

"Life may have no meaning. Or even worse, it may have a meaning of which I disapprove." - - Ashleigh Brilliant

W E L C O M E N E W R E A D E R S !

Dear British Car Enthusiast,

This non-commercial e-publication will arrive in your email about twice a month with information about what is going on in the British Car world. We are always looking for short pieces on just about everything British so let us know what YOU think. Your input is what will make this e-publication a path to fun with British cars.

Send to a friend!

Rick Feibusch, Editor

Photos Attached:

- ** Channel Island British Meet 2007 photos
- ** NAMGBR National MGB event in Rohnert Park CA
- ** Photo Page
- Top: Bob Hagen (left) with Sunbeam Alpine racer in 1963
- Center: John Quilter's Dinky Toys Healey & Healey boat.
- Low center: Rainy Danish Mini Meet
- Bottom: Steve Meline's stolen and recovered MGA
- ** Top: Hindustan Ambassador returns from Calcutta
- Bottom: Picture of the latest updated model Ambassador
- ** Bentley Drivers Club event at The Proud Bird at LAX

"Those are my principals. If you don't like them..... I have others." - Groucho Marx

E D I T O R I A L

Dear Readers,

Welcome to the September issue of the British Car Network - Attached are some of my shots of The Channel Island (Ventura) British Meet last month - It was a fun show, about 200 cars - The red 289 Cobra was just super - nice as can be! The rare yellow Lotus 6 used to come to the Palo Alto meet but obviously moved down south - these cars were fitted with MG T-series running gear at the factory.

Dave Hill's amazing little yellow Bugeye used to be in LA but now lives up the coast, The big prewar MG saloon in the upper right corner was quite a treat and the Cosmic wheeled Anglia was a rare sight indeed.

Another car of note is Randy Williams recent "resto-rodization" gray Minor split windscreen Traveller. Those from the SF Bay Area will remember this car as the pale yellow wagon that George Kelson of San Francisco redid over 20 years ago with slot mags and a tan bonnet stripe. It was eventually sold to the Pelican Inn at Stinson Beach in Marin and became part of their forecourt display with their Minor passport van. Randy stripped it to the floorpan and restored it in the original gray with a bunch of added wood, wire wheels and

many improvements. This was its first official showing.

We are getting ready for the Palo Alto meet on September 8th & 9th - Information below - Hope to see you there.

Best,

editorRick

Daimler to get its name back in deal with Ford
Automotive News Europe
August 23, 2007

STUTT GART, Germany (Reuters) - DaimlerChrysler has paved the way to rename itself Daimler AG by striking a deal with Ford Motor Co. to use the name now owned by British brand Jaguar, the companies said today.

Premium carmaker Jaguar acquired rights to the Daimler name in 1960 when it bought the British offshoot set up by German automotive pioneer Gottfried Daimler in 1896. The company went on to supply Britain's royal family with luxury vehicles. Its name still appears on some high-end versions of Jaguar cars, now part of Ford's European family of premium car brands that are up for sale.

DaimlerChrysler "will now be allowed to use the name alone or in combination with other words as the title of a trading company, a trade name or a corporate name," a Ford spokesman said, citing a Ford position paper from mid-May that was not put out as a news release. "The extended usage agreement does not, however, affect either company's existing right to use the Daimler name for a product."

The deal was put in place before DaimlerChrysler agreed in May to sell a majority stake in U.S. arm Chrysler Group to private equity company Cerberus Capital Management, the spokesman said, declining to give any financial details.

A DaimlerChrysler spokeswoman also declined to say how much the Stuttgart-based carmaker paid Ford for the Daimler rights. DaimlerChrysler shareholders will meet on Oct. 4 to decide on changing the company's name.

The proposal has come under fire by critics in Germany who say it ignores the contribution of Carl Benz, whose early work in developing cars helped lead to the creation of Daimler-Benz AG, the group's name before it merged with Chrysler in 1998.

submitted by John Voelcker

China-made MG cars to go on sale next month
Automotive News Europe
August 24, 2007

SHANGHAI (Reuters) -- Iconic MG brand cars will go on sale in China next month, priced between about \$23,000 and \$40,000, as its new Chinese owner moves to revive the failed British brand.

Nanjing Automobile (Group), which took control of the major assets of MG Rover in 2005, said its Nanjing MG Automotive unit will officially launch the MG 7 series through its nearly 50 dealers nationwide in September.

But the company already received 3,200 orders during a July road show in selected cities, a company official said. "The MG brand is not well known in China, but many people who test-drove the car said they liked it," the official told Reuters.

The long version of the MG 7 with a 2.5-liter engine will sell for 302,800 yuan (\$39,940) while three 1.8-liter models are priced between 171,600 yuan and 201,600 yuan (\$22,630-\$26,590), Nanjing MG Automotive said late Thursday.

In comparison, the 2.5-liter-engine Roewe 750, developed by its bigger domestic rival SAIC Motor Corp, based on technology it acquired from the British firm, has a price tag between 231,800 and 276,800 yuan.

Global launch of the models, mostly in Europe and British Commonwealth countries, which have many die-hard MG Rover fans, is scheduled before the end of the year, he added. The parent groups of the two firms, Nanjing MG Automotive and SAIC Motor, are discussing a tie-up that would fold Nanjing Auto's assets into SAIC's parent.

The move, if it goes ahead as planned, would create a Chinese national auto company that could better compete with global rivals in the domestic market and eventually on a global basis, analysts said.

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MG 2007 Adventures in California's Wine Country
Rohnert Park, CA - July 16th, thru 20th, 2007

Two Reports (Photo Montage attached)
Photos by John Quilter and David Johnston
(who both drive MG TDs!)

Report Number One
by David Johnston
Southern California

The destination for this event was northern California, fifty miles north of San Francisco; home base was the "Double Tree Hotel" in Rohnert Park on Hwy 101. Rohnert Park is in the heart of premier Wine Country, there is a fantastic blend of scenery, climate, quiet winding roads, hills and mountainsides, coastline and coastal mountains, redwood forests and historic sites.

David and Marie Johnston in their TD represented the Classic MG Club (Los Angeles) at this event. We met our friends from the San Diego MG Club, Skyler and Ruth Hofman in their TD, and Ruth's brother Jim plus his wife Sugene in Skyler's MGB.

Rohnert Park is about 600 miles from San Diego via the coastal route thru Malibu, Santa Barbara, San Luis Obispo and San Francisco. 160 cars were registered, one couple came from Germany and some drove their cars from the east coast, Canada and of course San Diego. As this was a joint event by the North American MGB Register (NAMGBR) and the MG Owners Club (Bay Area), almost all the cars were MGB's, MGB GT's with some MGA's. There were 2 MG ZB Magnettes, a sprinkling of T series and one lonely Triumph.

Registration was on Monday, Tuesday was car show day and a great rustic Italian Country dinner in the village of Occidental. Wednesday was the big day with a tour of 220 miles to Bodega Bay and Mendocino. On Thursday there was a tour of the wineries with an awards dinner and a silent auction in the hotel that evening. The event wrapped up on Friday and then home.

No event encompassing over 1,300 miles in 55 year old cars is without problems, my problem was a wobbly water pump on the way to Mendocino, this was eventually fixed at some expense at a British Car repair shop in Rohnert Park. Skyler had a flat and had to have a new tyre. A number of other people had electrical and mechanical problems, however, everyone had a good time and all were able to leave for home on Friday.

Report Number Two
by Don Scott
Calistoga, CA

I just got back from visiting the NAMGBR car event in Rohnert Park CA. What a pleasant surprise - I didn't know there were that many enthusiasts left. And the distances some of the people drove- from Oklahoma, Washington, and Indiana and other parts of the nation. I met MG legend Norman Nock, who has been selling and repairing British cars for decades. I met a fellow from Seattle who bought his '66 B new, and is

still in love with it, having restored it to its prime. I commented that it's too bad we can't do that with our wives! The owner of that car bought it new, picked it up in London, and drove it all over Europe.

A gentleman from Oklahoma City drove his 1980 Limited Edition which he had purchased new; he commented that he had nine other MGs back home! There was a group of engine-converted Bs, one of which was the '67 BRG GT w/215 Buick that never ceases to amaze me as it looks better than the factory V8s (it's from the SF Bay Area). And- there was one factory B GT V8 RHD car there as well. Several Bs sported Moss superchargers; one owner I spoke with said he had them on three of his Bs, with the units costing about \$4,000 a pop. There was a few other MGs- the nicest Magnette I've ever seen, several As, a Midget, an MG 1100 and a few T-series cars. A lone Triumph, a TR6, was the only non-MG I saw.

I spoke with an avid MG enthusiast that commented that he had never owned another brand of car other than an MG, except for one VW. He was complaining to Norman Nock that his B GT tended to overheat. I would have thought that this fellow would have gotten used to that aspect of MG ownership! Norman explained that the mechanical temp gauges on the old British cars tend to distort with use and age, and will tend to give a false high reading.

When MG owners told me that they had driven vast distances (3,000 miles in some cases) in their MG to get to the event, I would reply that I drove five miles in my Japanese car to get there. Most of them found that amusing. It was great fun to talk with the owners and see the cars, and the weather was ideal.

THE 2007 PALO ALTO BRITISH CAR MEET El Camino Park - Just Across From Stanford Center

September Eighth & Ninth

Join us for the most historic British automotive lawn event in California. 400 quirky, classic, and thoroughly lovable British cars are once again expected to grace the field at El Camino Park for the 30th Annual Palo Alto British Car Meet.

▮ SUNDAY CAR SHOW - SEPTEMBER 9th - 9:00AM - 5:00PM

Join your British car friends for a smashing day at the park. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods & works-in-progress are as welcome as Concours quality restorations. British food, jazz, and more fun than you'll be able to tolerate! This year there will be individual marque awards in a minimum of 15 classes.

We will start placing cars on the field at about 9:AM and the fun goes on all day! There is no preregistration and all entrants will receive a commemorative gift. The registration fee is \$25 per car at the gate. Joining us again this year will be the cool little cars from around the world in the Arcane Auto Society. Spectators attend for free.

▮ SATURDAY BACKROAD TOUR TO THE SEA - SEPTEMBER 8th

The British Car Meet TOUR TO THE SEA starts at El Camino Park in Palo Alto - the same place as the Sunday Car Show. We will be sending cars off between 8:30 and 10:30AM. A map will be provided. This is a no-cost option for people who like to drive their cars as well as show 'em. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales well into the afternoon.

▮ DIRECTIONS TO EL CAMINO PARK:

El Camino Park is located on the El Camino, just north of University Ave, opposite Stanford Center. From 101 take University Ave. west, go under the Alma Street overpass, and turn right onto the El Camino Real. From 280, take the Sandhill Road Exit east and turn right on the El Camino, stay to the right to the University Ave exit, turn left at the overpass, then left again back onto the El Camino heading north. PLEASE, DO NOT PARK TRAILERS IN THE STANFORD CENTER PARKING LOT! Trailer parking will be available on-site on the south field baseball diamond.

Call for information: 310-392-6605
e-mail: <rfeibusch1@earthlink.net>

LETTERS

Hi Richard:

The Top Gear Magazine article "So Long, Longbridge" brings back memories of years ago. I was an apprentice at Longbridge 1957 - 61 and last visited the plant in 2003 for the 70th Annual Apprentice Dinner. The Austin Ex-Apprentice Association is still alive and kicking with over 200 members.

I now live in Westlake Village and enjoy driving my 1955 TF 1500

Pete Pennington

Rick,

We were in England last week. SUV's are virtually non-existent and most people have sedans, hatchbacks and compact estate cars. Petrol is three times the price compared to L.A. Cars with the same name are totally different. For example cars as common as the Honda Civic and Toyota Corolla bear no resemblance to their American namesakes. My nephew has a new RHD American Chrysler 300 all pimped out with big rims, and it's an inch too wide to fit in a London car wash! Everyone thinks it's a Bentley.

There are many makes of car there that have never been seen here, and they are from a surprising range of countries, not just France and Italy. The number of motor scooters finally seems to have declined, they used to be as common as raindrops. But so many new cars get such a great MPG, people seem to be choosing to stay dry.

They have great food in the UK now, but at \$2 to £1, you still get indigestion when you go to pay for it. It was August, but cold and wet, like October.

Jeffrey the Barak

Looking for Dr. Grease - Bob Hagen
(image on top of attached photo page)

Richard,

Thanks for the newsletters. Many years ago (1964) I was racing a 1.5 Riley in the sedan class in the SF Bay Area and knew a racer/auto mechanic who lived and worked in the Walnut Creek/Pleasanton area named Bob Hagen.

Over the years we kept in contact. He said he was also teaching auto shop in a High School in the area. For some reason I lost contact with him through e-mail and wonder if you know anything about him. He should be retired now, as I am, but unless in poor health should be still active in the car racing arena. Not racing but still following the action. Please advise me of any news of him you might have and again thank you for your news letter.

Sincerely,
Pete Lismer

Pete,

I also knew Bob "Dr. Grease" Hagen but have not heard a word from him for a long time now - I moved to LA in 1990 so I've been a bit out of the SF loop but Bob was an early internet user and we kept in touch that way, and he usually attended the Palo Alto event each year and came by to say Hi - I've also been thinking about him lately because I'm thinking of buying a Hillman Husky and I remember the Sunbeam-Husky he concocted for racing back then. He used to do an automotive column for a number of east bay papers that had national syndication (I'm gonna Google that right now!) maybe you could contact Bud Rose Racing

<http://www.racingalpines.org/Bud%20Rose/Bud%20Rose.htm>

This website has an article and some pix
(pic on photo page)
editorRick

On the Healey Sport Boat

Well it is amazing what you can learn from the British Car Network. I never knew of the connection of Donald Healey the Healey Sports boat but now the significance 1:43 scale English Dinky Toy model of this boat in my diecast collection comes into focus. In the early '60s the prolific English toy maker, Meccano Ltd. of Liverpool, produced a model of a Healey sports boat on a trailer both as an individual item, number 796 (1961 to 1963) and as part of gift set, number 122 (1963-1964). The gift set showed the boat and trailer towed by a cream Jaguar Mark II. The boat (presumably so it would float better) was made of plastic but the orange trailer was traditional diecast and was suitable to be towed behind most Dinky Toy cars of the period. Photo shows the sports boat towed by a competition version of the Dinky number 109 Austin Healey 100.

(picture on attached Photo page)

John F. Quilter
Brisbane, California

A note from the UK:

Thanks Richard,
Would love to be there in Palo Alto, but it's quite a way! I'll bet you will have better weather than the International Mini Meeting we attended in Denmark about 10 last month.....

The photo shows my wife, Melanie, next to our car on the "showground." The problem wasn't just the weather, the organisers were simply not up to the job, so it was a bit of a disaster - for a trip that cost us well over \$2,000! The

Roger Garland
Mino

on the stolen MGA that we did a statewide announcement....
(picture attached on photo page)

Richard,
I wanted to personally thank you for getting the word out on my stolen MGA. As you probably have heard, its back! Thank you again. I am so grateful. You can call off the search.

Steve Meline

Antique British pop culture to go with our old British iron

A 10-minute mashup of songs, radio bits, adverts, and other aural trivia from British radio, 1962 to 1968.
How many do you recognize, or remember?

<http://www.robbyparamor.com/id10.html>

Best,
John Voelcker

Pop culture of the future

Rick & List,
Check this one out. I laughed so hard I was in tears.

<http://www.youtube.com/watch?v=zqfFrCUrEbY>

This is us in a few years!!!!

Chris Williams
Venice, CA

Hi Rick!

Well, I guess it is a good thing that J.D. Power & Assoc.s did NOT ask MY opinion on my local Jaguar & Land-Rover dealer! Nothing ever gets done right! After nearly 8 weeks of trying to get the master cylinder fixed (I kid you NOT here!), I trucked it to the Marin dealership! I have a 2003 X-Type Jag. I would NOT take my old XJ Jags there!

Geoff Wheatley is absolutely correct on DeLorean - it cost the British taxpayer some \$90 mln at the time. It was like Bricklin writ large. However, I still remember the quip from a Buick exec. at the time: "On a Clear Day you still can't see John Z. DeLorean's financial statements" Oooh! I still regret not buying the DeLorean poster that showed a shot of the car with a "Things go better with Coke" bumper sticker on it. However, best of luck to the new guys, the car was not without its merits.

Some cars were built in places like Scotland (Hillman Imps, and their derivatives - Linwood factory if I remember correctly), Wales (Gilbern and modern day Jaguar V-6 and V-8 engines), and even Northern Ireland (the last Clans as well as DeLoreans) by the way.

Jeff S. Savage - AutoPhyle

on finding a mechanic

Richard,

Do you know of any competent or at least someone with a good reputation to work on a MG TF in the San Luis Obispo area within say 100 miles max? This is for someone who found their way to me but I'm in Marin. Love your newsletters by the way, and good luck finding a new site in Palo Alto.

Kind Regards,
Jim Tatol

<

"Latest survey shows that 3 out of 4 people make up 75% of the world's population."
- - Stephen Wright

Fun SoCal Event! - Labor Day

Labor Day is coming! That means it's time to get your British classic tuned up in preparation for the 2007 All British Labor Day Run.

This is the third and final holiday run for the season, so don't miss out! The Labor Day Run caters to those who love twisty canyon roads, and is definitely not for anyone who suffers car sickness. The route follows some of the most fun sports car roads in the Santa Monica mountains, but is perfectly suitable for sedans or slower drivers as well.

For anyone coming from out of the area, there is a nice "Good Night Inn" in Calabasas, ten minutes from Malibu. Rates are reasonable (around \$60) with AAA discounts.

Details and a printable route sheet can be found here:
<http://www.socalbritishmotoring.com/viewtopic.php?t=250>

Photos from previous events can be viewed at:
<http://www.socalbritishmotoring.com/2006labordayrun/>

See you there!

mail@socalbritishmotoring.com

UPCOMING EVENTS - Compiled by Jim Perell/Rick Feibusch

9/8-9/9 07 Palo Alto British Car Meet Rick Feibusch:
30th & final show at El Camino Park <rfeibusch1@earthlink.net>

09/22/07 Ironstone Concours www.ironstonevineyards.com

10/07/07 San Diego British Car Day www.sandiegobritishcarday.org
Bonsal Farm

10/11-10/14 07 Triumphest 2007 www.triumphest.com
in Laughlin, NV

10/13-10/14 07 British Car Roundup www.valleybritish.org
Valley British Auto Club - Fresno area

10/20-21/07 California Autumn Classic Santa Cruz Mountains
Bill Meade: autumnclassic.100mregistry.co

11-14-07 The Running of the Jaguars and XKs Unlimited Open House
by the Central Coast Jaguar Club & XKs Unlimited
<http://www.jcna.com/clubs/events>

11-18-07 34th Annual All MG Swap Meet by Vintage MG Club/SoCal
at College Park in Fullerton 7AM - 12PM
John Seim: - Don Kosop:

Based on the 1956 Morris Oxford Series II, The Hindustan
Ambassador is still in production in India today

Hindustan Ambassador makes light of epic drive
By Peter Foster in New Delhi

Attached:

* Ambassador returns from Calcutta

* Shot of the latest updated model - mated with a PT Cruiser????

She is known as the "Old Lady" of the Indian road, but 50 years after the first Ambassador car rolled off the Calcutta production lines there is yet further proof of the essential durability of her design.

Two British history students, Max Benitz and George Vlasto, both 22, pattered triumphantly up the Fulham Road in London after completing a kidney-rattling 9,000-mile drive from Calcutta this week in aid of charity.

From the 15,400ft Khunjerab Pass of the Pakistani Himalayas, to the potholed highways of Central Asia and finally on to the smooth autoroutes of France, "Her Excellency" always proved up to the task. "She's taken a pounding along the way and we've expended two entire rolls of duct tape keeping her together," said Mr Benitz yesterday as he nervously submitted the car for its MoT at a London garage. "But we never had a puncture, and you can't say fairer than that."
advertisement

The two students, who had just completed a year studying Indian history in Calcutta as part of their studies at Edinburgh University, said they conceived of the trip mainly as an elaborate scheme to avoid landing at Heathrow in August.

Raising money for Calcutta's Future Hope, a former Daily Telegraph Christmas Charity for Indian street-children, their journey took them through Pakistan and China, before retracing the steps of Great Gamers through Central Asian cities like Samarkand, Bukara and Tashkent. "The toughest part was fixing the bureaucracy," said Mr Vlasto. "We had to go to Calcutta, Mumbai and the Delhi just to get the 'carnet de passage' so we could take the car across borders.

"Of course once we'd found the right official - which took a month - all the problems went away. At the Pakistan border the policeman looked in and said, 'Oh, you must be Max and George' and waved us through without even looking in the boot." Mr Vlasto added: "I've developed a theory that the worse the roads, the

friendlier the people."

Finally, nearly two-and-a-half months after setting off from Calcutta, they reached the Marsden Hospital in London, the second of the two nominated charities for which they have now raised more than £12,000.

The car failed its MoT test on two minor points. "We were staggered," said Mr Vlasto.

submitted by Simon Matthews

Bentley Drivers Club - USA West Region, Noggin and Natters at the Proud Bird Restaurant at LA International Airport, July 28, 2007.
by David Johnston
(photo montage attached)

The BDC USA West Region Noggin and Natters at noon on Saturday July 28th, 2007 was held beside Los Angeles International Airport (LAX) at the Proud Bird Restaurant. There were 15 members and guests in attendance, including Chris and Risa Robbin's 8 month old son Raiden.

Between us we had 6 cars, Fisher's 1938 Derby posed in front of the Gate Guardian "Spitfire", the Johnston's brought their 1950 MK VI with new paint and new upholstery, Robert and Gigi Tripodi arrived in their beautiful turned out 1955 R Type, Chris and Risa Robbin's and young son in their T2 with upgraded upholstery. The Gibb's in their 1990 Turbo R and the Gehringer's in their 1993 Brooklands. We also had a new Flying Spur join our group of cars, perhaps the owner will become a BDC member.

The Proud Bird Restaurant has been associated with the aero space industry in Southern California since before WW II, there are/or were a large number aircraft factories in the immediate vicinity they are, North American, Northrop, Douglas, Lockheed, Consolidated, Vultee, Hughes and now Boeing. As a consequence there are a large number of aircraft parked in the restaurant grounds, these include, Spitfire, P-51, P38, Corsair, T-33, F-80, MIG 15, F-86, Spad and others including an X-1 the "Sound Barrier" breaker. They are all parked in the grounds in and around the restaurant.

The Proud Bird is located at the approach end of the south runway of LAX; this allowed incredible viewing of the landing of all the very latest large international commercial aircraft from the restaurant.

We had not seen Robert Tripodi's R Type before so we took some time to examine it. The restaurant served up an incredibly good lunch at very reasonable prices. We all had a great day and after lunch headed out into a very hot day and home, as a result some of us had to watch our temperature gauge very closely.

Frequently Asked Questions About Health Care In America
by David Lubar

Q. What does HMO stand for?

A. This is actually a variation of the phrase, "Hey, Moe!" Its roots go back to a concept pioneered by Doctor Moe Howard, who discovered that a patient could be made to forget about the pain in his foot if he was poked hard enough in the eyes. Modern practice replaces the physical finger poke with hi-tech equivalents such as voice mail and referral slips, but the result remains the same.

Q. Do all diagnostic procedures require pre-certification?

A. No. Only those you need.

Q. I just joined a new HMO. How difficult will it be to choose the doctor I want?

A. Just slightly more difficult than choosing your parents. Your insurer will provide you with a book listing the doctors who were

participating in the plan at the time the information was gathered. These doctors basically fall into two categories--those who are no longer accepting new patients, and those who will see you but are no longer part of the plan.

But don't worry--the remaining doctor who is still in the plan and accepting new patients has an office just a half day's drive away!

Q. What are pre-existing conditions?

A. This is a phrase used by the grammatically challenged when they want to talk about existing conditions. Unfortunately, we appear to be pre-stuck with it.

Q. Well, can I get coverage for my pre-existing conditions?

A. Certainly, as long as they don't require any treatment.

Q. What happens if I want to try alternative forms of medicine?

A. You'll need to find alternative forms of payment.

Q. My pharmacy plan only covers generic drugs, but I need the name brand. I tried the generic medication, but it gave me a stomach ache. What should I do?

A. Poke yourself in the eye.

Q. I have an 80/20 plan with a \$200 deductible and a \$2,000 yearly cap. My insurer reimbursed the doctor for my out-patient surgery, but I'd already paid my bill. What should I do?

A. You have two choices. Your doctor can sign the reimbursement check over to you, or you can ask him to invest the money for you in one of those great offers that only doctors and dentists seem to hear about, like windmill farms or frog hatcheries.

Q. What should I do if I get sick while traveling?

A. Try sitting in a different part of the bus.

Q. No, I mean what if I'm away from home and I get sick?

A. You really shouldn't do that. You'll have a hard time seeing your primary care physician. It's best to wait until you return, and then get sick.

Q. I think I need to see a specialist, but my doctor insists he can handle my problem. Can a general practitioner really perform a heart transplant right in his office?

A. Hard to say, but considering that all you're risking is the \$10 co-payment, there's no harm giving him a shot at it.

Q. What accounts for the largest portion of health care costs?

A. Doctors trying to recoup their investment losses.

Q. Will health care be any different in the next century?

A. No, but if you call right now, you might get an appointment by then.