburg Gardens and Gene-

see Country Museum for "Transportation Expo". Desi Benet reported on upcoming Niagara on the Lake event and the Watkins Glen Vintage week end. Limited room space is available. She then provided the Car Show report. Steve Fitch modeled the new car show t-shirt. 87 Classes for 1996. Car Show theme "The 25th year of the Victor Car Show and 100 years of the automotive industry" Steve Fitch talked about the 3 auto-Crosses planned for the year. First May 19 will have driver's school. George Haynes mentioned the May 18th tech session. Start at 10 AM bring own tools. . Matt Ribis would like to have some help organizing a Spring run along some country roads followed by a continental breakfast at his place. Ted Hershey reported a few ½ rooms left for MGCC at Carlisle, Pa. Jim Priestley --Vice Chair's report Hobby Night's were a great success. In April Mark Kaplan and Gil Langswager will report on "What to carry In your car" and "How to clean your car for a car Show" May meeting will include a George Herschell slide show and a variety of desserts. 35th Anniversary photos available. And Jim Priestley would like your data questionnaires. Phil Parisi Chairman's Discussion was looking at the Clubs insurance increase. An additional 4 sets (2-way) radios to facilitate emergency services. Phil reviewed the budget and said Matt Ribis would have it every month.. No Smoking Policy continues. Matt Ribis discussed repairing the MG Sign. (rusting, cracking and embrittlement). quotes sought. Club voted to retain sign. Dick Wild mentioned the Pittsford Village Days on June 8th and 9th. "Was the MGCC interested in participating? Jim Priestley announced a one-page MGCC Centre history along with membership applications. George Haynes announced intentions of writing a book about restoring British cars. Labor Day deadline for anyone contributing tips or helpful stories, with full credits. Disk or written please. No New or Old Business. Cars and Parts

sales reported. Attendees listed. Meeting adjourned at 9:03 PM. Thanks to Sue Keppeler for recording this meeting.

March Hobby night. After March meeting, anyone wishing to display, show off, talk about, brag, exhibit, demonstrate, flaunt, or unveil your hobby, pastime, automobile diversion, or just the "other thing" you do when not MGing. Jim Priestley will make room to show it off. It'll be FUN.

April Meeting 1- Getting your car ready for a car show and 2- Learn how to become a judge at the car show. Then a list of upcoming events for the rest of the year.

Prince Of Wales Hotel tour...Desi Benet. Rooms obtained in the 1864 historical landmark Hotel, Rooms \$99 Canadian per night. Itinerary- (very relaxed) shopping, swimming (Lovely Pool), eating and meeting your friends in the pub. Only organized event-\$17 Canadian ,tax, tip and gratuity. March 27th last date for holding a room. Saturday 8:45 AM Ontario Beach Park. On road at 9:00 Tour to Niagara on the Lake via the Parkway. 10::45 Little Cottage Diner is rest stop. 12:-00 Arrive. Eat drink swim on your own and always someone is at the Prince of Wales bar to meet with. Dinner is an individual affair (knowledge from old hands). Bed after bar closes.

We have a reputation of closing the bar down. Dixieland band again requested. Sunday April 28.08.30 at Charlotte Beach Brunch is 11:00. Leave Niagara on the lake in caravan at 3.00. A tremendous menu - food and desserts.

Bury Me In An Old Mowog Parts Box... Jay Lockrow. He discussed the movies that he and his wife watched when they got bored with TV. Like IPCRESS where in the middle two agents met and one had an MG B. The second movies first scene was a pre war MG PB



or TA. Both scenes were in proper time period. Want to see GENEVIEVE from early 1950's about two young couples, their antiques, a Darracq and a Spyker. They take the London to Brighton Run with lots of fun. Some claim this is the cause of the phenomenal interest and growth in antique and vintage car late '50s and early '60s. Good Movies: "To Please a Lady"/Clark Gable a race driver denied entry. Grew mustache, changed name and painted car. Don't remember movie but car was at Watkins Glen several years ago. A beautifully restored dirt track sprinter with a movie poster. "Grand Prix" probably best auto-race movie ever made, "Roman Holiday"/Audrey Hepburn - They drive an MG TD around Italy, relatively new film with Meg Ryan dates and someone who has an MG TF, "Love Story" with Ryan O'Neal and Ali McGraw In the MG TC which crabs down Broadway (bent frame) wheels don't lock up (oil on rear brake shoes common problem) Braked to stop. There are many others, If anyone has copy of Genevieve please let me know. Bad Movies: "The Big Wheel" with Mickey Rooney, bad and inaccurate-don't bother" The Racers" another '50s. A Young Man's Thoughts by Steve Fitch...Friends wonder how many years ago I WAS a young man, and that is non of your business. Spring is not too far away, The brilliant sun all day (2/25), couples walking, Children heard outside as could their mother screeching about the mud. Young Man's fancy turns to Cars. I don't need a silly robin to tell me its spring I just saw my first red Ferrari dodging the spring potholes and its melodic 12 cylinders distracted me-Mary hit my arm to Keep my eyes on the road. Card, car tours, rallies, auto-crosses, car shows and all the rest this club schedules. A Busy Year. Car work-electrical creates a track problem. Need to get teched for the Watkins Glen Camp Good Days ad Special Times. February and March Snow will cool thoughts but for today those wonderful car-thoughts elbowed their way to the front of my consciousness. And, indeed, this "young" man's

thoughts turned to. . . .

Tour of Van's Machine Shop by George Haynes. A smashing success 29 attendees of 36 sign in's. Groups of 8-10 met Bills guys John, Wes, Jerry, John and Louie. Bill's wife got piazza coffee and pop to ensure that we were fed. Engine Rebuilding and also magna-fluxing, crank grinding, rod straightening, align boring, cylinder head and valve reconditioning, dynamic balancing and assembly. I highly recommend their services. Thanks to Bill, Georgia and the guys at Van's for their time and effort to show us how they do it.

On Collecting: "Spring Shopping" by Chris William's. My wife takes the credit cards and sally's forth. I on the other hand bring in each and every member of my collection into my "shop" for a full examination and up-keep availability. As a Naval officer our ship would get 6 month at pier side and do engines, rust and generally re-prepare for "arduous sea duties" Things I did Midget-oil cooler and plug wires, fuel pump and cooling hoses, Mercedes hood release cable and Tune up. It's nice to have one of the "old folks" available for a moments notice ride., All "improvements " require a check ride to show up any mistakes or other problems. Spring Shopping represents a revisitation of those things that keep me young.

Miscellaneous Meanderings by George Haynes. Thought's generated by thinking alone -Snow makes winter. Clean roads makes Summer. Make sure your local fire hydrant is kept clean all winter, time saved is very important to the firemen. When Driving keep your headlights on so that you are seen GOOD in poor conditions, through dirty windshields or marginal wipers or defrosters. P.S. this applies in twilight, fog, rain and cloudy days, too! How active are sales of cars and trucks on front lawns? Assembled my TR4A gearbox. Put one gear in backwards and locked the box up. Redid and will remember that one. Engines vs gear-

boxes the latter are fun but scary. Dale Masters and I helped Charlie Searles MG TC. It's been fun but Dale and wife are moving to North Carolina when house sold. End of an enjoyable association? Advice: if your windshield is a little dirty, install new wipers. What a difference! I subbed for Anne Faust( Florida sailing) on the Annual Winter Steak Roast and Auction. Please limit those non automotive items which take up so much Auction time. Many new members and guests, which is off season- Looks like MG CC is a Magnet. I had a gratifying phone call recently. A friend has been working night and day to restore an MG Midget for his daughters high school graduation. I heard the MG exhaust running for the first time. A Major Milestone !! Congratulations Al Costich! Don't expect this column regularly. ( Editors Note: Oh darn I was so enjoying this it reminded me of Garrison Keeler's recount of Lake Woebegone.) I can't pass up the opportunity to congratulate Cindy Capaccio for the Wonderful job as Editor. She and Vince are doing a fine job- a blessing for the MGCC.

A reminder of all the things that need to be done for the Summer activities was made. Watkins Glen Update by Desi Benet..Need credit card number. Seneca Lodge for the Vintage Race Weekend . Same number of rooms which are only open to MGCC members. Other space- Colonial Hotel at bottom of hill is a nice Hotel or camping in the Park or at the track Thursday nights are available. Friday is Vintage day in town including a rally, lunch and a tour of the old track. A car show Dave Wild and Gil Langswager help organize - some very nice and often unusual cars.

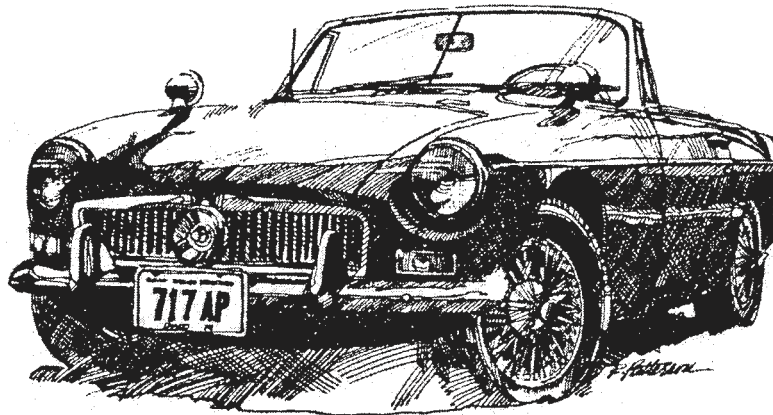
Collier Cup by Dick Powers A well written article covering early training and driving habits. It covered the many entry groups, weather and its effects and what happens when you race. Sorry Dick I've run out of time, but I enjoyed your article and learned a lot.<

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## Sellers Beware!

JOE DE BLAERE

Trying to sell a classic car? — read on. About a year ago I decided to sell my MGTD. It had been a three year restoration and I had driven it about three years, all the bugs were worked out, so it seemed an appropriate time.

I put an ad on the MGCC website. I got a few responses but most were not serious buyers. I thought about trying E-bay. Then about 6 months ago I got a response from a person in England. I thought it was unusual as there are plenty of old MG's there already. He wanted me to sell him the car and handle the shipping to England. When I relayed the cost of the shipping he wanted to include it in the check he was going to send. Some gibberish about his company would only allow him to send one check. I asked him to pay for the shipping separately. He claimed to be sending a certified bank check. I sent him my address & phone number, nothing he couldn't get out of the phone book. The checks never arrived. Needless to say the car was not loaded onto any boat. Game over?

Then a couple of months ago I got two responses within days of each other asking pertinent questions about the cars condition, history, send pictures, best possible price, etc. One offered a \$500 bonus for letting her have the car immediately. She claimed to be in Australia but having to visit her sick father in England. I'm still suspicious from the first sting. She asked for my address, phone number and fax. I asked for hers. A slight variation of the old "you show me yours and I'll show you mine". One night around midnight the fax goes into receive mode (which woke me up, it's pretty quiet down here in the winter). Nothing comes through. Within minutes the phone rings, it's a third party company translating incoming computer E-mail messages and relaying them through the phone to the next person (in this case me). We chatted but I never got to speak directly to her only through this third party person. I still didn't have her address or phone number. There was no way to contact her except through E-mail. She also wanted me to add the shipping costs to Australia to the car price. I told her it would be \$30,000 total. Not flinching she said "OK". Her next breath asked for my bank account number here in New York so she could transfer the money electronically. No way she got that. I said I would wait for her certified check & then arrange the shipping. The game was underfoot.

Within a week or so I got a check for \$40,000 from a priest in Nigeria. Come on folks, can you get any cornier? A priest in Nigeria!!! I took the check to my bank (it was certified from a bank in Florida- it might as well have been from Neverland). I explained my concern to the VP of my bank. Within 24 hours the security department declared it was bogus. I never heard from her again. I still have the check. It resides, under glass, next to the other car trophies.

Within a day of all this I get another E-mail claiming to be from the Minister of Finance of Nigeria. His claim to fame job is to get the money from fraudulent checks to their rightful owners. All I need do is send him all my personal information such as Social security number, bank account numbers (so the funds can be deposited there—yeah right!) and he will take care of it and guarantees I'll get my money. This was even lower than whale poop — and that is at the bottom of the ocean. Maybe I can hook him up with the Nigerian priest?

So the moral of the story is "SELLER BEWARE", they are just fishing for your personal information. If they got it I can only imagine what they could do to your private life. I hope this sharing helps at least one other person out there. ◀



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## Bury Me in an Old Mowog Parts Box



JAY LOCKROW

THE TERMS REPLICA, REPLICAR, fakes, phonies, kit car all bring as many different responses as there are people. The differences in these terms is confusion to say the least. By no means am I an expert but certainly I can give you my take on the subject.

Lets start with "replica" In my estimation this should be an accurate copy of the original at least in the visual sense. This leads to confusion right away because there are vehicles built by the original maker that are called replicas. For example, one Norman Culpan, a wealthy wool manufacturer from northern England purchased a competition model Frazer Nash and entered the car in the 1949 LeMans race. In doing so along with co-driver H.J. Aldington (Who at the time owned Frazer Nash but this was still a private entry) came in a very respectable third overall in the race. From that moment on the catalogues were changed to read "LeMans Replica" instead of competition or high speed model. So we have a car built by the original factory to the same specs as the car that came in third at LeMans, hence, it is a "LeMans Replica" Now if we build a replica of this car we can't just call it a "replica" it is (and this car has been reproduced) called a Frazer Nash LeMans Replica replica. Confusing to say the least and believe me I would not throw one of these replica replicas out of my garage. Now you say what is the point of building a car like this? The originals are now fetching well over half a million bucks so if you want one you might want to look at a replica replica. These are so accurate you really need to know your stuff before you purchase one. The original type Bristol engine is used as well as an accurate body and frame. Having never even seen an original or a replica the pictures look great and the rep reps are now beginning to escalate in value and are around \$70,000. This started as a kit and putting it together is no job for an amateur. Most of those that have been finished have been well sorted by the owners. With skilled engine

suspension and handling tuning.

There are numerous replicas and many of them are really better than the original. In a recent issue of Classic & Sports car there is an article on this very subject. They bring out the fact that some of these are so well engineered they will out perform and out handle the original. In fact the only real way to tell the difference (without looking at the mechanicals) is to drive them. Amazingly the replicas do better and are easier to drive. However these are the top of the line replicas like Ferrari Testa Rosa which uses a Ferrari engine and gearbox from a Ferrari donor so you better know what you are looking at when you raise the hood. There are also replicas of the Aston Martin DB3S called the WAM, at least two replicas of the C type Jaguar one the Proteus and the other the Heritage. These also use Jaguar engines and gearboxes. Again be sure of what you are buying as one is aluminum and one glassfibre. There is the Westfield which is for the most part a Lotus Eleven. Again you have to pick up the bonnet to see the difference. There are several others like the D type Jaguar, Jaguar SS 100, MG K3 Magnette but you get the point. Of those mentioned I would gladly accept any of them. I will admit I will never be able to afford an original or a replica.

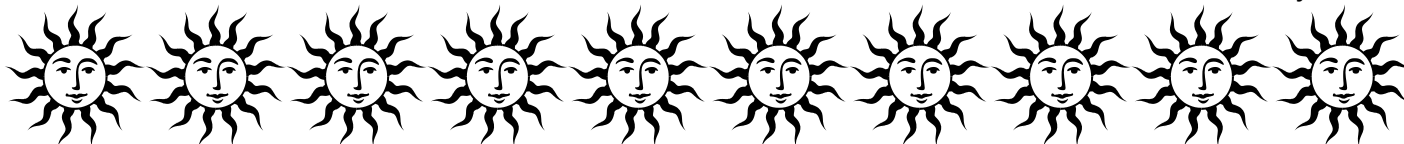
These are all kit cars but the degree of skill or knowledge is not the same as that of putting together one of the fake Bugatti or whatever that are made on a Volkswagen floor pan. These for my money are nonsense. They are not engineered well and look totally ridiculous. The wheel and tire size is wrong and the proportions are so wrong you can spot one two blocks away. These are not in the same league as those mentioned above and probably should not even be mentioned. In this same vein I would put things like the Zimmer that is supposed to look like an early Mercedes and looks like a prostitute with a ton of makeup looking for a trick. This is where the term replicar should

come in because it is a coined word and the replicar is nothing more.

"Fakes and Phonies" in my book are similar terms. I suppose you could call all the aforementioned cars fakes or phonies but as long as they are not trying to be sold as an original I see nothing wrong. The difference comes when you take one of the high end replicas and try to sell it off as an original. For example the MG factory made something like 25 original MG K3 Magnetts. (Please excuse me if I'm wrong on that number but I couldn't find it when I needed it) Today there are some K1s and K2s that have been rebodied and brought up to K3 specifications. I have nothing against this but if you are trying to sell one as an original K3 and the serial number is not what it is supposed to be then as far as I'm concerned it is a fake or a phony and the seller should have a nice vacation in Worm Wood Scrubbs. There was a huge lawsuit not many years back on this same idea. A vintage Bentley was offered but upon taking deliver the new owners discovered the frame was a replacement not the original. But that is another story and I'll not get into that this time.

There are replicas on this side of the pond also. For example there must be several Cobra replicas available and no doubt they are good cars. After all a Ford V8 would be a pretty easy engine to find but the build quality is something else again. If you are going to build one yourself you better have some talent because if you don't and you have a problem at high speed who are you going to blame?

Be careful with any muscle car also. These could be faked with not much effort and there is always someone out there trying to make an easy dollar. Take the Hertz Shelby Mustang for example. I don't know how many they made but I bet there are more out there than Shelby ever made. So if you are in the market for a muscle car or even a replica make sure you know what you are buying. After all, I've got a little grinder and a set of number stamps! ◀



## MARCH BIRTHDAYS

- 1 Judy Palozzi
- 2 Wally Roworth
- 2 Lyn Smith
- 4 Bill DeVos
- 5 Lee Blair, Jr.
- 5 Richard Powers
- 5 Stacey Van Denburgh
- 6 Marlene Bartasevich
- 8 Karna Palermo
- 10 Al Fink
- 11 Lane Boughton
- 12 Thomas Glanville
- 12 John Cook
- 13 Mike Harrison
- 13 Audrey Davis
- 14 Terry Welch
- 15 Vincent Monaco
- 17 Dave Chase
- 17 Gail Borycki
- 18 Don Moodie
- 20 Gene Faust
- 20 Robert Keppeler
- 22 Laurie Scribner
- 23 Kathy Boughton
- 24 Carl Baxter
- 25 Dennis Costich
- 27 Jim Walsh
- 27 Susan Kath
- 27 Dawn Mehserle
- 29 Joseph DeBlaere
- 31 Sue Harrison

## MARCH ANNIVERSARIES

- 9 Jim & Dawn Priestley
- 14 Billy & Jessie Cates
- 15 Irving & Bernice Black
- 17 Elton & Patti Schulz
- 30 Marty & Jean Mucher

**CONGRATULATIONS!**



## APRIL ANNIVERSARIES

- 3 Duane & Carol Garner
- 3 Daniel & Latty Goodwin
- 11 John & Gail Borycki
- 12 Joseph Kozloski & Linda Perkins
- 13 Gary & Carol Newman
- 30 Suzanne & Robert Keppeler
- 30 Al & Barb Fink

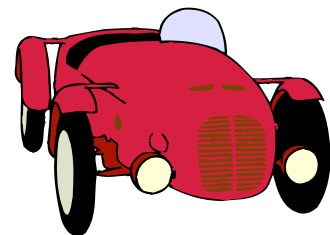
**CONGRATULATIONS!**

## APRIL BIRTHDAYS

- 1 Linda Spencer
- 2 Gail Rapp
- 3 Michael Short
- 7 John Thompson
- 7 Tricia Lucchesi
- 10 Elton Schulz
- 11 Stephen Stewart
- 14 Marty Mucher
- 14 Phyllis Wagner
- 15 Mark Gibson
- 15 Kathy Walsh
- 16 Bill Rampe
- 17 Kathryn Joslyn
- 17 Carolyn Barlow
- 19 Bill Bethune
- 21 George Bory
- 21 George Haynes
- 21 Robert Tescione
- 21 Dawn Priestley
- 21 Harriette Hokenson
- 23 Charles Swarts
- 24 Paul Heaney
- 25 Bob Johnson
- 26 Charlie Alba
- 27 Billy Cates
- 27 Tracy Potter
- 28 Joyce Pegoni
- 30 Efrim Adnopolz
- 30 Fia Lilley

**HAPPY BIRTHDAY EVERYONE!!**

**HAPPY BIRTHDAY EVERYONE!!**



**GET READY FOR RACING!**





*Official Regalia*

## MG Car Club Western NY Centre

Car Badge . . . . .	\$25.00	Sign, magnetic (10") . . . . .	15.00
Badge Clip . . . . .	5.00	Blanket . . . . .	18.00
Patch, embroidered . . . . .	2.50	Tote Bag, embroidered . . . . .	15.00
Key Fob, large leather . . . . .	4.00	Bumper Sticker . . . . .	1.00
Pin, cloisonné . . . . .	3.00	Name Badges w/MG . . . . .	15.00
Dash Plaque, 40 <sup>th</sup> Anniv. . . . .	4.00	"Safety Fast" MG Wine Glass. . . . .	6.50
Sticker, front adhesive. . . . .	1.50	MGCC Cookbook. . . . .	5.00
Sticker, silver . . . . .	1.50		

Also available is a wide selection of clothing items (shirts, jackets, etc.) embroidered with the club logo. Prices shown are for members only.

All items are available for purchase at our monthly meetings, or delivery can be arranged.  
Contact: Laurie Scribner 585-872-5133 (weekdays).



**March Special!**  
Buy a MGCC Car  
Badge, get the  
mounting clip  
FREE!  
Save \$5.00

## MG Car Club Western New York Centre, Inc.

### Membership Application

Annual Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

Name \_\_\_\_\_ Birthday \_\_\_\_\_

Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Wedding Anniversary \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New ☐ or Renewal ☐

E-mail address \_\_\_\_\_

Cars owned, Make & Year \_\_\_\_\_

Club Interests: Social ☐ Touring ☐ Car Show ☐ Restoration ☐ Rallye ☐ Racing ☐

Other hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_

Available for Roadside Help? Yes ☐ No ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

Make cheques payable to MGCC of Western NY, Inc. Mail application and payment to:

Jim Priestley  
3326 County Road 40  
Bloomfield, NY 14469

# MG Car Club Western New York Centre — Calendar of Events 2006

*For the latest information visit our web site [www.mgcarclub.com](http://www.mgcarclub.com)*

<b>January</b>  5 Board Meeting 19 Meeting 21 Wine & Cheese, Valve Cover Races	<b>February</b>  12 Go Kart Races 16 Meeting	<b>March</b>  7 Board Meeting 5 Steak Roast & Auction 16 Meeting 19 Swing Into Spring	<b>April</b>  2 Go Kart Races II 20 Meeting 30 Brunch & Wine Tour
<b>May</b>  4 Board Meeting 7 Autocross 1 12-14 Saratoga Weekend 13 Tune-up Clinic 18 Meeting	<b>June</b>  4 Vintage Auto Festival 10-11 Hildene Car Show 15 Meeting Garden Tour	<b>July</b>  6 Board Meeting 9 Autocross 2 11-24 Nova Scotia 20 Meeting 30 GVACS Car Show (RIT)	<b>August</b>  6 Roast and Rallye 17 Meeting 20 Autocross 3
<b>September</b>  5 Board Meeting 8-10 Watkins Glen 21 Meeting 23 Tune-up Clinic 24 Autocross 4	<b>October</b>  8 Fall Foliage Tour 15 Garage Tour 19 Meeting 28 Halloween Rallye	<b>November</b>  2 Board Meeting Yacht Club Brunch 16 Meeting	<b>December</b>  2 Holiday Party No Meeting

## Spokes

P.O. Box 831

Webster, NY 14580-0831

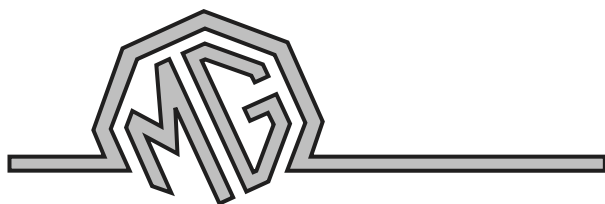
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