

The  
***SPOKES***  
*Founded 1958*



Volume 44 Number 8

August 2002

Official Publication of the MG Car Club Western New York Centre



**John Thompson warming up for the Grand Island Grand Prix**



*August Meeting*  
**Tuesday August 13<sup>th</sup> 7:30 PM**  
**at the Burgundy Basin Inn**  
1361 Marsh Road, Pittsford, NY  
**Picnic before the meeting 6:30 PM**  
**at Burgundy Basin Inn**

*The Marque of Friendship*

# MG CAR CLUB WESTERN NEW YORK CENTRE

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The SPOKES™ is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

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Articles, anecdotes, stories, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of a month to be included in the next issue. Contact the editor directly for additional information. Send all correspondence and material to:

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<b>Eighth Page</b>	\$11.00	\$44.00	3.6 x 2.3

**DEADLINE FOR SUBMITTING TO THE September SPOKES is Thursday, August 22, 2002**

SEND TO Leon Zak, EDITOR, 411 Seneca Parkway, Rochester, New York 14613, (585) 647-6382

**PREFERABLY Email to [spokes@mgcarclub.com](mailto:spokes@mgcarclub.com)**

Copies of "The Spokes" are sometimes available, please write the editor with your request. "The Spokes" is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. "The Spokes" is also available electronically to non members for \$10 per year. Contact [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com) for more information.

Cover photo: Allen Hess, Autocross II, July 7

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Desi Benet	George Haynes	Alex Kopen	Joe Tierno	George & Nancy Herschell
Gil & Betty Langswager	Richard & Bethel Powers	Dave & Barb Wild	Steve Fitch	Jim & Wendy Priestley

### **MEETINGS**

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534 Board meetings are held the first Thursday of every odd numbered month, please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.



## From Your Editor

*Leon Zak*

*This month Allen and Elaine Hess are putting the majority of the SPOKES together for me — two weeks to getting the house liveable is a bit tight. In a case like this there are a couple things you can do — one is change what you call "Liveable". Now, if I can convince Barbara of that I'm doing O.K.*

*Since last month I have found out some of the things I didn't know, and some things I'd given up hope of knowing:  
The hole in the back yard was the septic tank.  
The cement thing was part of the collapsed top.  
I don't know where the sump pump stuff goes, but thanks to Steve Sangster I know how it gets there.  
I still can't pile wood pretty enough for the town.  
Measuring 3 inches too long is better than 3 inches too short.  
And I now know that the roofer will show up 1 1/2 weeks after he says he will.*

*And to all those that have stopped over with support and helping hands — it means a great deal to us. Barbara and I are extremely impressed with your generosity. Thank you.*

*Later, Leon . . .*



*Back when Barb and I thought we had time for fun.*



*Barb, Laurie, Doug, Mabel—Photo: Steve Sangster*

## From Your Chairman

*Steve Sangster*

Hi everyone,

Just wanted to give one more reminder about the next meeting. The meeting will be Tuesday, August 13th. At 6:30 PM. a picnic dinner will be served before the meeting. The dinner is \$7.00 per person and must be prepaid.

Pat and I have attended a few Cruise nights this summer along with other club members. We always have a good time and enjoy the variety of cars. We've been communicating via the MG email list. If you are interested in being added to the MG list contact Scott Perry—[scott@mgcarclub.com](mailto:scott@mgcarclub.com).

This past weekend a group from the club attended the Grand Island Sesquicentennial Car Show. It was great to see several club members bring awards home. Dave Wild put 50 racing miles on his TD!

See you Tuesday.  
Steve



*Log Cabin Cruise Night, Macedon—Photo: Steve Sangster*



*Log Cabin Cruise Night, Macedon—Photo: Elaine Hess*

# The Collier Cup for MG Vintage Racers

*by George Herschell*

THE Collier Brothers, Barron, Miles and Sam are probably the most important people in bringing MG racing to the US. In 1932, Barron's new bride bought him a 1932 MG J-2 to bring back and race in the US. Barron and some friends raced at the families estate, Overlook, in Pocantico Hills, New York. They formed a group called The Overlook Automobile Racing Club, which was later to become the Automobile Racing Club of America. He was joined in this club, by his two brothers, Sam and Miles. Sam made arrangements in 1934 with the MG Car Co. for a distributorship, which later became the property of both he and Miles.

Racing MG's continued through the years up to World War II, and included L Types an N type, P types, J-2's, and TA's. Miles had purchased one of the Dancing Daughters PA's and had a special streamlined aluminum body fabricated and it was raced at the Round the Houses Races at Alexandria Bay, New York in 1938. Miles later did take the car back to Le Mans but was forced out with mechanical problems. Sam bought the ex Dick Seaman/Whitney Straight K-3 which they took back to Europe the following year and campaigned in some major competitions there.

Following World War II, TC's began to arrive on our shores and in 1948 Road Racing was once again started in the US, at Watkins Glen NY. Cameron Argetsinger (TC owner) was the driving force behind this bold venture and can still be seen at the Vintage Races today some 54 years later. His wife Jean was instrumental in bringing to life the International Motor Racing Research Center at Watkins Glen, one of the finest collections of Motor Racing history and memorabilia to be seen anywhere. The first Race in 1948 was won by Frank Griswold in an Alfa Romeo, followed by Briggs Cunningham in a Bu-Merc (Mercedes with a Buick engine) and the next eight cars were all MG TC's. One belonging to Denver Cornett flipped on the first lap of the qualifying race. Denver repaired his car during the time between races (with a wire wheel loaned by Briggs Cunningham) and came back later, to finish seventh in the Grand Prix. Last year he was still racing that same car in Vintage Races. In 1949 Sam Collier Won the race in a Riley powered by a Ford engine while cars number 5, 6, and 7 were all MG's.

1950 was a sad year for racing at Watkins Glen. Sam Collier, driving a Ferrari owned by Briggs Cunningham, lost control of the car at about 125 mph, hit some loose gravel and was killed. Miles driving the Riley that Sam had driven the previous year, announced that he was retiring from racing that day. In 1954, after the death of Miles Collier (to natural causes) the organizers decided to add a new race called the Collier Brothers Memorial Trophy Race for MG's only. That race is now for vintage MG's but the trophy is still being awarded

forty-eight years later. A stone memorial was erected at the spot where Sam Collier was killed in 1950.

When vintage racing began again at Watkins Glen the SVRA continued to sponsor the Collier Brothers Memorial Trophy Race and created the Collier Cup for MG Vintage Racers. The most prized and highly coveted cup is awarded each year by vote of the drivers to the person who best embodies the spirit of MG Vintage Racing.

## Activities

THE featured marque of this years' Watkins Glen Vintage Races and Concours Show, is the Austin Mini. Many members will be taking Friday off to attend and take part in the festivities in town on Friday and then to the track on Saturday and Sunday. Dick Powers, Alan Costich, Ted Hershey, Bill Glanville, Brian Fallon, Dick Rzepkowski and Joe Tierno will all be racing. The most MGCC members racing since who knows when. After a successful run at Grand Island, Dave Wild is planning to participate in the Watkins Glen race re-enactment. After dinner Saturday night, be sure to stop by the Log Cabin at Seneca Lodge for the annual vintage race party.

The Tune-Up Clinic and Autocross III are September 21 and 22. Once you have put the final touches on everything at the tune up clinic you can test your work the next day, at the third Autocross—the most fun you can have for five dollars. For the non-racers, it is a great opportunity to get ready for the Fall driving season.

Please note the ads for two car shows the weekend of August 24th and 25th, as well as ads for our upcoming events. Members Lloyd and Sue Potter invite everyone to attend the show in Wellsville, New York.

## EVENTS FOR

### August

4 Steak Roast & Funkana

13 Meeting

### September

5-8 Watkins Glen Vintage Races

19 MGCC Meeting

21 Tune-Up Clinic

22 Autocross

### October

13 Fall Foliage Tour

17 MGCC Meeting

25 Halloween Rally

## **MGCC Fall Foliage North Tour October 13, 2002**

**By Rhonda and Tim Rizzo**

We will start with Brunch in Perry, New York at 10:00 AM.

(about 1 hour south of Rochester)

Driver/Navigator meeting will be held at 11:45 AM.

Tour Starts at 12:00.

There will be a rest stop half way through. Good bathrooms, and a nice view from the parking lot. NO food, drink, or gas.

The tour will end in Gates, New York at an enclosed shelter where we will have a bake sale, with proceeds going to the MCC Endowment Fund.

There will be Coffee and hot water for Tea/Cocoa, or BYO Beverage.

Check next months Spokes for further details.

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The August meeting was a busy affair. The next meeting was scheduled for Packett's Landing in Fairport. We no longer had to put up with the Ukrainian Home. The 35th anniversary for the MGCC was soon due. It was reported by the Buffalo Octagon Club that they were to have a do on Sept. 6th and that with its 80 members it was THE WNY Sport Car Club. Ohhh? Dave Leete was appointed as the quartermaster. Now, we had a Sargent and a quartermaster. There were 47 attendees, including 5 new members. Keith & Sheila Jarvis, Jim & Wendy Priestley, Robert & Kathleen Mackay, Louis and Enid Ryan and Chic & Naomi Lasser.

Steve Fitch's August rally was a rousing success. As Steve said "It was undoubtedly the most successful event of this type held by the club in recent years. Forty intrepid drivers tried to tame the rather speedy course around Spencer Speedway, all with varying degrees of success".

## TOP TEN

First:	Greg West	80 Rabbit	PREP	37.40
Second:	Steve Fitch	70 Porsche	O2L	40.97
Third:	George Haynes	66 TR4	O2L	41.63
Fourth:	Scott Wild	84 Jetta	U2L	41.66
Fifth:	Bob Abels	74 Jensen	U2L	42.31
Sixth:	Dan Abels	67Saab	U2L	42.47
Seven:	Richard Madia	70B-GT	U2L	42.50
Eight:	Paul Heaney	90 Miata	U2L	42.53
Ninth:	Joan Heaney	90 Miata	U2L	42.69
Tenth:	Tom Pritchard	72Porsche	O2L	42.88
	Jill Kaufman	90 Mercedes	O2L	46.28

Note: These did not count cones concked, especially those mangled in the now infamous "Jill Rae Kaufman Gate of Narrow Proportions".

Interest in another one was expressed. The Capaccio's had the, "wind-down" party at their home.

Applegrove was planned for October 4, if the fire damage was repaired. A Hotel in Middleport had been suggested as an alternative. Joe Tierno had plans for a Keuka Lake lunch at Snug Harbor (one really great eatery) and then to spend the afternoon at their cottage. It was a great time. British Invasion in Vermont was brought up by Mark Kaplan. George Haynes had a breakdown in Michigan.

Don Stahl visited the MORGAN factory in Melbourne, Australia. The video he showed followed the complete 9 car a week construction from the wood frames through comple-

tion. Then to Desi's desire for a perfect avocation-vocation — the final road test on each completed Morgan. An enjoyable and educational story. He wrote a 2 pager, for the SPOKES, on the trip and what they had seen. One comment was that there were few British Cars, none for rental and few on the road. Peugeot, Volvo and Fiat are most popular with Fords, Vauxhalls and Rover bringing up the rear. They rented a Peugeot. Don suggested that this factory be a must if you travel to England.

The infamous Langswagers had the August 16th Barbecue and Rally at their home. It was, as usual, a very enjoyable time.

Planned August activities:

16th Annual MG University Motors Summer Party @ Grand Rapids, Michigan. In conjunction with VSCDA Vintage Races, Featuring MG TF & TF 1500.

8/21-23. Jazz & Jags II in Orleans County. Amberg Wine Cellars on Seneca Castle Road 8/30.

Jay Lockrow's Bury Me. . . had to do with a neighbor who won a lottery and built an Architectural Museum for the families car collection. No one was allowed in unless they contributed to a local charity. A high school friend stopped by one day and offered to take him to the museum. It seems that his son was flown home to polish the cars for the weekend. The inside was all Terra Cotta tile and the cars were all lined up on either side of the hall in the front of the building. In a bay behind the stored cars was a converted bus (Rockstar style). Banquet facilities in the back, he was told, had the walls lined with electric trains of pre war type. To Jay the car collection was a little disappointment. There were about 10 or 12 mid-sixties and seventies muscle cars of the GTO Plymouth Roadrunner variety, two Shelby Mustangs, seven late Porsches, three recent Ferraris and about six Corvettes back to '63 and '64. All in like new condition and seldom driven. A mid 60's Oldsmobile (98-four door-saloon) and a curved dash Oldsmobile of about 1906, which didn't seem to fit the flavor of the rest of the collection. He further said, "I sort of had in mind that the place would contain some early grand prix cars, like early Ferraris and Maseratis. I was all set to see some type 51 Bugattis and possibly a Delage or Delahaye, but its his money and he can do what he wants . . . I only think it would have been sporting of him to get my opinion first!

An Interesting August.



# Minutes of the MGCC Meeting on July 18, 2002

*by Joe DeBlaere*

Meeting called to order at 7:50.

Previous meeting minutes were accepted as written.

New members: Howard Pratt, with a 77 MGB

Treasurers report, none. Will endeavor to do better next month.

Regalia-Dave's at NAMGAR.

SPOKES. Leon says articles are due in a week from the meeting date.

Activities, Joan Heaney, See SPOKES for details.

July 26 All British Gathering at Grand Island.

Aug 4th Steak roast and funkana.

Aug 14th [13] Picnic meeting (NOT our normal 3rd Thurs.)

Sept. 6-8 Watkins Glen Vintage weekend

Sept 21, tune up clinic.

Sept. 22, Autocross III

Oct 13 Fall foliage tour

(W/bake sale to benefit endowment fund)

November Brunch

Car Show, Charley Searles is seeking a replacement for head chair.

Web site, Scott Perry, all is well

Watkins Glen Vintage weekend announcements, Dave Wild, show is still seeking volunteers (if you want to or need more info call him at 223-1065). Glenora run is full. Founders Tour is full. Tour de Marque (Mini's only) is open. Concourse is open. Four "Legends" will be inducted to the walk of fame. BMW/MINI added some sponsorship money and will be in the race re-enactment. Denver Coronet (a famous TD race driver) will also be there.

New Business-none.

Old business -none.

Cars for sale. Cooper Rover, see Gill Langswager.

79 MGB, \$3800 Chris Williams

Door Prizes were awarded.

Joe De Blaere shared his TD "crank-in-box" story relaying that 5 hours labor must have been spent assembling the box his TD crank came in from a Canadian enthusiast.

Meeting called to a close at 8:35.



*Respectfully submitted,  
Joe De Blaere, Secretary*

## Nova Scotia II 2003 ?

Following the successful trip our club took to Nova Scotia in 2000, interest in a repeat trip has been expressed. We have a short list of members who would like to go again and we don't want to leave anyone out. If you're interested in a trip of about two weeks, please contact Beverly or me. It will probably be the last week of June and first week of July 2003.

Thanks!

George & Beverly Haynes  
872-6536

## July Attendance

Betty Langswager	Marilyn Bieck
Gil Langswager	Allen Hess
Dave Wild	Lenny Bieck
Barb Wild	Dick Powers
Elen Baxter	Doris Roworth
Carl Baxter	Wally Roworth
Bess Kopen	Dick Manca
Harriette Hokenson	Dick Rzepkowski
Leroy Hokenson	Marlene Rzepkowski
Steve Sangster	Brian Fallon
George Herschell	John Simonson
Nancy Herschell	John Thompson
Chris Baum	Bob Tescione
John Baum	Tim Paul
Joeanna DeBlaere	Arnold VanDenburgh
Joe DeBlaere	Gary Agosti
Brooks Schneider	Kerry Riley
Howard Pratt	John Peck
Beverly Mack	John Coleman
Micheal Mack	Jim Riley
Scott Perry	Pete Harvey
Bill Glanville	Ted Herschey
George Slack	Leon Zak
Alan Costich	Jeff Kath
Paul Wheeler	Lane Boughton
Vivienne Rizzo	Susan Krobusek
Tim Rizzo	Bruce Krobusek
Rhonda Rizzo	Paul Heaney
Don McConnell	Joan Heaney
David Averl	Chris Whitterin
Ed Avery	Stacey VanDenburgh
Mabel Case	Anne Faust
Kathy Hershey	Gene Faust
Laurie Scribner	Pat Sangster
Doug Scribner	Allyn Wagner
Julia Hess	
Elaine Hess	

Guest: Dorie M. Burger



# **August Meeting Picnic** **Tuesday, August 13, 2002**

*A Picnic Before the Meeting at Burgundy Basin Inn*

*Picnic 6:30 PM*

*Meeting 7:30 PM*

*\$7.00 per person*

*The club needs an accurate count of attendees for the picnic.*

*Please pay in advance by August 9th.*

*Checks payable to MG Car Club and send to:*

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# MGCC Autocross II July 7, 2002

*by Wally Roworth*

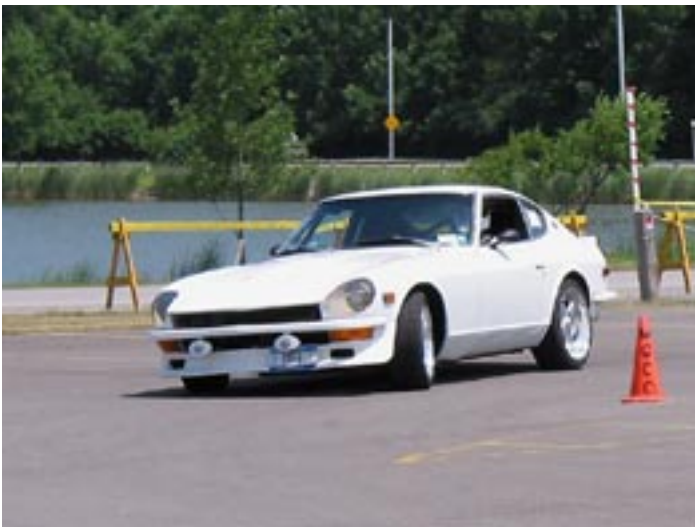
Class	Car	Best Time	1st Run	2nd Run	3rd Run
<b>MGB</b>					
David Avery	MGB '67	150.59	153.57	150.59	151.46
Allen Hess	MGB '71	152.63	153.72	210.75 oc	152.63
Elaine Hess	MGB '71	200.00	206.85 oc	202.98 o	200.00
<b>Under 2 Liter</b>					
Jim Tyo	TR GT6 '70	151.22	158.94 o	152.17 c	151.22
Mark Kelly	Datsun 510 '71	154.00	157.53	156.22	154.00
David Giordano	Honda '99	154.41	208.50	154.41	-----
Jeff Tyo	Mazada RX7 '85	157.90	160.78 c	200.56 o	157.90
<b>Under 2 Liter Prepared</b>					
George Haynes	MGA '56	144.12	146.94	145.25	144.22
Tom Glanville	MGB '80	146.03	147.19	147.79	146.03
Bill Glanville	MG Midget '80	146.35	149.20	146.35	146.56
<b>Over 2 Liter</b>					
Bret Fryover	Cavalier '02	151.72	158.28	153.65	151.72
Mathew Bernius	Subaru Outback '02	201.75	214.06 cc	151.16 o	201.25
Ginger Emcott	Ford Taurus '96	229.81	225.26 o	239.38 c	229.81
<b>Over 2 Liter Prepared</b>					
Anthony Magagnoli	BMW Z3 '97	141.97	141.97	143.97 c	142.44
Dave Palermo	Datsun 240Z '73	142.25	144.53	154.00	142.25
Alex Horvath	Porsche 911SC '80	143.19	147.53	143.19	145.21
George Tennant	Sebring MX '90	154.09	154.09	203.09 c	161.91 c
Mark Cardona	Datsun 240Z '71	155.53	159.78	158.38	155.53 c
<b>Mini</b>					
Doug Scribner	Mini Cooper '67	146.00	148.12	146.00	146.59
Tim Rizzo	Mini Cooper S '02	146.66	148.28	146.66	143.90 o
Rhonda Rizzo	Mini Cooper S '02	154.56	159.87 cc	154.56 cc	155.19 cc
Ben Barlow	Mini Cooper '62	157.81	156.75 o	157.81	-----

## Overall

First	Anthony Magagnoli	141.97
Second	Dave Palermo	142.25
Third	Alex Horvath	143.19
Fourth	George Haynes	144.12
Fifth	Doug Scribner	146.00
Sixth	Tom Glanville	146.03
Seventh	Bill Glanville	146.35
Eighth	Tim Rizzo	146.66
Ninth	David Avery	150.59
Tenth	Jim Tyo	151.22



*Anthony Magagnoli, BMW Z3*



*Dave Palermo, Datsun 240Z*



*Alex Horvath, Porsche 911SC*



*George Haynes, MGA*



*Bill Glanville, MG Midget*



*Dave Avery, MGB*



*Jim Tyo, Triumph GT6*





*Doug Scribner, Mini*



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*Rhonda Rizzo, BMW Mini*



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*Tom Glanville, MGB*



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A Singer at British Car Day, Cincinnati, Ohio. Jim Ottman, driving a Singer, won the Novice Class in the 1952 Grand Island Grand Prix. See Dick Power's article in the July SPOKES. More GIGP photos and stories in September. Photo: Allen Hess

THE MG world lost a good friend Sunday July 28<sup>th</sup> when Gerry Gougen passed away. If I may I would like to give a brief peek at the man and his involvement with MG's.

I first met Gerry in 1966 at a T Register event. He was the owner and founder of Abingdon Spares Ltd. in the Boston area. He was also (his "real" job) first trumpet with the Boston Symphony Orchestra. In his travels he became interested in MG's and formed Abingdon Spares and began his purchase of significant MG's. Eventually he moved from the Boston area to Walpole NH where he set up the business and started his MG Museum right across the river, in Westminster, Vermont. At one time he had the largest collection of MG's in the US, with a collection numbering over 50 cars. We were honored with an invitation to the opening of the museum to see this wonderful collection. He was also interested in MG racing and raced his beautifully restored MG J-4 at Watkins Glen. It was here at this event that he came into a corner a bit too fast, overpowered the car and flipped over. Steve Fitch took a wonderful photo of the car upside down which we later had enlarged and presented to Gerry at that opening. Gerry was fortunate in only losing the tips of two fingers in that accident because from the photo one would think he had been decapitated.

Gerry retired a few years ago, sold the business, and disposed of his collection. It was a marvelous cross section of MG his-

tory and I am glad to have been able to know the man and see the collection on many occasions. We also attended many of his Autojumble's in Vermont in October every year.

On our first New England Mountain Adventure we were in Westminster on a Monday (when the museum is normally closed) but Gerry and Doris not only opened the museum for us but Gerry guided us on a tour of the area and ended up at the shop. We were given a complete tour of the business along with coffee and doughnuts. He was that kind of enthusiast.

We extend our sympathy to his wife Doris and their daughter Nicole in their loss. They have lost a husband and father and the MG world had lost a true friend with an amazing knowledge of MG's and their history. He was the epitome of the phrases, "Maintaining the Breed" and "The Marque of Friendship". He will be sorely missed by all.



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# Searching for The Marque of Friendship

by George Herschell

In April of this year I received a call from Tony Bugbird, one of the directors of the MGCC. He told me he was going to be visiting Rochester and wondered if we might get together with some of the members of WNY Centre. I assured him we could and we had a dinner meeting with Tony. He was on an around the world trip and I really didn't know exactly what was on his mind but we met with him and expressed some of our concerns. It was a good meeting and after Tony left, I wondered just what the whole purpose of the trip was and what he was looking for.

The latest issue of Safety Fast has an article titled "Checking out the Marque of Friendship". It was written by Tony, on his return to the UK, and I would like to share some of his observations with everyone.

He begins: "Have you ever wondered if the Marque of Friendship extends beyond European shores? In February this year I decided to find out and tour across America, Canada, Hawaii, and the Far East to find out what sort of welcome I would get if on arrival I rang the local affiliated MGCC as listed on the MG web site. WOW, it works.

My first stop was in Florida, and I had a long talk with (the late, *GH*) Jerry Keuper." He goes on to describe his stop in Jacksonville, his MG-less visit to New Orleans and then to Atlanta, arriving at the airport and being met and told "you have a dinner with 45 MGCC members in an hours time." He was the guest of Peter and Bev Thornley (John Thornley's son) and was made very welcome in Atlanta.

"Next stop was in Washington where I met up with more club members Richard Liddick and Mike Lutz of the New England MG T Register. We enjoyed a huge Mexican dinner before they drove two hours home with work the following day".

"Next big party was in Rochester, NY where I was again met at the airport by George Herschell of the Western NY Centre MGCC who again whisked me off to an MG dinner with about 20 local members. As I sat down to dinner I found a typewritten report comparing rallying in the USA and UK which had been published in their magazine "Spokes" 45 years previously. After I read it I was shocked to see I had written it "On my last visit"! The next day George took me to visit several suppliers and finally put me on a plane to Canada." From here, in early April, Tony visited Hawaii, Hong Kong, and Singapore. He continues:

"My final call was to Prof. Lee Simmons of Singapore branch of the North American MMM Register. He, an American, offered to show me Singapore from the pillion seat of his motorbike. I was relieved when he picked me up in a taxi! If any MGCC member visiting Singapore wants showing around

I can recommend Lee Simmons especially if you are traveling without your wife!

"In conclusion I can confirm that the Marque of Friendship is flourishing all round the world and any Brit planning to visit countries abroad is well advised to take the E mail addresses of the Affiliated clubs with them."

"My thanks to all the MG Car Club friends who made my trip so hugely enjoyable"

Signed— Tony Bugbird.



A couple of things Tony didn't tell, was that he had been in Rochester many years ago and made a number of friends in the WNY Centre MGCC. One of those was Bob Burns, and Tony asked me if I could get Bob to attend the dinner. Unfortunately, Bob lives in Lima and doesn't drive very much at night. I knew Tony was disappointed so on the day he left, we made sure that he got to Lima to see Bob before getting his plane to Canada. It was a very nice meeting and I was happy to be able to do that for them both.

This is a vast country and Tony only visited part of it, but he learned this is an extremely active MG part of the world, considering that we have had no new MG for the last 22 years. That, my friends, is loyalty to the Marque. I would hope this will spur more visits from folks in the UK. Remember we (WNY Centre) are going to be celebrating our 45<sup>th</sup> anniversary next year and it would be nice if some of our friends from the UK could find it possible to join us in this celebration. They would be most welcome.

I have said in my articles so many times that "The Marque of Friendship" is important and always will be with us here in the US. My only regret was that Tony was not able to be here for a club meeting or one of our social events. He surely would have seen the Marque of Friendship in all its glory. The country may be huge, but so is our commitment to MG. The MG spirit is alive and well and will continue to be.

There comes a time when it's clearly "time" to do something. In my simple life, recognition of such a "time" is typically triggered by some event I just wasn't expecting, but for which the explanation is now crystal clear, and the implications are, sadly, obvious. I'd been down to Farmington to get some replacement oxygen and acetylene, and as I braked and swung into the driveway at Phoenix Acres the "Brake" light came on. Low fluid again. Well, the truck had been using a bit of brake fluid since I'd started plowing with it, with the loss going somewhere that I didn't yet understand. The loss had been very small, and I'd done the obligatory check to make sure I wasn't at risk of rupturing a brake line or a brake hose before continuing to plow out the Phoenix Acres driveway on snowy days and run a few errands where a truck seemed like a good idea to take along.

Since I'd first noticed the leak during the plowing season, my motivation to knock the plow truck off line when I really, really needed it was just about equal to zero, so my short term strategy became one of continuing to add brake fluid, keep checking for leaks under the truck and stall on doing anything else. However, at this point the frequency of fluid additions had increased, and the implication was clearly that the Phoenix Acres All Purpose Plow / Farm / Utility truck, otherwise known as the "White Fright," was in need of some big time brake work somewhere.

With the Motivation Quotient (for this problem) at an all-time high I pulled the truck into the shop one chilly day in April with the intent to "find this silly problem and begin fixing it." It didn't take long to slide under the truck and ascertain that there were still no visible fluid leaks to be seen. Nothing leaking from hoses or steel lines, no weak lines that broke when I wiggled them hard, nothing dripping from bleeder valves and nothing running out of brake assemblies which might have come from a leaking wheel cylinder or caliper. There were also no "sudden binds" in the brakes which I associate with pads or shoes soaked in brake fluid. With the truck parked over a relatively clean concrete floor I romped hard on the brake pedal and crawled under the truck again. Still no drips, no puddles and no obvious leaks. "Must be the brake master cylinder," I mused, as I artfully dodged the big cross member I typically bang with some body part as I roll around on the shop floor under this truck.

Raising the hood, I spotted the tell-tale sign of brake fluid running down the front of the brake booster. Problem identified, so there. Clearly what had happened was that corrosion had begun on the back end of the brake master cylinder, and worked its way into the cylinder until it scored the cups, and

now for every cubic centimeter of fluid I displaced while braking, some small amount was slipping past the rear cup and getting away from me. Hence the slow but constant fluid loss.

The condition is not that unusual for a vehicle driven only occasionally, and parked outside much of the time. The good news, of course, was that my choice to use Silicone based brake fluid meant that even though brake fluid had been running back into the booster, the booster had not been damaged, and all I needed to do was replace or rebuild the master cylinder. This was a big relief, since when I'd bought the truck it had a leaking master cylinder which had, because the fluid in use at the time was not Silicone based, attacked and damaged the booster. Replacing the booster had been an "out of pocket" experience, and one I felt no immediate need to repeat. Calling the guys at the parts store, I learned that a complete rebuilt master cylinder was only a buck or two more than a rebuild kit. Now I price my labor pretty cheap, but I'm not that cheap, so I opted for the rebuilt cylinder.

With a new master cylinder in hand, it was four mounting nuts and two flare nuts to pull before I'd taken the old master off the booster and put the new one on. All of them, fortunately, came off easily. I'd changed the reservoir over to the new cylinder and bench bled the new cylinder before installing it, and I'd noticed at the time that the front chamber had been a little "sketchy," but I was pretty sure that with a "full press" on while bleeding the entire system I'd be OK. After all, I'd never seen a "bad" master cylinder come out of the box. With Eileen's help, I bled down the system and went for a test drive. Well, there would be a first time for everything. It just didn't seem as though I was developing sufficient hydraulic pressure to make me, as the saying goes, "competitive in today's traffic." Needless to say, I stopped running errands and plowed real carefully for the next few weeks while I stewed on this and turned my attention to other priorities.

I tried simply re-bleeding everything but to no avail. In the end, I tore the master cylinder off the truck and put it back in the vise, hooked up the bench bleeding hoses and attacked it with a vengeance. After about 10 minutes of fooling around with this master cylinder I concluded that it was just never going to develop pressure. I'd pumped it, and sucked fluid through it, and done pretty near everything I could think of and it still wouldn't displace fluid consistently from the front chamber. I picked up the phone and called the guys at the parts store again and ordered another master cylinder. I never did tear the first one down, but my hunch is that when it was reassembled, the pistons were too far to the rear, and the front



piston was largely blocked by the removable pin which is supposed to keep it from sliding too far to the rear.

The truck sat in the shop for a few more weeks while we did the car show in June and a few other important things.

Doing all the master cylinder replacement things and bleeding the system down one more time, I did the test drive and found the pedal to be much firmer. This was good. There was this one small issue, however, which was that although I had a firm pedal, I still took longer to stop, and needed more pedal pressure, than was the case in my '95, which is essentially the same brake design, just refined by 13 years. Clearly, I wasn't "done" yet. I pulled the truck back into the shop again. This was going to take a bit more time. At least, though, there were signs of progress. I like it when I think I'm moving someplace besides backwards.

Putting the truck up on stands at both ends, I pulled the wheels off to take stock of what I'd need to order next. Like many of the cars we drive, including my Midget, the Healey, the Z and the B, the truck has disk brakes in front and drums in the rear. I began with my largest set of channel-lock or water pump pliers and attacked each front caliper in turn. I set one jaw on the outside of a caliper, and the other jaw on one of the tabs which extend off the brake pad. Squeezing mightily, I was able to move (one at a time) three of the four brake pads outwards from the rotors. The fourth wouldn't move to save my soul. At least one component of the overall problem

identified. I had stuck pistons on one side of one caliper. "Guess what, Son," I said out loud, "there's a new caliper in your future." I also made note of the fact that the anti-rattle springs were pretty much rusted away, and the brake pin retaining clips "weren't pretty." Add a front hardware kit to do both sides to the growing parts list.

Turning to the rears, I pulled the drums off each side, and thanked myself audibly for having had the foresight to use anti-seize compound where the drum slides over and butts up against the axle hub, both behind the drum and on the inside edge of the drum where it meets the hub. At least I didn't have to struggle just to diagnose the problem. More nasty surprises, awaited, however. I found the inside of one drum shiny and bright, meaning that the brake shoes were making contact pretty much most of the time. The other side, however, showed only a partial contact path, and some surface rust on the inside of the drum which suggested that the hydraulics on this side weren't "quite what they should be." I tried to see if I could slide the pistons in the slave cylinders back and forth together as a unit, but the design of the brake rigging made this a "not obvious" result.

With an enormous shrug, I hopped back into the cab and stomped hard on the brake pedal several times. Although there was a pretty good chance that I could have popped a piston out of one of the wheel cylinders, and "emptied" the rear hydraulic circuit, it didn't happen. The good news was that I saw some movement in the brake shoes on both sides,

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or rather the shoes were in a different position than when I'd started, but it was minimal and not even. I also noted that on the right rear one shoe was slightly more worn than the other. Add new shoes and either new cylinders or cylinder rebuild kits to the list.

Cocking my head a little to one side, I looked hard at the springs on the rear brakes. Not a lot of rust, still looking pretty clean and new. OK, then, we'd re-use those. Otherwise I would have added a rear spring kit to the list. I checked my memory for any recollections of "pedal shudder" under braking, which would indicate a warped drum in the rear, or "front end shake" under braking, which would indicate a warped rotor in front. I couldn't recall any, so I elected to not turn the drums or rotors. My humble opinion is that turning these un-necessarily only shortens their lives, and makes them more prone to warping as they get thinner, making a vicious circle even more vicious. Thus, I only have them turned when I'm convinced I really need to.

Parts list in hand, I called the parts store with my usual aplomb and phoned in the order, figuring I could pick it up that afternoon. Like most stores, they don't carry everything I need in stock, but they deal with a couple of big warehouses downtown, and they simply run my order out of the warehouse by noon or so on the same day if I cut the order by, say 10:30 or so. This time, though, we had a little glitch, in that the wheel cylinder kits were available, but special order only, and would take about 4 days to come. Briefly we searched for replacement cylinders, but in the end they were also special order from a different store and would also take a while to come. Given the price difference in this case, I grumped a bit but opted for the rebuild kits and settled for just re-doing the front brakes this weekend.

Setting a small pair of vise grips on the brake hose to the bad caliper, I loosened the bolts holding the caliper in place, and then turned my attention to the brake line from the hose to the caliper. Using a propane torch for heat, I was able to crack the flare nut loose from the caliper, but I got carried away and twisted too far before the steel line parted company with the nut, and I got to replace a piece of brake line. The trick here, of course, would be to make sure the flare nuts are already on the line BEFORE one begins to bend the line and add flares to the ends.

Threading the new line into the new caliper, I slugged up the bolts holding the caliper in place. With the brush from the anti-seize compound jar I thoroughly anti-seized the holes in the caliper where the retaining pins go, on both sides, as well as the pins themselves. Sliding new pads into the caliper, I set the pins in place, fixed the retaining wire in the far end, opened the bleeder valve and released the vice grips on the

hose. When the caliper began to drip brake fluid through the bleeder valve, I closed the bleeder and tested the pedal. Sure enough, the pedal was firm. Self-bleeding brakes – almost. Heading around to the right side, I pulled the pins and pads, did the anti-seize thing again and installed new pads. A couple of deep stomps on the brake pedal set the pads on the rotors, and I'd done all I could do this week.

The next weekend I picked up what I needed on the way home Friday night. Seemed to me it was about time to be done with this job. I don't mind doing this sort of work, but I hate it when a routine job begins to stretch out. With the drums off I attacked the left rear brake. Using some needle-nose vice grips, I grabbed the main springs holding the shoes closed, locked onto them and one at a time bulled them off the stud on the backing plate. In a minute or two I had the rest of the springs and retainers undone and I had a pile of springs and "stuff" on the floor. Taking time to move parts over to the new shoes, like the stud for the self-adjusting lever and the big lever that's used by the parking brake, and making sure the adjusters were turning freely and now fully retracted, I turned my attention to the wheel cylinder. Sure enough, it was sticky to say the least. After again placing a vice-grip clamp on the brake hose to the rear axle, in order to hold the brake fluid from there to the master cylinder in place, I peeled the rubber end caps off the cylinder, and then

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using a big drift pin and a hammer, I drove the pistons out one end.

I checked each piston in the bore, without a cup, to make sure the bore hadn't corroded inwards to the point that the pistons were hanging up. The good news was that the pistons slid easily in the bore, so I replaced the cups and honed out the cylinder. I used a little two-stone hone, and spun it just enough with long even strokes to break the glaze inside the cylinder. Cleaning out the bore with a rag dipped in clean brake fluid, I soaked the new pistons and cups in brake fluid and eased them into the bore. In this design, there's a spring which goes between the pistons, and the pistons actually bear on the cups, but the cups float free. I made sure the cups were oriented so that the hydraulic pressure would try and spread the outer edges wider and hence seal the fluid in.

Just to be sure I had things working to my satisfaction, I pushed on the pistons and spring from one end, and then the other, to be sure that the entire assembly slid freely in the bore. Of course, I over did it, and a cup, a piston and the spring shot out of the end of the cylinder, made the tiniest "plink" sound somewhere out of sight and went into deep hiding somewhere between the shop vac, the fresh oil bottles and the transmission jack. It seems to me that I could get things done a lot faster if I could just stop being so stupid.

With parts re-located after quite some time, I cleaned up the parts in brake fluid and reassembled the cylinder. I then mounted the new shoes in place, and one by one re-installed the springs, again using the little vice grips as a means of hauling spring ends up and over studs and brackets as they needed to be. The right side was a repeat of this process, although I did manage this time to not shoot wheel cylinder parts around the shop.

With everything back together again I touched up the anti-seize for the brake drums and re-installed them. I got to fool around a little bit with the right side, since the shoes weren't quite sitting right, and the drum, which was, in my opinion, supposed to slide easily over the new shoes, hung up on the shoes before it reached even half way "home." With the correction completed, I finished setting the drums in place. I used a rubber hammer to gently make sure the drums were fully seated on the hubs.

With the wheels still off, I cracked one bleeder valve, pulled the vice-grips off the rear brake hose, and waited for the drip again. I think I had to actually help the bleeding process at the rears, since this time the "self bleeding" approach just didn't work to my satisfaction. I was also real careful during the bleeding process to watch the fluid level in the master cylinder reservoir, so that I didn't run out of fluid and get

to keep bleeding even longer. With the brakes bled down, I mounted the wheels and slugged up the lug nuts. I used just a touch of anti-seize on the threads and at the backs of the lug nuts to be sure that I could get them off easily next time I need to do this.

The last thing I did was pull the adjusting plugs for the rear brakes and run the adjusters out until I could just hear the shoes dragging when I rotated the wheel. Then I backed off a bit until the shoes were clear. It was a good feeling to jack the truck up enough to pull the stands out, and set it back on its "feet" again.

The test drive was a vindication. The truck stops straight, smooth and true, pedal pressure is what I would expect and when needed, there is braking capacity to spare. The "pedal height," or the point at which braking begins, or alternatively the amount of room left to the floor when braking, is also where I would like it, which is nice and high. I tested all of this on a run back to Phoenix Acres with about 800 pounds of topsoil in the bed when someone who should have known better did something I wished they hadn't, but I was able to let them (and myself) get away unscathed. Good brakes are really a good thing and there is, as the saying goes, no substitute.

So – a "brief diversion" into a brake job I hadn't planned. Good thing though. Brakes are something which are absolutely essential. It's a job I'd much rather do when it's warm, and with good brakes the truck has been useful this Summer, to get landscape timbers, spikes and topsoil for raised beds just off the deck. Eileen has been planting big time. With this job done, the truck is also ready for its annual State Inspection, which is due in September, and I think it should be good to go for another year. Yeah – I could have used the time for other things, but this was one where it needed to be done and, as it turned out, being tentative was not an option.

I guess some things are like that. Now then. The last time I think I was seen headed somewhere I seem to recall it was towards getting the '84 on line, the Midget ready for September and the Mercedes shopped for brakes and a wheel bearing. The '84 project, by the way, is teaching me some interesting lessons about keeping engines open for a long time. When I get that one wrapped up, and I don't feel too stupid about it, I'll document the learnings. In the meantime, I'm ready to bring the Midget over and do a little work in between stuff on the '84. I might even have to drive it a little, maybe even a lot. And ya know – I'm looking forward to that. Onward—with purpose. Everyone have a great August.



# LATE APEX

## Tech Tips & Other News

*by Erin de Line*

IT has recently come to light, that in addition to the tools and spare parts carried in the boot (trunk), one should also have a small assortment of commonly used nuts and bolts. Should you lose one on your journey, replacement will hopefully be an easy matter. This is particularly important for you Whitworth types (you know who you are). Tony Stewart and Home Depot won't be able to help you out.

At the last autocross, Allen Hess put on a great show by doing a couple of "donuts" in front of corner workers George and Beverly Haynes. They were last seen running for the hills. Much to their chagrin, Ted 'n' Al left early and missed this spectacle.



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Max Goijarts, Co-editor

## Tune-Up Clinic

*by George Haynes*

THE Fall Tune-Up Clinic is September 21, 2002. It is held at the Monroe Community College Technology Center on West Henrietta Road (near Friendly's restaurant) from 10 AM until 4 PM.

Here is how it works. Your MG or British, Italian, German sporting car needs a tune-up, oil change, new muffler or just a good looking over before Winter arrives. You bring the parts, plugs and points, oil and filter, **Olde Shoppe Manual** and whatever tools you have, to the Tune-Up Clinic. Several dedicated advisors will assist you with their expertise and perhaps some specialized tools. Several lifts are available to get your car up in the air easily.

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## British Car Festival

THE Old Rhinebeck Aerodrome will host its 4th annual British Car Festival on Saturday August 24, 2002. Owners of vintage British motorcars are invited to bring their automobiles and showcase them in a courtyard display for our patrons. This event draws countless British car enthusiasts each year.

If you are not familiar with the Old Rhinebeck Aerodrome, we are a world-famous aviation museum and air-show attraction. The Old Rhinebeck Aerodrome presents antique aeroplanes in their natural setting and recaptures the thrill of old-time flying. In addition to representing early aviation through the 1930's, we have an array of historic automobiles and motorcycles that are featured in our airshows and museum.

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Shannon Rabbett,  
Event Coordinator



# Forty Years Ago

by *Mr. Gil*

An “ideal” summer rallye for August 1962 was called “The Jaunty Jolly”. Bob Burns called it a straight forward event designed for fun. It started out at the old airport parking lot on Scottsville Road with tech inspection at 12:15 PM. It was an enjoyable afternoon ending at The Welcome Ranch on route 104 west.



There was a pool for a cool dip after a hot drive. A hot buffet, with roast beef, ham, salads, etc. was served for \$2.50 a head. There were 15 entries with Betty & I coming in 7th in our '61 Corvair. (Must have been

the car). I don't know now why we drove the Corvair instead of the MG TD in the middle of the summer. It might have been that we took the boys because of the pool. Gary & Jeff were 7 & 5 years old then, they sure grew up with cars. The Corvair was a sort of sports car. In fact, quite a few showed up in rallyes and races throughout the country. I ordered ours with the optional 102 HP engine, 4 speed transmission, higher ratio rear axle, metallic brake linings and heavy duty suspension. This on a 4 door sedan so we had extra room for the boys. But I digress. There wasn't really

much in “SPOKES” about that event and it's surprising how much we forget. That shows the importance of writing about things as they happen so there is documentation for what becomes history.

Another August event mentioned in the newsletter was sports car races at Canandaigua Speedway. The admission was \$2.00. Safety belts and helmets were required. Trophies were to be awarded. I say “mentioned” because there was no other information in “SPOKES”, and I peeked ahead to the September issue to see the results. So I don't know if they ever happened. My apologies for being so vague and so brief in these articles but I can only work with what's written in “SPOKES” and what I can remember. If anybody out there remembers things that happened 40 years ago, I'd be glad to here from you.



*Allen Hess, Autocross II, July 7, 2002*

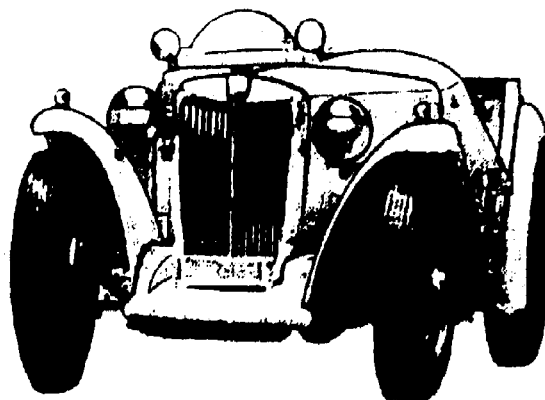
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**442-3575**



**19<sup>th</sup>**  
**Annual**  
**CAR SHOW**

# **Custom EXPRESS**

**C A R C L U B**

**AUGUST 25, 2002**

Island Park • Rt. 417 • Wellsville, New York

**SHOW: 12 Noon - 4:00 pm**

*Live Music Provided By "Barefoot Radio"*

*ENTERTAINMENT*

Spectators Choice Trophy  
Mayors Choice Trophy  
Police Chief Trophy  
Club Participation Trophy  
Special Show Award Trophies

*FOR ALL  
AGES!*

5 x 7 Wall Plaques to  
1st 300 Entries  
Door Prizes  
Open to ALL Vehicles - No Classes  
Food & Refreshments

Flea

Market Spaces

Sizes available: 10 ft. x 20 ft. - Cost \$40.00

For Reservations call (585) 593-5306 • Payment by August 18th • Must be set up by 10:00 am  
No vehicles to be left in park during show time • Limited spaces available!

*Entries Donated by*

**FRED ROBERTS AUTO PARTS, INC.**

Wellsville - (585) 593-1221 (1-800-882-5648) • Arcade - (716) 492-5114 (1-888-596-0958)  
Hornell - (607) 324-5320 (1-877-563-8022) • Penn Yan - (315) 536-7451 (1-800-777-5133) • Bath - (607) 776-7607 (1-800-688-6772)  
Jamestown - (716) 484-3373 (1-800-499-3621) • Westfield - (716) 326-3414 (1-877-572-1854) • Warren - (814) 723-1670

PRINTED BY INK. - 1-888-465-7737

## MG members Lloyd and Sue Potter

are having a picnic after the Custom Express Car Show (see ad preceeding page) and sent these directions for those who wish to attend:

Coming from Rochester take 390 to Dansville, take 2nd Dansville Exit, turn right at end of exit ramp. This will put you on Route 36 to Hornell. Just North of Hornell pick up Route 17/86 West towards Jamestown. Go 23 Miles to Exit 30 Belmont. At end of exit ramp turn left, Route 19 South. Continue South though belmont (don't speed, we know the town cop but we can't promise anything)!

Approximately 3.5 miles out of Belmont you will come to a tan ranch house with green shutters and a 2 car garage on the right - this is Lloyd and Sue Potter's home. If you get to Howbill's Auto Parts you have gone too far.

To get to the car show, stay on Route 19 through Scio and to Wellsville. There will be signs directing you to car show once you get to Wellsville.

If you would like to attend a picnic at the Potter's after the car show, please call 585 268-5272 by 08/20/02 and let us know so we can plan on how much food to prepare.

## CLASSIFIEDS

**1977 Jaguar:** RARE XJ6C, British Green w/Tan Leather interior. Original 59,000K. Never seen the elements. Borg Warner 4.2. Only 3,899 built. Car show clean I/O. \$15,900 or BO. 585-458-7532 or 585-202-5992

Bill Clicquennoi wjc@rochester.rr.com

**1995 Jeep Grand Cherokee** Loado: Tan/Tan, 68,500K. Body, finish, interior, mechanics - Excellent. Phone, Radar, Hitch, Air, Keyless Entry, Power Windows. Clean. Meticu- lously Maintained. \$9,995 or BO. 585-458-7532 or 585-202-5992. Bill Clicquennoi wjc@rochester.rr.com

### For Sale 1980 MGB Parts

\$125.00 Takes All or Will Sell By The Piece

You Pay Shipping Costs.

(717) 757-5875 ask for Barry

### New Parts:

1	10-873	Side Stripe Kit - Lower - Black	\$35.00
1	-----	L & R Kick Panel	\$31.50
1	9-947	Rocker Panel - LH	\$35.00
1	9-9707	Wiper Blade	\$6.50
1	9-9094	Door Mirror, LH SS w/fixing plate & screws	\$23.00
1	9-194	Window Crank Handle	\$3.50
1	10-971	Window Crank Handle Screw	\$1.50
4	9-262	Bezel Handle	\$6.00 (4pcs)
1	9-254	Union Jack Badge/England	\$10.00
1	12-2740	Thermostat Housing Gasket	\$1.00

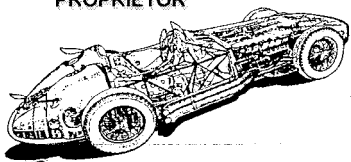
### Used Parts:

2	Fuse Boxes	\$10.00 each
4	Original Radiator Hose Clamps	\$1.50 (4pcs)
1	Chilton Repair & Tune-Up Guide 1961-80	\$10.00
1	Haynes MGB Workshop Manual 1962-1980	\$10.00

## MOTOCAR RACING AND RENOVATIONS

# MCR<sup>2</sup>

JAMES C. PHILLIPS,  
PROPRIETOR



### Vintage Race Car Renovations

Road Racing Cars, Midgets, And Sprint Cars

### Vintage Car Renovations

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Engine And Drive Line Detailing And Overhaul

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No Job Too Large Or Too Small

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## MG TD Raffle

Win a museum-quality 1952 MGTD sports car for a mere \$20 investment! The *Center in the Square* in downtown Roanoke, VA ([www.centerinthesquare.org](http://www.centerinthesquare.org)) is raffling off the classic sports car on October 12, 2002.

The Center in the Square, houses art, history, and science museums, theatre, dance, and opera performances, as well as the region's arts council.

Purchase your \$1 raffle tickets by October 1, 2002 simply by calling (540) 342-5700. (There is a \$20 minimum.)

Visit <http://www.freemgtd.com> for more information.



**-15% Discount on  
Parts, Labor and  
Appraisals for  
MGCC Members!**

- \* 20 Years Experience in All Aspects of Vintage Car Care. Mechanical, Body and Paint, Collision, General Maintenance, Vintage Racing/Motorcross Support.*
- \* Bring Us Your Daily Driver for the Same Special Care and Discount. Free Estimates.*

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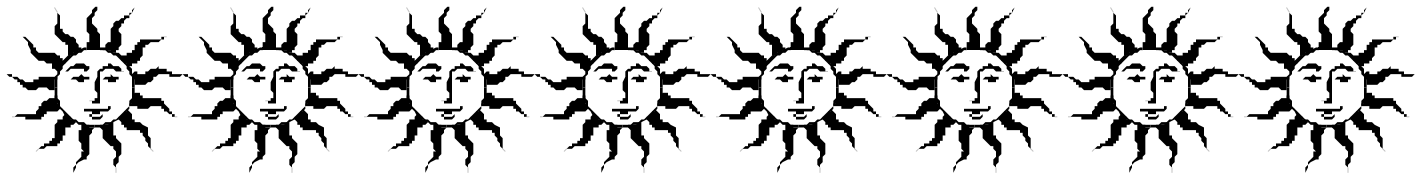
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# SUNSHINE PAGE



## AUGUST BIRTHDAYS

3 Mary Brophy  
6 David Engdahl  
6 Paul Lytle  
7 Pete Fazio  
7 Chris Hershey  
7 Wes Pittenger  
7 Sherry Corcoran  
7 Mary Costich  
8 Mary Isselhard  
8 Charleen Riexinger  
9 Jeffrey Kath  
11 Pamela Slack  
12 Susan Lenander  
14 Scott Perry  
14 Elaine Hess  
14 Marlene Rzepkowski  
16 Wendy Priestley  
17 Patti Schultz  
18 Tom Bailey  
18 David Lucchesi  
22 Jay Lockrow  
22 Linda Stewart  
25 Linda McConnell  
25 Julie Paulsen  
27 Doris Roworth  
29 Joe Tierno  
29 Anne Faust  
31 Kathy Hershey

**HAPPY BIRTHDAY EVERYONE!!**

\*\*\*\*\*

## AUGUST ANNIVERSARIES

2 Bob & Susan Cooley  
4 Tom & Mary LeStrange  
5 Al & Mary Isselhard  
6 Jon & Rebecca Van Dorn  
7 George & Kay Curtis  
7 Jay & Beverly Lockrow  
7 John & Patricia MacDonald  
9 Gregg & Grace Gleba  
10 Bill Clicquennoi & Donna Pritchard  
16 Richard & Ann Coleman  
16 George & Peggi Heissenberger  
17 Harold & Christine Rodman  
18 Gary & Ellen Agosti  
18 Peggy & Ed Haefner  
21 Jim & Pat Dix  
21 Nancy & Roger Least  
21 Jim & Jean Riley  
23 Wes & Sue Pittenger  
26 Bob & Kay Johnson  
28 Jim & Sue Herschell  
29 Lane & Kathy Boughton  
29 Tim & Rhonda Rizzo  
30 Ned & Julie Paulsen  
30 Mathew & Barbara Zabinski

## CONGRATULATIONS

\*\*\*\*\*

## SEPT. ANNIVERSARIES

? Louis & Alice Le Brun  
1 Robert & Kathleen DeRider  
2 Paul & Joan Heaney  
2 Denny & Suzanne Trask  
5 Kevin & Susan Lenander  
5 Fred & Cyndy Miller  
6 Mark & Pam Porter  
7 Al & Liz Colquhoun  
9 John & Sandy Coleman  
9 Richard & Bethel Powers  
10 Don & Madeline Moodie  
11 Jim & Marguerite Tyo  
12 Allen & Elaine Hess  
12 Peter & Joyce Pegoni  
13 Dan & Mary Ellen Suter  
15 Leon & Barbara Zak  
17 Reg & Carol Newman II  
19 Ben & Carolyn Barlow  
19 David & Tricia Lucchesi  
19 Jeff & Mary Wiley  
25 Joseph & Joeanna DeBlaere  
25 Hollis & Doreena Hames  
27 Jim & Marlene Bartasevich  
29 Robert & Terry Welch

## CONGRATULATIONS

## SEPTEMBER BIRTHDAYS

2 Vivienne Rizzo  
3 Jim Tyo  
3 Kay Curtis  
3 Brenda Favro  
3 Mary Wiley  
5 Gary Newman  
5 Caran Ashkar  
7 Irving Black  
7 Daniel Goodwin  
7 Leon Todaro  
7 Rebecca Van Dorn  
9 Linda Odenbach  
10 Ellen Agosti  
10 Karen Martin  
12 Richard Shineman  
13 David Palermo  
13 Gayle Gibson  
13 Nancy Herschell  
14 Louis Ryen  
14 Irene Searles  
15 Larry Culling  
15 Jeff Wiley  
15 Lana Leavy  
16 John Borycki  
17 Bob Miarecki  
19 Linda Fazio  
19 Barbara Zabinski  
20 Reg Newman II  
20 Wendy Miller  
21 Denver Cornett  
21 Paul Memmo  
23 David Avery  
23 Gayle Schneider  
25 Allyn Wagner  
27 Eric Mehserle  
27 Lia Glanville  
27 Christine Rodman  
28 Rhonda Rizzo  
29 Jonathan Haney  
29 Susan Briggs  
29 Beverly Mack  
30 Julia Hess

**HAPPY BIRTHDAY EVERYONE!!**

# Bury Me in an Old Mowog Parts Box



*Jay Lockrow*

Last month we took a huge jump and entered into the fracas of car shows. I have not had a tyre iron over my head yet but then it is still early. This month I would like to address what I enjoy doing with the club or clubs to which I belong.

There is one local event that I have gone on the last two years that I felt was well executed (especially this year) and is great fun. It is sort of a mini Mille Miglia put on by the Alfa Romeo club. It lasts about two hours in length and then all the entrants are directed to a finish where there are awards and dinner. I particularly liked the fact that the event is run at normal speeds and you are not crawling along at twenty miles per hour looking for some clue behind an old barn somewhere. At these speeds you get to cover a little ground and give the car some exercise. A touch expensive but the fee covers your entry, open bar and your dinner. They also give a good number of awards. At the restaurant where the Mille Miglia ended there was a wonderful attitude adjustment hour where participants can congregate and swap war stories. This event is great fun and I would recommend it. This event could also end in a picnic in the local area and accomplish pretty much the same thing. This particular event is over the Memorial Day weekend but I could see this event in October during the foliage season down in the southern tier or possibly to Letchworth. Get the old bucket out and get a few miles on it. This type of event is good for the car and good therapy for you, and your passenger.

Also enjoyable are the events where the club goes on things as a progressive dinner or goes to something like a museum or other event. It's always fun to show up at something with several friends so you have someone to discuss findings. The purpose of clubs is to bring people with similar interest together so they can enjoy each other's company while doing things they enjoy. Cars are vehicles and designed to be driven. Unless a vehicle is a precious museum piece as a Bugatti Atlantic Electron Coupe it should be used. Not necessarily abused but used in the manner for which they were built. This does not mean using them in the salt or foul weather but use them for rallies, tours or whatever. Even a good run to Watkins Glen or some such place is pref-

erable to letting your car sit in the garage. If you want a trailer queen then so be it, but two or three car shows a season is all I can handle.

The SCCA Annual Vintage Tour (August 18 this year) is an event in this same realm. It is a fun event and gives you an excuse to exercise your car a little. When finished it again gives you the chance to tell the war stories, congregate and swap the lies. This event has been run over 15 years and is always a little bit different. The awards here are secondary as it is the event that is the fun. The awards usually consist of something like a pepperoni and a bottle of red wine for best Italian or something of the sort. The Japanese award can be some Japanese beer and a bag of fried noodles. The same for the French, German and so forth, you get the idea. The purpose of this event is to get people to get cars out that do not usually see the light of day and use them with other people doing the same thing. Other than a car show can anyone think of an event where people are encouraged to use their cars? Make it a point to attend this year.

Lets try some different events in the next year and maybe we can even get out some of those members that no one has ever seen or met. There are many members of the British Car Club whom I have never met or have the remotest idea of who they are. If we make such events irresistible, how could any of them stay home? We might even get some of these lost souls to show their faces if we put on the right event. After all is not that what it's all about?



*Coming in September—Grand Island Grand Prix!*

# THE MG CAR CLUB, WESTERN NY CENTRE, INC.

## MEMBERSHIP APPLICATION

Annual Membership Dues are \$30.00 — All Memberships expire December 31st

Name \_\_\_\_\_ Birthday \_\_\_\_\_  
Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_  
Phone: Home \_\_\_\_\_ Work \_\_\_\_\_ Anniversary \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New or Renewal? \_\_\_\_\_  
Cars Owned & Yr. \_\_\_\_\_

**INTERESTS:** Racing \_\_\_\_\_ Gymkhana \_\_\_\_\_ Rallye \_\_\_\_\_ Restoration \_\_\_\_\_  
Car Show \_\_\_\_\_ Social \_\_\_\_\_ Touring \_\_\_\_\_ Other \_\_\_\_\_  
Hobbies, etc. \_\_\_\_\_  
Occupation \_\_\_\_\_ E-Mail Address \_\_\_\_\_  
Roadside Help? No \_\_\_\_\_ Yes \_\_\_\_\_ Days \_\_\_\_\_ Evenings \_\_\_\_\_ Nights \_\_\_\_\_ Weekends \_\_\_\_\_

MAIL APPLICATION WITH CHEQUE PAYABLE TO: MGCC OF WESTERN NY, INC. TO:

Jim Priestley  
251 Bronx Drive  
Rochester, NY 14623

### MG CAR CLUB of WESTERN NY CENTRE -REGALIA-

Cloisonné Pins	\$ 2.00	Mylar Decals	\$ 1.25
Six-pack Cooler	10.00	Fleece w/emblem	22.00
Antenna Flags	10.00	Fleece w/emb. (XXL)	24.00
Name Badges w/MG	10.00	Log Book	6.00
Leatherette Key Tag	3.00	Car Badge	25.00
Luggage Tag	1.00	Bumper Stickers	1.00
Badge Bar Clips	5.00	Old Fashion Glass	4.00
Sweat Shirts	15.00	Polo Shirts	18.00
British Style Cap	5.00	Color MGCC Decal	1.25
Ladies Pendants	15.00	Club Emb. Patch	2.00
MGB Badge Plates	7.00	Tee Shirts	12.00
Sport Cap w/ emb.	12.00	Club Jacket	36.00
		Club Jacket w/name	39.00

Dave Chase  
689 Erie Station Road  
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Call or write for details on mail orders

# WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002

<b>January</b>  17 Meeting 20 Wine and Cheese	<b>February</b>  17 Valentine Brunch 21 Meeting	<b>March</b>  3 Steak Roast & Auction 21 Meeting 24 English Pub	<b>April</b>  18 Meeting 28 Brunch Run
<b>May</b>  11 Tune-up Clinic 16 Meeting 17-19 Carlisle 25 Tailgate Picnic 26 Autocross I	<b>June</b>  2 Vintage Car Show 20 Meeting 23 Garden Tour	<b>July</b>  7 Autocross II 13 Picnic 18 Meeting 25 Kids Day 26-28 Grand Island All British Gathering	<b>August</b>  4 Steak Roast & Funkana 13 <i>Tuesday</i> Meeting and Picnic
<b>September</b>  5-8 Watkins Glenn 19 Meeting 21 Tune Up Clinic 22 Autocross III	<b>October</b>  13 Fall Foliage Tour 17 Meeting 25 Halloween Party	<b>November</b>  3 November Brunch 10 Garage Tour 21 Meeting	<b>December</b>  14 Holiday Party No Meeting

For more information visit our web site <http://www.mgcarclub.com>

The Spokes  
Leon Zak, Editor  
411 Seneca Park  
Rochester, NY 14613

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