

Spokes

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Those British Beauties are Back

St. Motors & Automobiles

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.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. Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the 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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ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

Size		single Issue	One Year
Half Page	7.5 x 4.8	\$ 27.00	\$110.00
Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

Contents

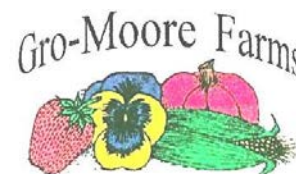
Cover Photo By	Mike & Sue Goodwin
Chairman's Corner	4
MG Bruce	4
Activities	5
Minutes of the Meeting	6
Attendance	8
Lost Rules of Membership	10
Bowling Party Photos	11
Secrets of Sebring	13
Car Nutz Tales	14
Coming Events	16
Watkins Glen Research Center Schedule	18
Car Show Help Wanted	20
Wiring Harness Repair.....	21
Classifieds	23
Sunshine Page	26
Regalia and Membership Form.....	27
Calendar of Events	Back Cover

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Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplate can be purchased in the name of the donor for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Frank Stepanik
 13 Fiora Drive
 Fairport, NY 14450

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

Chairman's Corner

Dan Goodwin _____

We had spring-like weather for the March club meeting...we even spotted one MGA in the parking lot. However, the warm-up didn't last. We are now taking another look at winter! It reminds me of the days when the MGA was my daily driver. I was living in Michigan at the time and actually driving the MG in the delightful Michigan winters. My favorite memory is trying to start the vehicle when the temperature hovered around 0°F. At that temperature, which the owner's manual dubbed "Arctic conditions," I had about a 25% chance of the car starting in the morning and if it did start, only a 50% chance it would continue to run. It developed this nasty habit of stalling out as the points in the fuel pump would freeze up. I did find a solution to the problem...I removed the battery panel behind the passenger's seat and whacked the fuel pump with the wooden handle of a screwdriver every time the engine started to sputter. Effective, but grossly inconvenient. Hopefully, the weather will improve by the April meeting. Remember, the basket auction will take place in April, with proceeds going to the MGCCWNY scholarship endowment fund at MCC.

Plans are well underway for the Vintage Auto Festival in June. George Heissenberger and members of the planning committee for the car show are still looking for a volunteer to take on the responsibility for car show registration. Jim Priestley has managed this task for quite a while and would like to hand it off to an interested party. If you are up for the challenge, please contact George.

Spring is here, but we have to think harder to really make it happen!!

Cheers,
Dan

MG Bruce

Don McConnell _____

April, the time showers bring flowers, and wash the road salt from the roads. Not only that but it brings warm weather and warm weather means out come those British beauties ah cars that is. I hope you who have a British car are preparing it for those summer days ahead. I am still hopeful that Bruce will be ready for the road this summer. Late summer might be a better guess, but summer one the less. As I have mentioned previously, understanding heat in the welding process has made me take a step back for some thought. Working shift schedule has also put a slow down on the welding practice. With warm weather coming hopefully the welding process will pick up speed.

I have an assignment MG Car Club, as we drive our cars this summer and fall taking photos for our memories of the events we attend, how about photos of ladies driving or working on those British cars and we will use them in next years calendar. Hope you have some fun with this and enjoy April

Happy Top down

Don

Activities

By Mary Murray and Susan Goodwin

We had a grand old time at the Bowling Party on February 27, 2011 held at Empire Bowl. There were fifteen bowlers and three spectators to cheer on the bowlers. We had three four-person teams and one three-person team, bowling on four lanes. During the two-hour plus time frame we had to bowl, we were able to bowl three games and the three-person team bowled four games. Unfortunately, I left the bowling score sheet on the desk when I was paying the bill, we had some closet bowlers with high scores, but we all bowled respectively. Next year lets have more bowlers join in the fun. See photos page 11

The annual Steak Roast/Auction is March 27, 2011 at Eyer Park in East Rochester.

Swing into Spring will be April 17, 2011, contact Dick Powers or Laurie Scribner, and see the ad in Spokes for the time, place, and food choice.

We have six baskets so far for the Basket Auction to be held at the April 21, 2011 club meeting. We would like to see more baskets. If you would like to donate a basket contact Mary Murray or Susan Goodwin ASAP and give us the name of the basket.

Hopefully, by April's meeting the weather will be cooperative, and we will see our little British cars in Burgundy Basins parking lot. Just by getting the cars out of winter storage we will know what needs to be fixed, and bring our cars to the Tune up Clinic on May 7th at MCC's Automotive Center.

After, getting our cars running perfectly from the Tune up Clinic, we will be able to drive them to the Beers of the World Tasting Party May 15, 2011. The Beers of the World party will be in the Langswager's garage, or should I say in Gil's "Man Cave" as Betty calls it.

A few days after the Beer Tasting Party many of our members will be heading to Carlisle from May 20th to 22nd to buy and sell car parts, and probably consume some beer. Of course, they will have worldly knowledge of beer after attending the beer tasting party.

Keep activities ideas coming in and consider planning one for the members. Remember all events have to break even dollarwise, and that the MG Car Club will not be subsidizing any planned events at this time.

Swing Into Spring VIII

Sunday, April 17, 2011

New Location:

Mulconry's Irish Pub & Restaurant
17 Liftbridge Lane, Fairport NY

(across the street from the parking lot where the Tuesday night Cruise-Ins happen)

4 PM start time (social hour before dinner)

We need to know your food selections by
Wednesday, April 13, but no payment in advance.

Menu:

Bangers & Mash--Irish Pork Sausage with homemade mashed potatoes and Irish baked beans, \$11.00

Fish & Chips--Atlantic Cod filets beer battered in Harp's Ale, served with french fries and cole slaw, \$12.00

Shepherd's Pie--Ground beef baked in a casserole with peas, onions and carrots, topped with homemade mashed potatoes, \$11.00

Corned Beef & Cabbage--Braised corned beef brisket with steamed cabbage, carrots and potatoes, \$12.00

Soup & Half Sandwich--Potato Leek soup & 1/2 Turkey sandwich, \$6.50

Grilled Portobello Sandwich--Marinated portobello topped with roasted red peppers, balsamic glaze and melted provolone, \$8.00

call/email now with your food choice(s):

Contacts:

Dick Powers mgahmogca@rpa.net or 585-323-2687

Laurie Scribner MiniCityUS@aol.com or 585-872-5133

MGCC Minutes of the Meeting

By Willard Brown

March 17, 2011

Call to Order – Meeting was called to order at 7:38 PM by Chairman Dan Goodwin.

Acceptance of February 17th, 2011 Minutes – Minutes were accepted as reported with the correction of Rhonda Rizzo and Pru Costich-Schmidt's names on the "Meeting Attendance" list.

Guests and New Members

- Dave Jack – Guest
- Bill Mikiewicz – Guest

Treasurer's Report – Frank Stepanik = Reported the balances in the club's accounts.

Vice – Chairman – Mike Goodwin

- Is doing well on his Appalachian Trail hike.
- Will return mid – late August.
- Progress/activities during the hike can be found on the net at melandmike.com

Activities – Mary Murray/Susan Goodwin (see Spokes for details of all future events listed)

- February 17th = Bowling Party was attended by 15 members
- March 27th = Reaffirmed the Auction at the Steak Roast can include items other than car parts and the Auctioneers will be Ted Hershey, Doug Scribner and Jim Priestley.
- May 7th = Tune-up Clinic Coordinator, George Haynes, reported that the activity will be at Monroe Community College from 10: AM – 4:00 PM. There will be 6 – 7 car

lifts available. Need to know from members what type of work they will be performing, other than tune-ups, so that he can bring the necessary specialized tools.

- May 20th – 22nd = Carlisle Trip lodging will be handled by Dave Wild. Will be taking parts for sale and orders to buy parts from club members who will not be going. Contact Dave.
- July and August = Need suggestions for activities from members. Will discuss further at the April meeting.

Car Show – Leon Zak reported for George Heissenberger

- Need someone to volunteer to head the Registration Desk/Tent.
- Need volunteer to take over maintenance of the show's mailing list data base.
- Car and vendor registration will be available online. The phone number message hotline is active. (Leon Zak)
- Car art is ready for printing and proofs for the posters, dash plaques and T-shirts will be ready for approval this week. Will be ordering fewer T-shirts this year. (John Baum)
- Press releases are going out and the Victor Chamber is offering a weekend hotel package. (Jeff Swan)
- To date, three ads have been sold for the program to include Van Bortel Subaru. (Peggi Heissenberger)
- There will be no change to Car Classes this year and award trophies have been ordered
- The next meeting is March 24th at Victor Denny's at 7:00 PM.

Membership – Jim Priestley = Will be sending out post card reminders to persons (52) who have not renewed.

England – George Herschel

- Our dues have been paid.
- Did not receive copy of Safety Fast magazine this month.

Regalia – Doug Scribner

- A few 2011 color calendars are left and are discounted to \$10 each.
- Hats are on sale at ½ off the original price.
- New merchandise has been received and will be on the display racks.

Spokes – Don McConnell

- Spokes is a newsletter and a magazine.
- Requesting book reviews on car subjects from members.

Old Business

- Dick Powers will be racing in California this year.
- Bring car parts to Steak Roast and Auction members are no longer in need of.

New Business – None

Adjournment – At 8:25 PM

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Meeting Attendance

March 17, 2010

Karl	Bukhardt	Gil	Langswager	Sean	Seeley
Cheryl	Baldwin	Dave	Leete	John	Thompson
Bill	Baldwin	George	Leopard	Bob	Tescione
Lane	Boughton	Tony	Makepeace	Allyn	Wagner
Willard	Brown	Eileen	Makepeace	Barb	Wild
Alan	Costich	Dave	Ott	Dave	Wild
Jim	Davis	Don	McConnell	Bob	Welch
Jim	Davis	Mary	Murray	Paul	Wheeler
Johnny	Fahner-Vihtelic	John	Murray	Wally	Roworth
Dick	Giambra	Dick	Powers		
Susan	Goodwin	Jim	Priestley		
Dick	Giambra	Carl	Prouty		
Susan	Goodwin	Rhonda	Rizzo		
Dan	Goodwin	Tim	Rizzo		
George	Herschel	Marlene	Rzepkowski		
Ted	Hershey	Dick	Rzepkowski		
George	Haynes	Rod	Rodman		
Hollis	Hames	Rob	Shrader		
Allen	Hess	Penny	Schrodeder		
Elaine	Hess	Laurie	Scribner		
Doug	Jack	Doug	Scribner		
Jeff	Kath	Frank	Stepanik		
Betty	Langswager	Jessica	Seeley		

GUEST

Bill	Mikiewicz
David	Jack
Max	Scribner
Mazee	Scribner

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If you need help, Dan Goodwin and Hollis Hames are coordinating a "helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:

Dan: (585) 223-9584 e-mail dlgipk@rit.edu

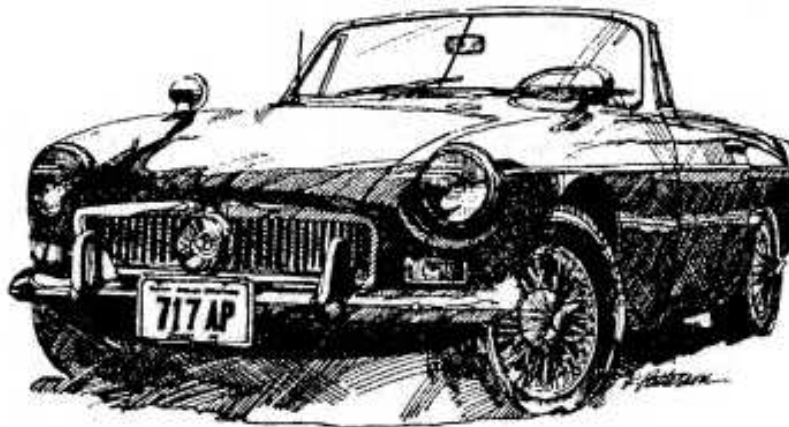
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Lost Rules of Membership

AN APOLOGY TO ALL MEMBERS: I MADE AN ERROR WHEN I SENT THIS TO THE "SPOKES" FOR PUBLICATION IN THE MARCH ISSUE. MY E-MAIL WENT TO SOMEWHERE UNKNOWN AND I THOUGHT IT WENT TO "SPOKES" UNTIL I OPENED MY "SPOKES" AND THIS WAS NOT IN THERE. PLEASE BE ADVISED..... Jim Priestley



THE LOST RULES OF MEMBERSHIP (SIMPLIFIED)

From the "Member's Dues Recommendation Committee"

(Jim Priestley, Ted Hershey, & Leon Zak)

February 17, 2011

ALL MEMBERS, PLEASE READ



1. All memberships run from January 1st to December 31st.
2. The yearly membership fee is currently \$30 per family.
3. Spouses/Partners of members are considered full members with voting privileges.
4. **NEW** members joining on or after September 1st will be paid for the balance of the current year and the entire following year.
5. Special "Car Show Membership" is offered to **NEW** members for \$15, only at the car show!
6. The MG Car Club's liability insurance coverage covers all **current members** and family at our events.
7. All memberships **MUST** be renewed by December 31st or you are **NOT** a current member!
8. If your membership has expired and you wish to attend an MG Car Club event, you must pay at the event a one day membership fee, per adult (\$5 each), **or** you must pay your membership renewal amount (\$30). All persons at our events must be covered under our liability insurance. Children under the age of 18 are always covered when accompanied by a member.
9. For the official committee report please see the 2/17/11 meeting minutes, in March issue of "Spokes".

FOR THIS YEAR ONLY, (2011): ALL 2010 MEMBERSHIPS WILL EXPIRE AT THE APRIL 21st MEETING.

Bowling Party

By Rzepkowski and Schneider





North American Council of MG Registers
Fourth ALL-REGISTER Meet
June 13-17 2011
MMM - MGT - MGA - MGB - MGC

MG2011 Event and Hotel Registration

Please select this option if you plan on registering for the complete event. When selecting this option you will have the option to register for the Rallye to Reno after you register for the event.

National MEMBER Registration - (\$85 online before 5/15; \$100 after 5/15)

National NON-MEMBER Registration - (\$100 online before 5/15; \$125 after 5/15)

Rallye To Reno Caravan Registration

Please select this option if you plan on registering for the Rallye to Reno (\$35) event ONLY. If you select this option to register, you will NOT be able to register for more than just this event.

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Service— Randy Ames & Tom Abbott

Randy has 35 years experience working on all makes and years of European cars, and owned Phoenix Garage in East Rochester for 15 years. He spent 3 years traveling with a BMW team as a race mechanic.

Tom has been a "Jack of all trades", an experienced machinist, NASCAR Sprint Car mechanic, and has worked with me for several years doing major work on everything from an E-Type Jag to a Lancia Fulvia.

Restoration— Justin Raymer

A young guy with years of experience building show quality cars. He has restored several Shelby Mustangs which have won significant shows and were featured in enthusiast magazines. He restored my E-Type and is currently doing a '58 Alfa Giulietta, a '63 Jag Mk2, a '67-427SS Impala, and a '68 Mustang California Special which I can show you.

Sales, Owner and Manager— George Leopard

I'm a life-long car nut (see CarNutzTales on my website) and am trying to emulate the small sports car operations I enjoyed working with in my earlier days. I try to buy low mileage, well kept cars suffering from inadequate use, and return them to excellent condition for the enjoyment and investment of educated enthusiasts.

Available for Spring Delivery — Call to discuss

1983 Porsche 911SC— High quality car, 62K miles, platinum, many performance extras, my personal driver

1968 Porsche 911T— Beautiful black body and interior, needs work that we can do, exciting upgrade potential

1972 Porsche 911T— Nice driver with '73 engine (7R case) on webers, drive now, go nuts R-Grp upgrading next Winter

1975 Porsche 914-2.0— Never rusted, mint interior, dual webers, Bursch exhaust - a work in process

Secrets Of Sebring - One More Time for #39

By Dick Powers

Just when I thought I had all the *secrets* of the factory 1960 Sebring MGA Twin Cams, I find one of them needs a little modification. Shortly after we went to press with the last Spokes (Vol. 53 No. 3), I received a note from Stephan Propsting about #39 not being “re-bodied”. After #39 was rolled at the Moroso track, some thought the damage so extensive that the car had been re-bodied.

Stephan explained that #39 was not re-bodied, but underwent an extensive and very accurate restoration: “#39 was fully restored after it came to the UK in 1987/88. Brown&Gammons conducted this work for the then owner Colin Percy. From my conversation with Ron Gammons and Gerry Brown I understand that the body and chassis, albeit looking very rusty, were not that bad and had no real perforation. They went to great length to get the car back into its original condition. Lyle York and Tony Simms were supporting this task by sending details from their cars. All was documented by Ron Gammons in photographs and there are loads of written documentation from the conversation with Lyle and Tony. The work on the car also got a lot of attention from the members of the MGA Twin Cam Group like Nick Cox, Frank Burry and Piers Hubbard. Gerry Brown said that Colin was very fastidious. They even sourced the original hardtop from Robin Barker’s Canadian car and the paint finish of #39 was done in the same cellulose type paint as it was done in the works.” Thanks to Stephan for this description of the restoration of #39.

In 2012 at Sebring, I hope to be racing #222 with #39 and the other Sebring MGA’s at a special event celebrating the 50th Anniversary of the last Factory MGA’s to race there.

Also, Gerry Brown who is mentioned above, was a member of our WNYMGCC when he worked for Kodak.



#39, Stephan Propsting and Basil Wales (designer of the MGA Twin Cam) at MG Silverstone 2008.

Car Nutz Tales #8 Autolinc Sports & Classic

By George Lepard

In the year 2000 I bought a large derelict cold storage warehouse from the Happy Ice Corporation, in the town of Ontario, NY, and began turning it into a multi-tenant workshop facility – I like the landlord business. The building's interior was so rough and scary that a small film production company rented it to be the setting for a violent murder scene in their movie. I labored for several years to complete the job of repairing the building and creating workshops, providing rental space for up to 15 small companies. To reward myself for all the hard renovation work during these years, I leased a 2001 Porsche Boxster-S. I must say it cheered me up considerably. The car looked good, sounded great, was trouble free, and lots of fun to drive.

My enthusiasm for the car diminished slightly over time, however, possibly because of my advancing age and my reluctance to damage this expensive vehicle. The car had such great adhesion to the road that I never found out if it had under-steer or over-steer. That first winter I carefully stored it in one of my newly rebuilt workshops. Then the shop ceiling fell in due to water accumulating from a small roof leak. No big deal, I said to myself, weakly. The dents in my pristine car (actually the bank's pristine car) were repaired. The car looked perfect again. In the Spring Sue and I drove it to Cape Cod and back. Whoa! This is no GT, I thought. It was great for a few hours, but tiring after that to drive on the expressway. The seat wouldn't go back far enough, and it delivered a bit too much feedback of the driving experience. Later in the year I discovered that my tall friends didn't fit very well, and I'd be much happier with another inch or so for myself. I had three sidewall punctures of the very expensive low profile tires in the next 2 years. I started yearning for an older 911! This Boxster was a really excellent car, but I wanted a change. Was I just a spoiled brat?! I turned it in at the end of the lease. The car by then had depreciated enough for me to have paid, in full, for a pristine older 911 with comparable mileage. Subsequently the Boxster's value has dropped another 50% while the 911 has held steady or appreciated. I'm sure (hoping) the early Boxster values are now nearing a turning point.

I gave up sports cars for a while, at the end of the Boxster lease, figuring that my big Audi – the hot rodded 200 Turbo Quattro Avant- would provide ample excitement as my daily driver. A new tenant with a fast growing business had moved in to my building, and I was doing quite well with the steadily increasing rental income. I had always dreamed of owning a really nice sailboat; at the time interest rates had bottomed; and after a brief period of diligent searching I found my dream boat. Not a month after I bought the boat, the big rent payments stopped. My prize tenant was going bankrupt! I now had lots of space to fill (after getting rid of nearly 2 million unsold, unwanted books filling my warehouse) and a big boat mortgage to pay. I needed more income and came up with a bright idea.

While growing up in Southern Maryland, I was intrigued by the numerous small used sports-car dealers in the Washington DC area. I had found the same thing all over Great Britain, as well, when we lived there. Why couldn't I do the same thing to fill some of my empty rental space - open a small sports-car dealership? I've always enjoyed searching various sources for "finds" that I would buy if only I could, within reason, justify the purchase. At this time collector car prices were increasing rapidly, the dollar looked to be weakening and the stock market seemed shaky. I reasoned that through the internet I could sell anywhere in the world that the economy was good, even if it was tough in the US; in part a hedging strategy. I now had my "good reason" buy some of these "finds". My goal was not necessarily to make a huge profit, but to cover the rental value of the space I would occupy, and have fun.

Aside from financial advantages, there were several others: I could buy, drive, and resell as many cars as I wanted and could afford (with my new purchase justification philosophy), without paying sales tax (my NY buyers had to pay the tax on purchase); I could have one flexible insurance policy that covered anything I had in stock (a bit expensive, that one); I could drive any car legally without inspection or registration (several a day if I wanted) using my dealer plate; and I expected that my inventory would keep

appreciating. Hopefully, I would make some money and meet interesting people.

The plan was to buy “garage queens” - cars that had been very nice, but had been sitting unused for long enough to require considerable “awakening” (ie – clearing out all the crud that accumulates and replacing parts that degrade over time, and doing all else to assure the car is reliably operable). My plan assumed that this would be fairly easy and could be done by hired professionals at a reasonable cost. My motto was “Quality Cars, Full Disclosure, No Surprises”. I figured it wouldn’t be much fun to piss off people who bought my cars, even though many used car dealers at all levels seem to take that chance as standard operating procedure.

Thus was born “AutoLinc Sports & Classics”, specializing in European sports-cars of the 50’s thru the 80’s. I was, understandably, rather excited at first. I prepared a website, AutoLinc.US, with my son’s help. I hired a part time mechanic early on, when I discovered, in doing the first car, that it was way too expensive to fix up these old cars at normal professional rates.

My first buy was an MGA MkII that looked very attractive and ran well, I thought – but I bought it too quickly. Unfortunately, the seller wasn’t quite the Boy Scout he appeared to be. Following the purchase, I managed to drive it about 15 miles when the clutch failed. This was professionally repaired. Next time out it went another 10 miles or so when I lost all gears. The transmission needed a rebuild (sheet metal screws had been used to replace set screws when the former owner “fixed it”). Next I discovered a small section of the underbody rusted out completely, and it required significant body surgery to repair. Once ready to go, the car drew lots of interest from Europe, but no money.

I did have a memorable drive in the car. The second week of January that year was unseasonably warm, with dry roads and a dense mist hanging in the warm air. I took the car out for a drive with the top down and only a sweater on (OK, pants and shoes too). I drove slowly along Ridge Road to Webster, enjoying the experience of Spring in January and stopped for lunch

at a small restaurant/bar. Adequately fed, I continued my trip on back roads and ended up near the Pultneyville Grill. I didn’t want the experience to end so I decided to have a second lunch, this time with better food and a couple glasses of wine. I then concluded my trip with a run out to Sodus Bay and back to my shop in Ontario. It was a great ride. A couple weeks later I finally found a guy in Houston who really wanted a red MGA. I sold the car at significant loss.



Next was a black “Smokey & the Bandit” ’78 Pontiac Trans-Am that I bought from a friend of a friend because it was too good a deal to pass up. It sold very quickly, at a good profit to a father and son team who were fascinated by Burt Reynolds’ movies. After that, the first of several pristine Porsche 944s was bought and sold. Again, quickly. I bought 3 early Porsche 911s next, at good prices in a three month period through the D&C classifieds. I bought and sold more cars and made money on most, but not much. Things were pretty good - but only until mid 2008.

My best buy/sale was a 1971 911T Targa that I bought very quickly a few minutes before another prospective buyer arrived. The car barely ran and had a leaky top, but it had a really nice and unusual original color repaint, excellent chrome, original sports seats and Mahle magnesium wheels. I sold it without touching it, as a project, at the peak of the pre-recession early 911 price escalation for a \$12K profit.

Cont on page 25

Basket Auction

April 21st Club Meeting

Donated baskets will be auctioned off and all proceeds will go to the Monroe Community College Endowed Scholarship Fund. Bring lots of moolah to bid! Good luck!

Basket Ideas: automotive, car care, British food or beer, other beer, wine, picnic, gardening, other food ideas, or anything you imagine!

If you plan to donate a basket contact:

Mary Murray at marymurray@frontiernet.net 585-538-4430 or

Susan Goodwin at mrgoodwin@frontiernet.net 585-889-2646

BEERS OF THE WORLD TASTING PARTY

When: May 15th 2011

Time: 2:00-5:00 PM

Where: Gil and Betty Langswager's Garage (party
46 Stonington Dr. Pittsford NY 14534

Coffee, Tea, and goodies will be provided

Bring: 2 or 3 bottles of unusual beers to sample taste
Also if some of you ladies would bring an Hors D'oeuvre to pass, that would be appreciated.

The party will be in the garage, so if it is chilly, dress accordingly.

Sign up at a club meeting or contact Betty and Gil (585-385-9956), so we know how many will be attending.

Tuneup Clinic

Saturday, May 7; 10AM until 4PM.

MCC Technology Center on West Hentietta Road.
Please call George Haynes at 585-872-6536 to preregister and discuss your project.

Sign-up sheet again at April meeting.

Carlisle Import and Kit Car Weekend:

We leave Thursday, May 19
Event is May 20-22
We will help sell other members' parts if requested.



Call George Haynes to attend or send parts;
Call Dave Chase for motel accommodations @ 585-334-6826

**Racing Research Center Celebrates the Start of the
Watkins Glen Racing Season with Milliken 100th Birthday Party,
Talk by Michael Keyser
and a Step Back in Time with Iconic Movie “Grand Prix”**



WATKINS GLEN, NY – The International Motor Racing Research Center is celebrating the 50th anniversary of Formula One at Watkins Glen and the start of the Glen’s 2011 racing season on April 16 with a day of activities that is sure to be a winner.

The day will include a 100th birthday party for Bill Milliken, a keynote talk by Michael Keyser and a special showing at a local theater of MGM’s iconic motorsports movie, “Grand Prix.”

This special day coincides with the first of two days of opening weekend activities at Watkins Glen International, when the public is invited to drive the famed race track for a fee that will benefit the Juvenile Diabetes Research Foundation.

Keyser will bring to the podium a motorsports resume that includes author, filmmaker, photographer and race car driver. Keyser has been one of the Center’s strongest supporters since it opened in 1999, and his inaugural talk is highly anticipated.

Keyser will discuss his experiences, including Formula One, and show some of the greatest photographs from his collection. The talk will be at 3 p.m.

The day actually kicks off at 9 a.m. with a continual showing of a documentary about the making of “Grand Prix” at the Center, getting race fans ready for a viewing of the film later.

At 1 p.m., the Center staff and all present will join in a very special birthday party, helping Bill Milliken, a founding father of racing at Watkins Glen, celebrate his 100th birthday.

Last year, the Center proudly hosted a 99th birthday party for Milliken. This year is even more special for many reasons, not the least of which is Milliken’s instrumental role with Formula One at Watkins Glen as chief steward for the United States Grand Prix from 1961-70, after which he was technical advisor to the Watkins Glen Grand Prix Corp.

Keyser’s talk will follow the birthday party at 3 p.m.

Keyser had been working as a reporter and a freelance photographer when he attended an SCCA drivers school in 1969. Starting in 1970, he competed in IMSA and FIA events, finishing third in the 1972 IMSA Camel GT Challenge series in a 2.5 liter Porsche. When not racing he was shooting photos that comprised his 1973 book “The Speed Merchants,” followed by a documentary film by the same name.

He placed second in the Camel GT Challenge series in 1973, third in 1974 and eighth in 1975, driving a number of different Porsches. After more victories and driving for numerous teams, he retired from active racing in 1981, devoting himself to motorsports photography, books and film.

A special presentation of the movie “Grand Prix” will cap the day’s activities at 6 p.m. The movie will be shown at the Glen Theater on Franklin Street in downtown Watkins Glen, a beautifully restored historic theater.

“Grand Prix,” starring James Garner, Eva Marie Saint and Yves Montand, won three Oscars. Directed by John Frankenheimer, this 1966 MGM film is considered by many to be the best movie about racing ever made.

The \$5 admission to see “Grand Prix” will be donated to the Center.

For more information about the Center’s plans or about the yearlong celebration of the 50th anniversary of Formula One at Watkins Glen, visit the Center’s website at www.racingarchives.org or call (607) 535-9044.

For more information about opening weekend activities at Watkins Glen International, visit the track’s website at www.theglen.com.

**Racing Research Center Celebrates the Start of the
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Talk by Michael Keyser
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The Racing Research Center is noted for the quality of its monthly speaker series, Center Conversations, and the 2011 list promises Formula One fans some fascinating sessions.

The talks will kick off on Feb. 26 with Center historian Bill Green and motorsports author Michael Argetsinger. They will set the stage for Formula One in Watkins Glen with a look at Formula Libre, the precursor races, and then focus on Oct. 8, 1961, through film and slides.

April

Celebrated motorsports writer Pete Lyons will speak on the 16th, discussing his years working in Europe covering Formula One.

May

On the 7th, racing great Bobby Rahal will talk about his racing experiences in Formula One and at the

Indy 500, which is celebrating its 100th anniversary this year.

July

In July, the Center pays homage to the American drivers who competed at Watkins Glen, with a talk by Kevin Hughey, a Watkins Glen native and race historian in his own right.

To Be Announced

Tributes to Mario Andretti and Phil Hill, America's World Champions, will be among other programs during the year. Details will be announced as they are confirmed."

CAR SHOW HELP WANTED!
ONE OR TWO POSITIONS ARE AVAILABLE AND DESPERATELY NEEDED

1) HELP IS NEEDED FOR SOMEONE TO TAKE OVER THE CAR SHOW DATA BASE

DUTIES INCLUDE:

- ENTERING CAR SHOW PRE-REGISTRATIONS
- UPDATING CURRENT YEAR PARKING INFORMATION
- ASSIGNING CLASS NUMBERS
- EXPORTING DATA TO EXCEL
- PRINTING PARKING & JUDGING LABELS AND REPORTS
- ARRANGE PROFESSIONAL PRINTING OF WINDSHIELD CARDS

2) HELP IS NEEDED FOR SOMEONE TO TAKE OVER THE DAY OF SHOW REGISTRATON TENT SET UP AND OPERATION

DUTIES INCLUDE:

- SETTING UP TABLES AND CHAIRS IN THE REGISTRATION TENT
- HANGING UP CAR CLASS SIGNS AND INFORMATION SIGNS
- ROPING OFF PATHWAY THROUGH THE TENT
- INSTRUCTING VOLUNTEERS ON HOW TO REGISTER DAY OF SHOW ENTRANTS
- OVERSEE DAY OF SHOW OPERATION AND HANDLING OF THE MONEY

THESE DUTIES WERE DONE BY JIM AND DAWN PRIESTLEY. THEY CAN BE DONE BY ONE PERSON OR THEY CAN BE SPLIT UP AND BE DONE BY TWO PEOPLE.

JIM AND DAWN ARE WILLING TO HELP IN THE TRANSITION OF BOTH OF THESE DUTIES IN THE COMING YEAR.

PLEASE HELP *YOUR*** CAR CLUB AND VOLUNTEER TODAY!**

CALL JIM OR DAWN AT 585-657-4225
OR
JIM@MGCARCLUB.COM

Wiring Harness Repair “The Fixes and Checks” Part 3 of a series

By Don McConnell

We have arrived at our last and final step. It is time to fix the problems found during the inspection. Once you have received all your materials check and verify the quantities that what you ordered has been received. If you ordered any terminals verify they look alike what you are going to replace.

A couple of notes before we begin. Your wire is in a length longer than the length of some of your repairs so one end will have a coil on it (coil end), the other end is the (loose end). When you run your wire you obviously begin and end at connectors where this wire runs.

When removing spade terminals there is a locking tab on it. Look at a new terminal, you can see it and determine which direction on the connector you need to go from to unlock. To remove this terminal from the connector, use a jeweler's screw driver to push down on this locking tab then pull out the terminal it is a bit tricky at first. If you take your time you get the hang of it. There are connectors in the harness that are round usually referred to as Molex (manufacturer). These terminals have 2 locking tabs and need a round extractor, which I found at Radio Shack, to be removed.

With all the preliminary information out of the way we will now start to repair the places we marked with a red flag. We will start with wire replacement. Select the color of wire you are going to replace from the parts you ordered and slide it through the wire harness. I also must point out that I have not removed the old wire yet. This will help you in remembering where the wire goes at the connector. Now we start at the loose end and place the proper terminal on that end of the wire. Now remove the old terminal from the connector and replace it with the new terminal. As long as the terminal has been removed from the connector I take a Q-tip and clean the connector. Now that you are connected at one end with the new wire pull any excess back through the harness and remove the old damaged wire at this time. Now you should be back at the other end of the wire. Cut the wire to proper length and place a connector on that end. Now remove the terminal from the connector, clean the connector and replace the terminal. Finish removing the old wire if you have not already done so. This

completes one wire. Now all you need to do is finish replacing all the other wires that you marked. If there are any terminals that you found that need replacing these are next. Follow the steps that you did connecting terminals in the wire replacement part. Just remember to inspect and clean the wire for severe corrosion before you reconnect it to the terminal. At this point all the repairs have been completed.

Now we can do a system check. This is where the battery is connected to the full harness. If you have only a portion of the harness you will only need a meter to measure continuity. I will talk as if you have a full harness. Turn the key if it is connected to your setup, if not connected make a jumper to the correct contacts on the connector where the switch connects and you should hear the start relay click and the clock on the dash should start running (second hand). Now step through each system (lights, fuel pump, ect) and verify everything including any safety items work. Items that draw a lot of current (fuel pump, ect) should not be powered for a real long time this will drain the battery. So have a charger handy. Correct any problems as they arise before you go on to the next thing. If you discover a problem check your grounds (usually the problem) and fuses. Performing this kind of check will give you a chance to see how your system works. This can be helpful later.

Now that the system check is complete the last thing to do is wrap the wire with harness tape and install back in the car.

I hope this series has given you confidence to try to make the repairs and you learned the workings of your cars wiring. I am sure there are folks who have done this already. To you I hope this was a refresher. This exercise will help you learn to read wiring diagrams, and understand the wiring color code and help in trouble shooting problems that might arise.

Richard Deys
Owner

Phone: 315.986.3525

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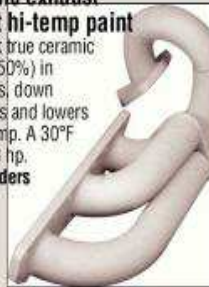
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CLASSIFIED ADS

FOR SALE:

1968 Triumph TR250. This is the transition year, with TR4A body and TR6 engine. Excellent condition. Dark blue with black top and interior. Wire wheels and overdrive. Driven up to 2009. Needs a little TLC, but nothing else. Asking \$19,000.

1963 Austin-Healey 3000. Blue and white, black interior. Car not driven in nearly 20 years but is complete. Will need brakes checked, new tires, battery, etc. Fuel pump is suspect. Asking \$9,500.

1951 MG-TD. Not driven in a few years but kept licensed until recently. White with black interior. Rebuilt engine but will also need tires, brakes, battery, etc. Asking \$6,500.

Please call George at 585-872-6536 for more details 32211

FOR SALE: 1972 MGB GT, Red, Engine rebuilt (bored 0.030 over, FelPro head gasket, Deves rings). New clutch, universals, brakes and shocks; SU carburetors rebuilt; radiator, oil cooler and wire harnesses restored. Body excellent (southern car, stored winters), paint is good. Engine bay professionally painted, all components restored. Interior very good with original blue velour insert seats, floor insulation. Wheels powder coated, new tires. Many spare parts and restoration records. Over \$10k invested, asking \$5900. Call Dave at 585-334-6838.

1977 MG Midget - Parts car. All there, last registered in 1986. Unibody is badly rusted and therefore this is probably a parts car. See picture on www.mgcarclub.com

Call Eric to make a deal for this car 585-264-9033.

FOR SALE: 1994 Jaguar XJS Sports Model Convertible 4.0 Liter, 6 Cylinder, Oyster Metallic with dark brown top 23,400 miles, Excellent Condition, Garage stored No winters



Asking \$25,000. If interested call 585-749-4079

0311

Wanted: Former MGCC member wants to buy 1963 to 1967 MGB roadster or Triumph TR4. Must be very good to excellent. Reasonable price paid for the right car. Call Dale Masters at 910-398-5808

0211

FOR SALE: 2001 Mazda Miata LE

Rust Free. Timing belt, water pump, and battery replaced recently. Current mileage approx 54,000 BRG color with hard top. Asking \$11,950.

Call Carl 585-594-9061

0111

FOR SALE: 1990 Mercedes - Benz 300 -CE 2dr coup Leather, sunroof, Air, PL, PW, Auto, Bronze / beige. Sports Car festival Class Winner. Asking \$ 25.000 John Meyer 585-336-9181

1210

FOR SALE: 1979 MGB Convertible 66,000 mi Great running and good looking Asking \$5,500 Call Lou Ryen 383-1264

Wanted: 1 rim for a 1975 mgb roadster(no spokes) 1 jack for a 1975 mgb roadster.

Call Larry D. @ 544-3243 or 520-1822(cell).

WANTED: All **books** relating to **MG TC** cars.

Call Larry Rausch 455-1147 or stonywoods840@rochester.rr.com

Please inform the Editor when ads should be removed.

Ads will run for 3 issues then removed unless you want it to remain.

Southeastern Fall Gathering of the Faith

Foundry Park Inn & Spa

Athens, Georgia October 14-16, 2011

Beth Ehrie, Chairman

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Car Nutz Tales #8 Autolinc Sports & Classic

From page 15

My worst buy, still unsold, is a 1975 Porsche 914 that I bought shortly after Bruce Anderson's marketplace column in Excellence magazine indicated that 914 prices were seeing a rapid rise. The car showed low mileage, a near perfect interior, and no rust. It also had a mediocre repaint and a poor running engine (claimed to have been rebuilt). I was shivering near uncontrollably on the very cold day when I found the car in a storage shed. I just didn't spend enough time inspecting it before I bought it. Later I found that the engine was hastily put together from worn parts, and would need a full rebuild. Prices have now dropped to about half of what I expected. It still sits in storage with a low priority, awaiting needed work. More typical of my transactions are the low mileage garage queen Porsche 944s that I've bought. They've all needed the small items typical of the model, but are easily repaired and I've found that there is a ready market for pristine 944s. These cars are an exceptionally good value at current prices.

My hedging strategy (to buy cars I could later sell into more prosperous markets if our market went downhill) had been influenced by my expectation that the Bush administration's policies would cause a recession. I didn't realize how bad it would be. Suddenly in late 2008 collector car prices were falling almost as fast as the stock market, world-wide. During the 2009/2010 period I sold off a third of my inventory at a loss. I now have 10 cars in various stages of repair. Prices are starting to move up again. I know more now. It is time for a change in strategy (now evolving and to be discussed in CarNutz Tales #9).

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APRIL BIRTHDAYS

3 Michael Short
 5 Gary Sandusky
 6 Chuck Schaefer
 6 Penny Heusler
 7 John Schwelm
 7 John Thompson
 8 Mary Lynne Turner
 10 Tim Henderson
 10 Elton Schulz
 12 Lee Marasco
 13 Jane Hamilton
 13 Mary Lou Riter
 13 Cathy Wackerman
 14 Phyllis Wagner
 15 Karen Lucas
 16 Bill Rampe
 17 Carolyn Barlow
 17 Marsha Osborne
 18 Jane Schantz
 19 Bill Bethune
 19 Carl Gielow
 19 Aldis Lemesis
 20 Bill Wackerman
 21 George Haynes
 21 Frank Stepanik
 21 Robert Tescione
 21 Harriette Hokenson
 21 Dawn Priestley
 23 Charles Swarts
 24 Warren Riter
 26 Janice Zorn
 27 Eva Goodwin
 28 Tony LaFountain

HAPPY BIRTHDAY EVERYONE!!**SPRING IS HERE!!!****APRIL ANNIVERSARIES**

2 George & Sue Leopard
 3 Daniel & Latty Goodwin
 8 Larry & Joan DiGiovanni
 12 Thomas & Lia Glanville
 13 Gary & Carol Newman
 14 Robert & Eva Goodwin
 19 Matt Cleckner & Tabatha Behr
 19 Frank & Rosemarie Stepanik
 27 John & Ginny Fowler
 30 Al & Barb Fink
 30 Suzanne & Robert Keppeler

CONGRATULATIONS!**MAY ANNIVERSARIES**

1 Dick & Patricia Giambra
 1 Michael & Beverly Mack
 5 Michael & Margaret Hale
 6 Lloyd & Susan Potter
 7 Garrett & Anne Hoehn
 10 Tim & Karen Paul
 11 John & Carol Schwelm
 12 Chuck & Becky Schaefer
 14 Joe & Bridget Tierno
 17 Bruce & Susan Krobusek
 20 Robert & Georjean Abels
 21 Jeffery & Jan Langswager
 22 Doug & Susan Avery
 23 George & Lyn Tennant
 24 John & Chris Baum
 25 Gene & Anne Faust
 28 Michael & Susan Goodwin
 29 Bill & Cheryl Baldwin
 29 Warren & Mary Lou Riter
 30 Dan & Estelle Samel

CONGRATULATIONS!**MAY BIRTHDAYS**

5 Nona Kraus
 5 Kelly Fallon
 5 Paulette Schultz
 6 Linda Bethune
 7 George Herschell, Jr.
 7 David Ott
 11 Peter Pegoni
 12 Stephen Barish
 12 Kathy Rampe
 12 Ginny Wheeler
 16 Nancy Bauder
 18 Lyn Tennant
 19 Joe Fazio
 21 Dan Viola
 23 Dan Samel
 23 Bill Benet
 23 Grace Gleba
 24 Chris Russell
 25 Jan Langswager
 26 Rosemary Burke
 27 Harold Rodman
 28 Bess Kopen
 28 Dan Young

HAPPY BIRTHDAY EVERYONE!!

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All items are available for purchase at our monthly Meeting, or delivery can be arranged.
Contact: Laurie Scribner 585-8725133 (weekdays).

MG Car Club Western New York Centre, Inc. Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

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Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

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

Cars owned & Year _____

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

Other hobbies, etc. _____

Occupation _____ E-mail address _____

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

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MG Car Club Western New York Centre -- Calendar of Events 2011

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January 6 Board Meeting 20 MGCC Meeting 30 Wine & Cheese, Valve Cover Races	February 17 MGCC Meeting 27 Bowling Party	March 3 Board Meeting 17 MGCC Meeting 27 Steak Roast & Auction	April 21 MGCC Meeting\ Basket Auction 17 Swing into Spring
May 5 Board Meeting 7 Tune-up Clinic TBA Apple Blossom Rallye 15 Beer Tasting Party 19 MGCC Meeting 20-22 Carlisle TBA Autocross	June 1 Stuffing party 5 Vintage Auto Festival TBA Multi-club Picnic 16 MGCC Meeting 12-18 MG 2011	July 7 Board Meeting 21 MGCC Meeting	August TBA GVAC Car Show (RIT) 18 MGCC Meeting Need an Event 21 UK Car Day
September 1 Board Meeting 8-11 Watkins Glen 13 MGCC Meeting (Tues) 16-18 Brit. Invasion Stowe 18 British Car Day, Toronto	October TBA Fall Foliage Tour 20 MGCC Meeting 22 Garage Tour TBA Halloween Party	November 3 Board Meeting TBA Yacht Club brunch 17 MGCC Meeting	December 3 Holiday Party No Meeting

Next Meeting
 April 21 2011 7:30 PM
 Burgundy Basin Inn
 1361 Marsh Road, Pittsford, New York

