

The ***SPOKES***

Founded 1958



Volume 44 Number 1

February 2002

Official Publication of the MG Car Club Western New York Centre



Valve Covers Ready To Go

February Meeting

February 21 at the Burgundy Basin Inn 7:30 PM

1361 Marsh Road, Pittsford, NY

Dinner before the meeting 5:30 at Tom Wahl's,

Bushnell Basin, Pittsford, NY



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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:

"The Spokes"

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Articles, ads and any other submissions to The Spokes can be sent in most any electronic form to spokes@mgcarclub.com

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

Copies of "The Spokes" are sometimes available, please write the editor with your request. "The Spokes" is not for sale. Free subscriptions are provided to MG Car Club-Western New York Centre members. An application is included inside back cover.

Cover picture - 2002 Valve Cover Races - photo by Leon Zak

The Spokes

From Your Editor	4
From Your Activities Chair	4
Minutes of the MGCC Meeting on January 17, 2002	5
Forty Years Ago	6
From Your Chairman	7
Sports Car and Vintage Auto Festival	8
Thanks So Much	8
Carlisle Import Weekend - 2002	9
Membership Attendance - in order of appearance	10
EVENTS FOR	10
Federal Scrappage Alert	11
On Collecting	12
All British Gathering at Grand Island July 26-28, 2002	14
La Carrera Panamericana	15
MG (S)MILES Part XIX	18
TEN YEARS AGO FEBRUARY, 1992	19
Coolant Hoses	19
March 3 Steak Roast and Auction	20
SUNSHINE PAGE	21
WELCOME BACK	21
Bury Me in an Old Mowog Parts Box	22
Valve Cover Racing 2002.....	23
CLASSIFIEDS	
For Sale	24
February 17 Sunday Brunch	24
MEMBERSHIP APPLICATION	25
-REGALIA-	25
WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002	26

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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

If you're reading this, then I got my first issue out and at least one copy delivered into the hands of a club member. Whew! First one down. I may be able to do this. Getting started at this had it's moments, but I think it will settle out and actually become fun to do. At least that's what Joeanna said. But she had this Cheshire grin...

I'm keeping the same deadline for ads, articles and other input - the Thursday after the meeting. Being partial to electronics, (You may have heard Barbara say "I can have anything I want - as long as it plugs in or runs on batteries!") I prefer that articles, ads and such arrive in an electronic form. I can take pretty much any format, send what you've got, I'll work out a way to get it in a format I can use.

I'd like to hear any ideas and suggestions you may have - catch me at the meeting or email me at spokes@mgcarclub.com.

On another note - Barbaras Prius Hybrid arrived. The only significance of this is that it's probably a good indication that gas prices will continue to drop.

This was going to be the schedule: Barb leaves for a convention in California Sunday at 12, I can finish the Spokes in the afternoon. And then it hits 50 degrees - are you kiddin? Inside on the computer, even I couldn't do it, couldn't happen. So I lifted the cover on the B, looked at it and imagined the sound of the dual exhausts... And then I saw the pile of salt in the middle of Dewey Ave and promptly got in the truck and went out to work on the house to get away from the temptation.

Later, Leon



DEADLINE FOR SUBMITTING TO THE

March SPOKES IS

Thursday, February 28, 2002

SEND TO Leon Zak, EDITOR

411 Seneca Parkway

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PREFERABLY – Email to

spokes@mgcarclub.com



From Your Activities Chair

Joan and Paul Heaney

Following Alan and Elaine Hess will be a big job. The last two years were very active and the activities were all just great. The Christmas Party was a huge success. Elaine decorated to perfection and the miniature gingerbread garages were perfect table decorations. Those lucky enough to take one home got a real treat. I for one am preserving the one I received. The comment from our son in law was interesting when he saw that one and the 5 others that Joan had grandsons (ages 2 1/2 to 14 1/2) decorate. "Oh, they are so nice, and look, even one professional one." If you could not attend I believe pictures of the gingerbread garages are on the web site.

All the couples photos from the Christmas Party, as well as some others, are on the website. The pictures can be downloaded and printed on your own computer, or computer of a family member, friend or public library. We find that our children have far superior computers than mom or dad, as is most cases as near as we can tell.

We will continue to meet before meetings at Tom Wahl's and then head over to the Burgundy Basin for the meetings.

Activities for the next few months are the Wine and Cheese Party and the Valve Cover Races. It is always a well received event and the Glanville's will be putting it on again for us. Thanks to the Glanville's for their work in procuring the pavilion and all the necessary plans that go into making this such a fun even.

In February we have the Brunch Run on Sunday the 17th, hosted by the Wild's, and in March we have the Steak Roast and Auction on the 3rd, then an English Pub experience chaired by Desi Benet on the 24th of March.

There will be some of old standby events as well as a few new ones this year. We hope to have a kite flying day as well as tailgate picnic with prizes for the best theme, most outlandish, and the most authentic. Judges will be hard put to pick these winners, so we may invite some outsiders to handle that task. As the year progresses we may add some exciting events. Members have been asking if they can plan activities or events. My answer is to anyone willing to host an event is YES, YES, & YES. One of your activity chairpersons is basically a very lazy person and will accept help wherever and whenever **she** can.

Two Brunch Runs are still open and if anyone is interested in hosting one please call Joan or Paul Heaney at 624-8182. Open as of this date is the April 28 Brunch Run and the November 3 Brunch Run.

Hope to see everyone at many events this year.

Paul and Joan Heaney

Minutes of the MGCC Meeting on January 17, 2002

by Joe DeBlaere

Our first business meeting for the MGCC Western New York Centre for the year 2002 was held at Burgundy Basin Inn. The new board was installed and in place. The meeting was called to order at 7:34 PM, and a quorum was declared.

The minutes from the November, 2001 meeting were accepted as written, and new members and guests were introduced and welcomed.

John Baum gave the Treasurer's report. Last year we spent about \$4500 more than we took in. We need about \$20K a year to run the club activities. All our assets are around \$11,000 today. The activities must be self-funding. Another weak revenue year at the car show could be devastating.

Dave Chase presented Regalia and has new MG blankets for sale & special order if you desire another color than what he has on hand. A demo logo for an MGB MIGET shirt was also displayed (spelling was later corrected and the "B" removed).

Leon Zak spoke for SPOKES. Get the articles to him by next Thursday, 1/24 is the deadline.

Joan Heaney provided the Activities report. She started with an announcement that the sign-up sheets for future events will now be located across from the sign-in table, at the entrance to our meeting room so no one will miss the sign-up sheets (which sometimes happened when we passed them around). See activities chair article and calendar for future events. Be sure to put these events on your calendars.

A motion was then made to charge \$5 per car entered in the valve cover races to cover the cost of the Lodge. It failed. It was noted that future motions should be conducted during new business.

Charley Searles gave a car show report. A new car class will be added, see SPOKES for details. The car show will be a one-day event held on the first Sunday in June. The show made a profit of \$1000 for 2001, which will be split with the Lions Club, net to our treasure of \$500. We will sell preshow tickets again this year. It was noted this full amount goes into our treasury. There will be a couple of Car Company displays; Ritter & Trask are both interested in doing so. Leroy Hokensen will be head of security this year. Jeff Moulton noted that Jim Hogan is now picking up car show advertising. WBBF donated advertising time to help us make up for the low revenue car show for last year (It was noted that it wasn't a poor car show but poorly attended due to the weather). WBBF wants to buy some time to participate at the show (\$500 was mentioned). Decision will follow shortly. Also some time in the not too distant future Ritter Restorations will give the club a demo on pro & cons of "Kozak" cloths.

Scott Perry did the website report: Calendar has been updated, as has the membership form.

Old Business: The endowment fund plaque was on display and if you want to donate it is \$25. If you want your name displayed on the plaque it is \$30 (to cover the \$5 cost of the engraving).

New Business: A motion to have a donation at the valve cover races to cover the cost of the lodge. Passed unanimously.

Jeff Moulton noted that the FM transmitter we use at the car show is presently broadcasting at 100.1 frequency and may be drowned out by the new 100.1 FM station from Canada. He asked for volunteers, near the racetrack in Canandaigua, to find a clean, empty, frequency near that frequency we can use for the show. Paul Heaney volunteered. We need it soon so it can go on the posters for the show about to be printed.

Cars and Parts for sale included a '74 Triumph Spitfire, call Tim Rizzo and '98 Isuzu Trooper, call Steve Sangster for details.

George Herschell, who has been doing the artwork & getting the printing done for the car show for 31 years is stepping down. He is looking for a volunteer to take this over. He received a well deserved round of applause for his efforts.

Door prizes were awarded, and the meeting was called at 8:35 PM

Respectfully submitted,
Joe DeBlaere, Secretary



Pre-race line up.

Forty Years Ago

by Mr. Gil



Well, I was elected chairman! We were starting our fifth year and I was to be the fifth chairman of the club. And I had to follow in the footsteps of the best: Don Stahl, Gordon Rogers, Chuck Heindl, and Bill Reeves. But the members had confidence in me or they wouldn't have voted for me, right? Officers took office in February then, having been elected at the year end party. It was a whole new slate with no carry-overs. Ned Wylam was Vice-

chairman, Don Byers, Secretary, Dave Snyder, Treasurer, Brad Rising, Rallyemaster Jack Sheldon, Post-rallyemaster and Jeanette Sheldon, Publisher of "SPOKES".

In my first "Chairman's Corner" column I gave a preview of the upcoming activities for the year and our plans for the bus. It was a pretty full calendar. I ended the column by saying "Your officers are the driver, but you (the members) are the navigator. What's the next instruction?"

Our second Winter Trial was held at Heindl's farm on Sunday, February 4. There was plenty of snow and it was cold, but many spectators showed up to watch. We had the bus there, complete with kerosene heater, for a warm haven. The mighty Mini proved to be the car to beat. Unfortunately, there was not a list of the entrants in "SPOKES" so I can't tell you the competition. My dim memory recalls a VW bus, and a couple of Beetles along with many MG's and Triumphs. The results listed only drivers names and times for the first five places, and the prizes awarded; drivers gloves, silk scarf, first aid kit, rallye board, tire pressure gauge, and trouble light. More useful than a trophy, anyway.

There was a rallye in January, called the "Winter Tulip Rallye" which drew 16 entrants. It was 65 miles long and had 9 check points. The article doesn't say how the weather was or how much snow there was on the roads and I don't remember. There wasn't much that kept us from running rallyes back then.

Our meeting place then was the Avery Bowling Center on Lyell Avenue. They had a meeting room downstairs that we used. Parking was on Avery street, parallel parking, that is, in the winter. I don't recall hearing many complaints and we always had a pretty good turnout.

Well, thats about all I can get out of the February, 1962 "SPOKES". If I knew I was going to be writing this column I would have paid more attention, forty years ago.

MG ORIGINAL sales brochures showing all MG models, interiors, and features for the year. Great for Restorations or Gifts! 1950-59, \$35.00 each year; 1963-68 \$25.00 each year; 1969-70, \$18.00 each year; 1971-80, \$15.00 each year. Add \$3.50 shipping. VISA/MC. Specify year & model. Have literature all other years, plus all cars/trucks worldwide. **WALTER MILLER** 6710 Brooklawn Pkwy. Syracuse NY 13211. Ph. 315-432-8282 Fax 315-432-8256 Web www.autolit.com Museum of Automobile History now open in Syracuse. 315-478-CARS.



Minnie says "I'm coming down the straight and next thing I know that little beaver in the red cover passes me!"

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From Your Chairman

Steve Sangster



Sometimes a group decision is hard to come by...

I would like to thank everybody who attended the January meeting and to everyone who offered support and encouragement. The wine and cheese gathering was this past weekend. Good food, good conversation and good racing made for a fun afternoon. The new timing system designed by Glanvilles made the winner easy to determine. Thanks to everyone for their hard work.

Thanks to Joe Fazio for assisting the club once again in obtaining our insurance policy. Fazio Agency, Inc. has been helping our club for many years.

Elaine Hess has volunteered to coordinate the MCC Endowment Fund. Check with her if you are interested in donating. Thank you Elaine.

Hope to see everyone at February's meeting.



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Barry Brown, Manager

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Sports Car and Vintage Auto Festival

by Charles Searles

A steering committee of members of the Western NY MG Car Club and the Victor Lions Club has met monthly starting in November to discuss and plan for the Annual Sports Car and Vintage Auto Festival. The show will go on as usual – a one-day show on the first Sunday in June. For the most part, the same people will be doing the same things they have done in the past, and we should all be grateful for that.

Final financial figures are in for last year's event and after all the bills were paid, there was a net profit of \$1,000.00.

A few improvements or "tweaks" were discussed and it was agreed that more pre-show tickets would be printed this year. There will be more of a push for all of us to sell these additional pre-show tickets because the money from these sales will go directly into our club's account. Also, we are planning to have "service vendors" and special displays of cars not to be judged on the perimeter of the field.

Leroy Hokenson will be chairing "Security" this year. Tom Sergent, who created the security force more than ten years ago and has been doing it ever since, will be turning the reins over to Leroy. A big "thank you" to Tom from all of us.

Another big "thank you" is in order for Jeff Moulton, who has been our advertising chair for the past several years. Jim Hogan has graciously accepted the position for this year and is working with his counterpart from the Lions Club to develop our advertising program. We have established a budget cap of \$2,000.00 and will emphasize free publicity

wherever we can find it. WBBF tells us that they feel badly about the impact the weather had on our Festival last year and that they want to give us some free radio spots this year to make up for our losses. Also, they would like our club's participation in a Fall event in Dansville, right after Labor Day, and our Club could be paid up to \$500.00 to participate! That sounds like something we might care to explore. Mike Davis, from WBBF, is willing to come to a meeting and talk with us about the Dansville opportunity.

I will be asking again and again that we all try to participate in some way to make the Festival a success. There is something that each and every one of us can do, especially on the day of the big event. Let's make a special effort to sell those pre-show, half-price tickets and get excited about what a great Festival this can and will be.

Thank You All.

All British Gathering at Grand Island July 26-28, 2002

Reminder: When calling to register for your room at the Holiday Inn of Grand Island, phone: 1-800-465-4329 or 716-773-1111, please mention that you are with the MGCC/WNY to receive the discounted room rate.

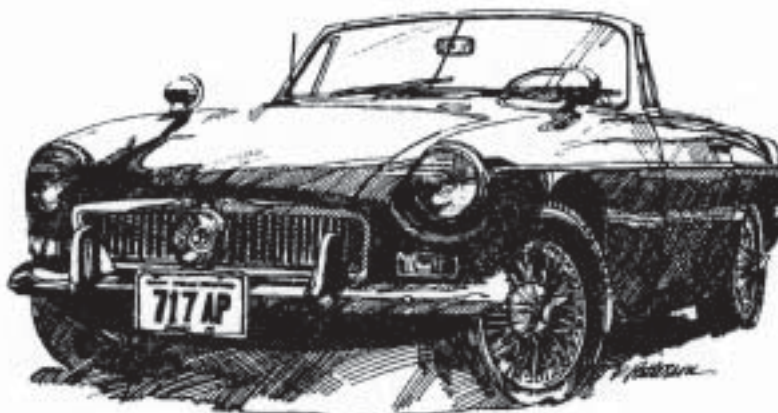
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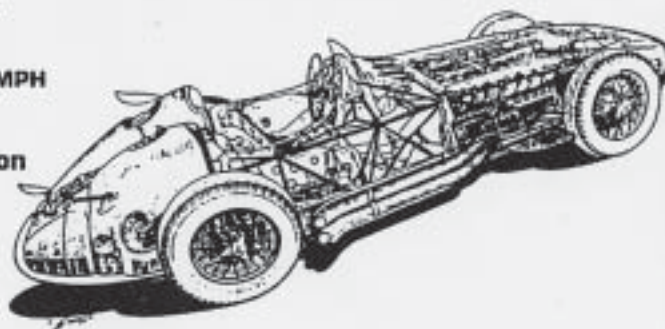
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Carlisle Import Weekend - 2002

by George Haynes

It's now February, only three months before the Import Car Show and Flea Market at Carlisle, PA (May 17 thru 19). Many MGCC members will be packing up their sellable British car parts for our annual buying and selling trek. The members who reserve flea market spaces also offer to sell parts for members who cannot spend the weekend away. Parts should be clean (no grease or rust), identified properly and priced. We suggest asking more than you'd really take, because everyone at Carlisle is looking for a bargain and will haggle. We'll get as much for your parts as possible.

To arrange for selling your parts at Carlisle, just call me (872-6536) or Al Costich (482-2695). We leave very early Thursday morning (the 16th) to travel and setup our selling spaces the day before the show weekend officially begins. Vans and trailers are loaded early, so parts to be sold should get to us no later than the weekend before: May 11/12.

Similarly, we might be able to help members locate parts which are needed/wanted. In this case, identify the part(s) as specifically as possible, and tell us how much you would be willing to pay for it/them. We'll do our best to shop for you!

Finally, if you would like to be part of the group going to Carlisle this year, and need a room, contact accommodations coordinator Ted Hershey at 865-7182. Rooms fill up FAST!

Thanks So Much

Thanks so much, to all involved in the holiday party and the "30 Thank You" award presented to me at that time. It was totally unexpected but much appreciated and surprising as it may seem, caught me speechless. (That had to be a first) For the past 30 years plus this year I have been doing the art work for the yearly car show. It has been a labor of love for me and it is extremely gratifying to be given an award for doing something that you love doing. Everyone should be so fortunate in being honored in such a way. Again, my most sincere thanks to all.

George Herschell

You might be an MG owner if...

... you've ever said "I actually kind of like the smell of mildew".

... you've ever said "Honey, I'll have it fixed in a minute."

... you have more than 20 boxes in your garage labeled "spare parts".

... you have a luggage rack on your boot and actually use it to carry your luggage because the trunk is full of tools and spare parts.

... you need more garage space to park dead cars than working ones.

Membership Attendance - in order of appearance

Steve Sangster	Vivienne Rizzo	Laurie Scribner
Pat Sangster	John Baum	Doug Scribner
Gil Langswager	Chris Baum	Dan McConnell
Betty Langswager	Bob Harris	Jeff Kath
Alan B. Costich	Jim Davis	Susan Kath
Dave Chase	Brian Fallon	Mary Wiley
George Herschell	Bruse Krobusek	Jeff Wiley
Nancy Herschell	Jerome Dayen	Paul Wheeler
Lane Boughton	Sharon Perry	Charles Elan
Joan Heaney	Scott Perry	Charley Searles
Paul Heaney	Marilyn Bich	Arnold
Ted Hershey	Lenny Bich	VanDenburgh
Tim Paul	Daved Engdilh	Dick
Leon Zak	Dave Ott	Rzepkowski
Barbara Zak	Bert Maggio	Marlene
Bob Tescione	Carol Fulton	Rzepkowski
Barb wild	Cheryl Baldwin	Suzanne Glanville
Dave Wild	Bill Baldwin	Bill Glanville
John MacDonald	Brooks Schneider	Al Fink
Pat Hogan	Dan Suter	Jim Priestley
Jim Hogan	Ed Avery	Jeff Moulton
Gwenn Poultan	Linda Fazio	
Nick Poultan	Joe Fazio	
Tom Le Strang	Joe Schultz	
Joeanna DeBlaere	Mabil Case	
Joe DeBlaere	John Thompson	
Tim Rizzo	Allen Hess	
Rhonda Rizzo	Bob Welch	

Guest
Mike Russo

(New members are
in the Sunshine
Page)

On the next page is an
item submitted by Dave Wild
- It is important that you read
it and let your senator know
your opinion.

EVENTS FOR

February

11 Valentine Brunch

15 Meeting

March

4 Steak Roast & Auction

15 Meeting

25 English Pub

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Federal Scrappage Alert

URGENT FEDERAL SCRAPPAGE ALERT

U.S. Senate Bill Would Fund Scrappage Programs Nationwide

A bill (S. 1766), authored by Senators Daschle (D-SD) and Bingaman (D-NM), has been introduced in the U.S. Senate containing a provision (Section 803) that would federally fund state scrappage programs for vehicles over 15 years old. Owners who turn in vehicles for crushing would receive a "minimal" payment and a future credit toward purchasing a newer vehicle, all in a misguided attempt to improve the overall fuel economy of the country's vehicle fleet. **This bill represents the most formidable Federal legislative threat to the vehicle hobby in many years.**

Oppose the Use of U.S. Taxpayer Dollars for Scrappage

- Section 803 of S. 1766 would give states that don't currently operate scrappage programs an extra incentive to create a program due to generous federal funding.
- Section 803 of S. 1766 requires that federally funded state scrappage programs crush every car. It threatens enthusiasts nationwide with the loss of valuable parts and parts-cars for repair, restoration, and customization projects.
- Section 803 of S. 1766 does not require states to determine the fuel efficiency of vehicles being scrapped or that scrapped vehicles are being replaced by more fuel-efficient vehicles.
- Section 803 of S. 1766 ignores the fact that cars turned in for scrappage often barely run or are rarely driven second or third vehicles that have a minimal impact on overall fuel economy.
- Section 803 of S. 1766 will diminish the availability of affordable transportation and repair parts to low-income drivers as more and more older cars are crushed.
- Section 803 of S. 1766 does not guarantee that low-income individuals will be able to afford to purchase new vehicles – let alone more fuel efficient vehicles – with the money provided by scrappage programs.
- Section 803 of S. 1766 ignores more socially responsible and cost-effective policy options like voluntary vehicle repair and upgrade programs that maximize the fuel efficiency of existing vehicles.

Contact Your U.S. Senators to Oppose Section 803 of S. 1766

Protect American vehicle enthusiasts and low-income drivers. To find out who your U.S. Senators are, call the SEMA Washington, D.C. office at 202-783-6007 or access this information via the Internet at www.enjoythedrive.com/legislative/contact_legislator.asp. For assistance in turning this alert into a letter to your Senators, consult the SEMA document "How to Lobby Elected Officials." This guide is available at www.enjoythedrive.com/san.

Please fax a copy of your letters to us at 202/783-6024 or mail to:

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On Collecting

by Chris Williams

"I think this print and frame would look nice here, don't you?" Eileen asked. The print, the frame and the position were good. She does have excellent taste. The combination was heavy, however, and of course the location was precisely between studs in the wall.

"I like it," I said. "It looks a little heavy for the picture hangers we can put our hands on. Maybe I could use a drywall anchor. The good news is that I know I have some. The bad news is that I haven't found them either."

So the answer to the question we think everyone must be wanting to ask is YES WE ARE!

This would, of course, presume that the question is "are you moved in yet?," or maybe it's more like "are you guys really "bold" (dumb) enough to try and move over the Holidays?" Well, yes we were.

"I think we're on track to be able to close at the end of this week." Craig, our builder, was standing with us in the almost living room in the week before Christmas. We'd actually stopped in on our way home from a quick run out to Wisconsin and run into a full crew working on Saturday to convert the Almost House to a Real House. We'd kind of expressed a desire to move in before Christmas, but we'd pretty much braced ourselves for the worst. I had movers scheduled for the week between Christmas and New Year's, on the expectation that if we were lucky we'd actually finish up at the end of this week we were now facing, but too late to get the lawyers and the bank to make it official. Suddenly we had a new opportunity.

"Let's do it," we said. Monday I swung into action. I called the movers and rescheduled my move. I called the utility company, the phone company and the cable company. I called the bank and said "I want it Friday." The bank danced, but not for joy. It seemed that I just didn't understand that there were fixed steps and processes to be enacted which take time, after all. The bank's motto seemed to be "We will close no mortgage before its time." The earliest they could find time to accommodate us would be the Thursday after Christmas, and thanks for doing business with them. I thanked them profusely as well and called in a favor. We got the date set for Friday. By the end of the week I figured I was ready. It was about to be "showtime."

Friday morning I met the packers and got them started in the apartment on Wayneport road. I went out to the garage and barn and began packing the shop. At noon I left to go do the "official" close, wherein the construction loan is converted to an end loan and the bank now wants an additional child, typically the second-born, as collateral. Being the Father of an only child, I was pleased to disappoint them in this regard. The close was a little "bumpy," due to some inconsistencies in numbers, and we needed to stop and figure out where the problem was. The bank started out by actually trying to give me more money than I had coming. I was giving this serious contemplation until I realized they'd also probably want to charge additional interest for that. By the time I got back to Macedon the packers were gone, leaving a nice note wishing us luck.

Saturday I met the movers in Macedon. There were three trucks and 5 guys, and two of the guys had been on the crew that had moved me into the apartment. We got caught up on recent history and went to work. While most of the crew started getting boxes and furniture out of the apartment, I got one truck allocated for the shop contents,

and into it went my jacks, stands, boxes of nuts and bolts, lubricants, other interesting fluids and most of the rest of the accumulated "good stuff" I've been collecting for the past 25 or so years that working on cars has been one of the ways I define myself. A few, and only a few boxes were still unopened from the first shop move out to Macedon in 1999. What's left at Macedon is most of the Collection, and a loft in the barn full of mostly Healey stuff like the fenders and the interior, plus a "few other things." Once the pole barn goes up at Phoenix Acres, whenever that is, we'll clean out everything and move it all to one site.

Furniture, boxes and shop stuff loaded, I threw a few additional things into the bed of the Fright of Many Colors and led a procession out to Marion. The crew quickly unloaded the shop truck, leaving me with a shambles in what used to be an almost empty space. While they went for lunch, I finished unloading the Fright of Many Colors and parked it out of the way. The shambles got worse. When the crew returned, they went to work, trying very hard not to grumble about having to move stuff up and down the spiral stairs. (Memo to file: a little "change management" work for the moving crew is a good investment when there are spiral stairs in the offing.) The shambles expanded to the main floor, the loft and the basement.

By Saturday night, December 22, we were "in" – at least with Wave 1. Dinner was pizza and wings, in front of the first fire in the new fireplace. On Sunday I took my chainsaw and harvested one of the couple hundred or so pines up on the Ridge for our first Christmas tree. We took time out for Christmas and started again. On December 26 Eileen met the packers at her house and on December 27 she met the moving crew while they loaded two trucks and rolled for Marion. This time she fed the crew lunch, to minimize the down time. I got a kick out of watching these big burly guys all sitting nicely at the table, minding their manners, but it worked out well since we did save some time.

The end of that day was sweet, in that we actually had furniture in every room. It wasn't quite over yet, though, since we spent the better part of two additional days just cleaning the old places. We did a "limited" New Year's Eve celebration, and on January 2nd we both went back to work. Somehow, the word "vacation" took on a whole new meaning this year.

The good news, though, and really the best news of all is that we no longer have just an Almost House. The corollary to this is that we now live in "interesting times." Despite our best efforts to think through and consciously label where things were supposed to go, there are things buried in the basement that may not see the light of day for months. Fortunately, the primary tool boxes moved with the contents inside, and I think I've actually found almost all my tools at this point. My household and vehicle files and all the shop manuals are "nicely packed," however. There are about 30 boxes in the loft and probably 50 in the basement which we at least need to look in and make decisions as to whether we unpack them now, build shelves and then unpack them or just find them a new home in the nearest dumpster. It's possible this could take a little time.

There is much to be done in the new shop as well. Although there's a sub-panel mounted on the wall which is fed from the main electrical panel in the basement, there are no breakers in the sub panel and nothing connected yet in the

way of additional outlets for power in the shop. There's also a "bigish" diesel generator sitting on a pallet in the middle of the shop, which will ultimately come off the pallet, move to a corner of the shop and provide backup power for the house should we decide that we need some. In the process of planning how I'm going to move this particular unit, which weighs in at just over half a ton, I realized that the oil drain plug for the engine is about an inch or so off the floor when the generator is sitting on its steel frame. Thus, I plan to move it and lift it to a new sub frame as I get it into position. I also plan to route the generator exhaust up through the roof, so there's a hole to cut and a flashing kit to install. A large fuel tank, with a vent also taken through the roof, will follow.

Insulation is also a key requirement. The builders put this really great ridge vent right down the peak of the shop and garage. The ventilation is super, but it also serves to take any heat I try and introduce into that space and suck it right out the top. At the moment, there have been some weekend days I could work out there but there have also been some when the wind was cold and hard out of the West and it was just more brutal on bare hands than I wanted to put up with for very long. Those were days when I found things to do inside.

We both reckon we could take a month of vacation and do not much more than clean, put things away, organize things, put more things away, insulate and so on. We're not planning any extended trips out of town yet this year, but maybe if the Summer is good to us we'll feel like a getaway in the Fall. We think this is pretty typical for getting into new digs. We also think this will be well worth it in the long run.

There have been little glitches along the way, but all have been manageable. Most of the boxes have been cleared from the main floor. The loft and basement are disaster areas, at least for now. Somewhere along the line I decided

that maybe I could have put an extra ten feet on the shop, to make room for the generator and a future air compressor in a dedicated and probably walled off "engine room." This remains something I "might" do some day, depending on how frustrated I get with working around the generator once the shop begins to actually function. It may turn out that I think I have enough space after all, but the only way to really resolve this one is to get out there and work in it. The rationale for putting the generator in the shop, by the way, was that I'm sure I'll need to work on it some time when the weather is bad, and I've come to the point in my life that doing this out of the weather, and having the tools right there in the shop, has immense appeal. It might be a "generational" thing which comes with age....

In any event, we're pretty happy campers. Despite the shambles and despite all the work we now think we "absolutely positively" need to do, it's constructive work and what we've done to date has been immensely satisfying. I once knew a couple in which I suspected that the Wife needed a new house every time she "finished" the one she lived in. Took her about 5 years per house to get the decorating and knick knacks on the walls to her satisfaction, and she was ready to move on. I'd just like to go on record that this is not "us." I'm pretty sure we're going to be here a long time. In fact, I'm pretty sure that this place will give me a reason to get out of bed every day – even after I decide that I'm really done working for somebody else. And ya know, I think that's a pretty good approach. It's actually a process I've already started – and I'm in no hurry to stop. Happy New Year everyone. We'll throw some form of general housewarming party later on, maybe when the weather gets a little nicer and we have some lawn to park cars on. We'll publish the date – y'all come.



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La Carrera Panamericana

by *Brian Fallon*

La Carrera Panamericana is a recreation of the great, international, all out road race run in Mexico from 1950 to 1954. It was finally cancelled by the Mexican government after the '54 event because of the number of accidents and the expense of maintaining the roads in raceable condition. In 1988 Eduardo Leon, the son of one of the original founders and an American adventurer/promoter, Loyal Truesdale started it up again as a stage rally.

The rally has three different types of stages. The all-out, closed road "Velocity" stage. A transit stage on open roads with traffic and a slower, speed limited stage in towns. That is the announced theory. I will get to the practice in a moment.

The Mexicans are quite enthusiastic about the event and in the cities the streets will be lined with cheering, waving people and even far out in the country there will be little knots of folks by the side of the road waving as you go by. The police are cooperative and close side roads and wave you through the red lights in the cities and tend to generally make sure the road is as clear as possible on the transit stages.

The "Velocity" stages are closed to all traffic and you drive them as fast as possible. However, except for one case these are not on a race track. These are mountain roads, seldom with guard rails, very

long drop offs, deep ditches along side the roads and the ever present possibility of a pothole, burro or goat being on your line as you round the corner. I felt that 6.5-7/10ths was as fast as I could reasonably drive these sections.

The open road transit stages were said by the organizers to have been allowed "ample" time to complete. The Mexican definition of "ample" is somewhat different. We had to average at least 60 m.p.h. on the transits. If we had some time in hand and I could relax a bit I would cruise at 4000 rpm which works out to about 75 mph. Frequently, though, we had to drive faster up to 95-100 mph. This on ordinary roads open to traffic. Some of them, just continuations of the same mountain road we just had a special stage on. Some were four lane toll roads which made it easier but all had many trucks and busses on them. The police would smile and wave and urge us to go faster. (Probably so they could get off duty and go home.)

The slow stages were very slow, generally first gear crawls through small towns. This speed was enforced by "Topes" or as the Mexicans call them "Sleeping Policemen" These are vicious speed bumps that must be treated with great respect or they will severely damage your car. Many poorly prepared cars leave their exhaust systems behind on the topes.

John and I left Rochester on the 13th of October and after a leisurely drive stopping to visit relatives and friends in

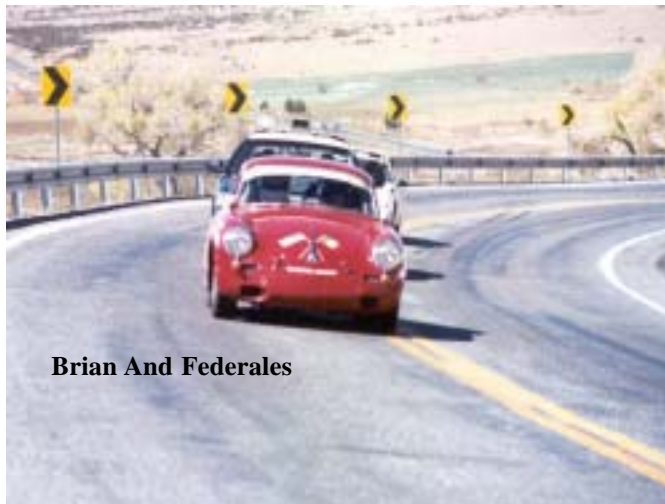
Kentucky and Dallas, TX arrived in Laredo, TX on the 16th. We waited for two days for the organizers to show up to help us through Mexican customs. No one appeared so we joined up with Bobby and Zoya Johnson who had raced the year etc. we needed. Things do move more slowly there and we learned the "manana" doesn't necessarily mean tomorrow. It just means "not today". The cars were kept in a so called "parc ferme" at the fair grounds out side of town. It wasn't really a "parc ferme" because you could work on them and we all did. Finally, on the 25th we received our numbers and the mandatory advertising stickers and we spent a good deal of the day applying those. We acquired two Mexican helpers, Nicholas and Alberto, who for 200 pesos (prox \$20) and lunch helped

us with the final prep. Ed and his son Peter arrived that afternoon, having flown in from Dallas, so our team was complete. That night there was a high speed parade of the cars through Tuxtla and then John and I calibrated our electronic odometer (B Box) and brought the car back to the hotel. (A word about the hotels. They were all good some were great. Our favorite though was the Flamboyant in Tuxtla which was built around the swimming pool and garden which was full of tropical plants and palm trees.)

The start on the 26th was through a ceremonial arch on a ramp and then a fast run out of town to the first special stage. We had been told that the first day comprised 7% of the rally but that 50% of the cars that would fail to finish would go out the first day. (Food for thought) John and I had a good first day until the last special stage when we the engine quit. We rolled to a stop on one of the few flat spots on the mountain and I began to check the car. It was electrical and nothing was getting to the ignition switch. A cop asked if we wanted a tow through a club interpreter that was riding with him. We said "No, our service vehicle would be there in a few hours." He replied "In a few hours it will be dark and you could be dead. This is bandit country. Thats all marijuana growing out there." as he gestured toward the green valleys below. That got our attention right away. We gratefully accepted the offer of a flat bed for the car and a ride in the police car for us to the hotel.

The next morning I jumped the voltage regulator to the coil so we could push start the car and we ran all day that way. That night we ran a shunt from the fuse box to the ignition switch so we could once again use the starter. The 40 year old wiring harness had just broken up under the pounding of the rough roads. Another aside: This wasn't Baja. The roads were always paved but sometimes very rough. So we had ignition but never had lights again. Not a real problem as we never ran at night but they were useful during the day to warn people of your approach.

The rest of the rally kind of blurs together. Ed and I



Brian And Federales

had a very hard time in Mexico city, getting lost and having a flat tire. That cost us a whole day's stage times as were ended up so late we just drove to the finish. On another day, on the race track stage at Aguascalientes, Ed spun on the second turn and backed it into the tire wall. A lot of body damage but mechanically it was OK so we could continue.

We finished on the 1st of November in Nuevo Laredo



after the final 450 mile run from Zacatecas. We had a hard time getting started in Zacatecas. I got stuck on slippery flagstones in a narrow alley that was almost a 45 degree incline. It took John and about six Mexicans to lift me out of the drainage ditch I had backed into and push the car up the hill. After that it was all down hill from there. Quite literally, we went from the cold of 9000+ feet in Zacatecas to the heat and humidity of sea level Nuevo Laredo in one day. The finish was grander than the other days but typical. The crowds pressed around the cars so you crawled through the arch where the pretty Corona girls hung the Finisher's Medal around your neck and handed you a Corona. Then it was autograph signing time and having your picture taken with Mexican families, having your hand shaken and telling people how much you enjoyed the event, admired Mexico and loved the people.

That night there was a big banquet and awards presentation and a lot more hugs (abrazos) handshakes and good-byes. We met so many great people: Bobby and Zoya Johnson, Bobby's Mexican co-driver Hugo Zemil, Scott and June Harvey (Yes, that Scott Harvey who has been racing and rallying for almost 50 years.) Scott's Co-driver Forest Hatch and their "Servicio" driver Bob Gough. These folks could not do enough for us. Other friends: Wolfgang and Volker Wisnieski from Bremen, Germany driving their "53 Borgward in the Original Panam class. For you fans of "The Last Open Road" and Montezuma's Ferrari" I want to assure you that Big Ed Baumstein was there too.

The final statistics: Ed drove 4 days. I drove 3 and co-drove 2. John co-drove on 5. Peter drove the Jeep every day. We finished 56th overall out of 84 starters and 76 finishers and 6th in class out of 8 starters. Not too bad for a first try.

Los Tre viejos locos! + one.



Brian Fallon, John Simonson, Ed Diamond and Peter Diamond

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For Sale: 1979 MGB 40,000+ Miles, Brown, great shape! For details please contact: pjkirch@earthlink.net

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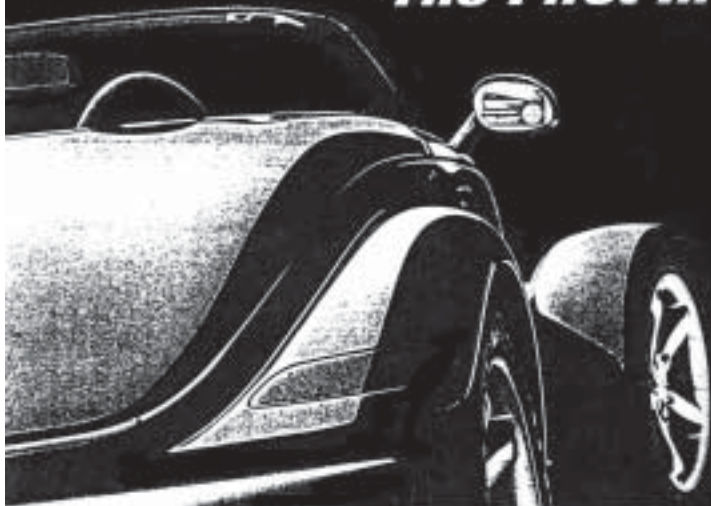
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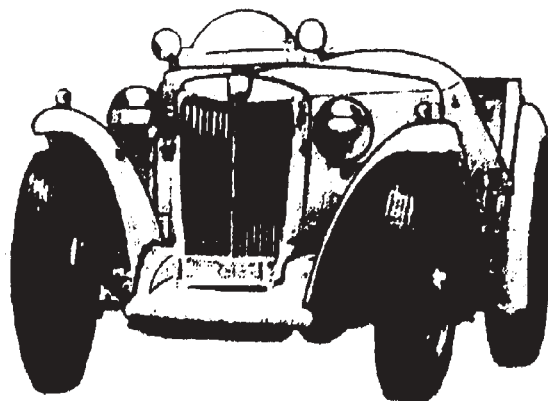
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It's All About Longevity and 5 TD's

Once upon a time, long ago, in a town called Abingdon, in England, a story emerged about 5 MG TD's. These five cars were all produced by the MG factory, and while, at the time they didn't know one another, they would at some point in their lives become friends. It is a fascinating tale and I beg your indulgence while I attempt to relate, as best I can this Story.

It all begins with TD #0978. It was a 1950 MG TD with the early style solid disc wheels. I first saw this car, some years later in 1960 while it was being restored by Bob Philip. It sat in Bob's garage for a few years after its purchase in 1958 with the engine out awaiting restoration. I became acquainted with that car and Bob in the early 1960's while I was driving my MG as a second car back and forth to work every day. Bob had bought a second TD to drive while he was restoring the 1950, which he sold, when the restoration of TD 0978 was completed in 1970. Bob and I both joined the MG Car Club as a way of meeting other MG owners afflicted such as we were. When Bob died his TD was sold to Nona Kraus who later became a member of the MGCC and so the car is still visible at events today.

TD #7201, a 1951 was purchased by Gene Faust Sr. new and later passed on to his son Gene. Gene Sr. and my father-in-law were friends, both employed by the Rochester Telephone Co., and while I was in the service in 1952-1954, Nancy sent me a photo of herself sitting in that car. It got me thinking about an MG of my own. I lost track of that car for a number of years until I joined the MGCC and met Gene & Ann.

In 1952, TD # 12883 rolled off the line at Abingdon. It was owned and then traded in by a Charlie Miller in 1953 to Sports Car Sales in Pittsford (owned at the time by Fred Allen, a well-known MG Racer) and then bought by Dave Wild. At the time of purchase (December 1953) the top bows were broken so Dave did a test drive with the top down. Dave used the car for competition in hill climb's, drag races and finally road races up to 1959. I first saw the car in the mid 50's although I didn't get to know Dave until later after joining the MG Car Club.

Also in 1952 TD #20265 came out of the MG factory and exactly whose hands it passed through are unknown but I first saw that car in 1959 at Sports Car Sales, (then owned by Don Stahl, MG Car Club Founding member) in Rochester. It was in rather tatty condition but I promptly bought the car to keep for 6 months and then I would sell it. (That by the way was 43 years ago and I still haven't sold the car.)

The following year, 1953 TD #27837 was built. It was purchased new by a service man stationed in France and brought to the US when he returned. In 1957 Gil and Betty Langswager bought the car from that service man. I first met the Langswager's in January of 1961 and we have been friends since. (Gil and I both graduated from RIT in 1952 but at the time we were in two different "schools" and didn't get to know one another until later.) The Langswager's have probably used their car more than any other TD mentioned

here and it is still running strong.

One of the purposes of this article is to let some of the newer members know just how crazy (or should it be loyal) we older members are and have been through the past 40+ years of MG ownership. I totaled the length of ownership of these cars and it is over **235 years**. We have owned these cars longer than some members have been around on this planet. Call it love, an addiction, foolishness or whatever you prefer but there is something that has contributed to this attraction and that is summed up in two letters:

MG

I have said many times, they grow on you and here is living, running, proof of that statement.

The second reason for writing this piece is that I hope it prompts or challenges the other owners to do a feature on their car and its history with them. I know it would make for interesting reading. Dave with his history of racing, rallying, hill climbs, Gil with his rallying, but more than that the years of travels with that car and the method of packing everything for those trips. (When it doesn't fit get a bigger hammer?)

Gene with the fact that his car is for the most part all original, and in the family since new. He might also include something about an SS-100. These are all articles that need to be written. Articles that would be enjoyed by all who would read them.

So there you have the story of the five MG TD'S.

I started this article with the words, "Once Upon A Time". It seemed like a logical starting point for this tale (or true fairy tale) and it seems only fitting to close the story of these five wonderful TD's with:

"And they lived happily ever after."



February 17 Sunday Brunch Presidents and Valentine Brunch

**Garlock House
Main Street
Palmyra**

**10:30 am, Meet at the Eastview Parking Lot
by Charter One Bank**

**\$11.25 per person (all inclusive)
Monies to be collected at January Meeting**

**or check made to MGCC sent to:
Barbara Wild
166 Loud Road
Fairport, NY 14450
223 1065**



TEN YEARS AGO FEBRUARY, 1992

by Wally Roworth

The cover had a beautiful Red 1947 MGTC. It had been restored by former member Dennis Fleisher and was then sold to Mark Kaplan.

This was the year that it was decided to make space in our news letter for activities that our club members might enjoy. It was hoped for reciprocity. And 1993 would be the clubs 35th. Where to meet for that occasion would be hard to beat the successful 30th year bash.

Dave Weiss was the editor and he commented upon the weather of 1992 and there was either too little snow or it was too cold. Guess, like now, everyone wanted spring.

Anne Faust listed the planned years activities: Wine and Cheese party at Newport YC (Buffalo Bills game in one corner and Dick Powers videos of '91 in the other and wine and cheese in between), the Brunch at Rochester YC, The OLDE TOAD, Annual spring Steak Roast at the Whitehouse in Webster Park, the Depot was selected for the Annual Holiday Party. and The Spring Car Tune-up was at the Fairport Boces-Forman Center. Lots of good things got accomplished there that year. Seems it is the activity where good things do happen.

The MG CAR CLUB, NORTH AMERICA, LTD (MGCCNA) was in its formative first year as reported by Dick Powers. George Haynes, Bob Welch and Dick Powers were requested to edit the MGCCNA Newsletter. There was to be local autonomy and operational overview. They planned on 8 full-time employees at the new Centre but no paid officials the first year. Other North American clubs were also helping. The Phase Two Tour by Phil Richer had him visit our centre in August. Joe Tierno then gave an interesting and informative talk on driving in Vintage Auto Races. He said training was expensive: BMW and Porsche lapping schools were \$800/day, Skip Barber's 3 day school was \$1800, SCIRA Autocross cost \$1500 per event and minimum gear consisted of Lap Belt, 5 Point Harness, a Snell Helmet, Driving Shoes, a 3-layer suit and an onboard Fire extinguisher.

George Herschell entered a letter from the Abingdon Classics Magazine (then defunct). The main thing was that was the first year we won the Nuffield Trophy. It was the third year of our existence and the second of Watkins Glen Racing, that we sponsored. Our rapid success was a surprise to the Home Club. Not to us we just thoroughly enjoyed doing all of the things we did.

There was a half page of great car buying terminology. Such as: Good condition-all four tires hold air, 95% restored-only needs paint, upholstery, tires and maybe some tinkering, and Excellent electrics- a term not known to Lucas. Mark Kaplan wrote a two page dissertation on ordering parts through the Mail Order System. A lot more truth than fiction, as he presented it.

This was the year that the Applegrove Inn caught on fire. That was a terrific place go to for brunch. It was one of the Clubs primary spots, after a short trip beyond Medina. The owners sent a letter to the editor stating that they were going to rebuild it. It didn't happen for a long time and the MGCCWestern NY Centre never went back.

The MG Motorists Group of Otego, NY and the MGCC WNY Centre set up the Historic Finger Lakes Rally. It will happen in May and will require pre-1963 measuring, timing and calculating equipment. No quartz or digital watches. The

Seat of the Pants group will use the standard odometer, rally tables, a stop watch, pencil, paper and a slide rule.

The February ads indicated that George Haynes was doing tire work, even then. Geneva Foreign Sports had a long list of parts and MGs.

February was a busy month and the Spokes had some interesting articles.

Coolant Hoses

"Hose Replacements Take Care of 'The Enemy Within.'"

"Coolant hose can certainly wear out... Traditionally, hoses have been visually inspected for failure from the outside. But with today's cars, that method isn't always the best since hoses usually fail from the inside where weakened elements can't be seen and their symptoms are not always obvious. Therefore, The Gates Rubber Company recommends replacing the coolant hoses, especially the radiator hoses, every four years, regardless of physical appearance."

Dissimilar materials in the cooling system "can create a sort of battery with the hose conducting electricity through itself. The electrical current can create tiny cracks in the hose tube which eventually weaken the hose and cause it to fail. This phenomenon, discovered by Gates, is called electrochemical degradation or ECD. ... While increased temperatures result in greater engine efficiency, heat also increases the rate of ECD in hoses!"

"There may be some reluctance to replace a coolant hose that hasn't presented any problems," but there are benefits to doing so. For more information the Gates Rubber Company has a web site at <http://www.gates.com>.

Tidbits collected by Leroy Hokenson



T-Boned!!! Next year Turn Signals Required!



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SUNSHINE PAGE

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 5 Vincent Kerrio
 5 Robin Christ
 6 Gary Agosti
 6 Phil Parisi
 8 Jeff Miller
 8 Liz Colquhoun
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 9 Barbara Hopper
 10 Clay Bull
 10 Thomas Sergeant
 11 Douglas Drake
 11 Tom Kaminski
 11 Barb Wild
 12 Allen Hess
 12 Chuck Woodworth
 12 Nedra McElroy
 12 Pat Stahl
 13 Louis Le Brun
 13 Ned Paulsen
 14 Joseph Dominick
 15 Michael Palermo
 16 Ed Haefner
 17 James Franzen
 17 Cheryl Baldwin
 17 Jane Kirchgessner
 18 Geoffrey Briggs
 20 Fred Miller
 21 Henry Kron
 21 Gil Langswager
 22 Stephanie Haynes
 23 William Baldwin
 23 Linda Lytle
 23 Pam Porter
 24 Roger Hess
 25 Mark Kaplan
 25 Sam Squiers
 25 Krystyna Todaro
 26 Steve Philip
 27 Mary Ann Mance

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Bruce & Elizabeth Freeland
 93 Old Stonefield Way
 Pittsford, NY 14534
 585-586-8445
 1967 AUDIN HEALEY 3000

Timothy Paul & Karen Herendeen
 924 County Road #28
 Shortsville, NY 14548
 585-289-3376
 1960 VW BEETLE, 1977 MG MIDGET

Keith & Joan Price
 8366 Slusser Road
 Batavia, NY 14020-9447
 585-762-9356
 1979 MGB

FEBRUARY ANNI VERSARIES

7 Vincent & Rose Kerrio
 9 Steve & Judy Brown
 12 Joseph & Linda Higley
 14 Dave & Nancy Chase
 16 Ken & Sharon Stickle
 17 Gerald & Jane Kirchgessner
 19 Dennis & Mary Costich
 20 Tom & Ann Lenweaver
 20 Joseph & Paulette Schultz

CONGRATULATIONS!

MARCH ANNI VERSARIES

2 Sayle & Kathy Temple
 10 Paul & Patricia Masters
 14 Billy & Jessie Cates
 15 Irving & Bernice Black
 15 John & Anne Suter
 17 Gerard & Linda Odenbach
 21 David & Lynne Schindler
 28 Virgil & Gertrude Potter
 30 Marty & Jean Mucher
 31 Paul & Sally Zielinski

CONGRATULATIONS!

WELCOME NEW MEMBERS

Gary & Ellen Agosti
 11 Northfield Gate
 Pittsford, NY 14534
 585-586-2934
 MGB

Lee & Mary Ann Blair, Jr.
 7204 Bryon Holly Road
 Byron, NY 14422-9543
 585-548-2431
 1971 MG MIDGET

Jim & Judith Bowers
 PO Box 391
 New Vernon, NJ 07976-0391
 973-292-1070
 1978 MGB

Dave & Kathy Bugajski
 9087 Linwood Road
 LeRoy, NY 14482-9722
 585-768-9295
 1977 MGB

Elliott & Marla Eklund
 34 Jackson Road Ext.
 Penfield, NY 14526-1238
 585-377-3487
 1961 TRIUMPH TR3A

MARCH BIRTHDAYS

2 Wally Roworth
 2 George Slack
 2 Sayle Temple
 2 Lyn Smith
 3 Wendy Van Vliet
 4 Bill DeVos
 5 Lee Blair, Jr.
 5 Sue Pittenger
 5 Stacey Van Denburgh
 6 Marlene Bartasevich
 8 Karna Palermo
 9 Richard Manzolati
 10 Al Fink
 11 Lane Boughton
 12 John Cook
 12 Thomas Glanville
 12 Ben Pursell
 13 Audrey Davis
 13 Kay Johnson
 14 Dennis Batt
 14 Terry Welch
 17 Dave Chase
 17 Gail Borycki
 18 Don Moodie
 19 Robert Antonelli
 19 Bill Johnson
 20 Gene Faust
 20 Burt McMinn
 20 Robert Keppeler
 22 Cheryl Marginean
 22 Laurie Scribner
 23 Kathy Boughton
 24 Carl Baxter
 25 Dennis Costich
 25 Bejan Iranpour
 25 Jim Ostrander
 25 Kenneth E. Wood
 27 Gordon Ruston
 27 Jim Walsh
 27 Susan Kath
 27 Dawn Mehserle
 28 Arne Lindquist
 28 Gertrude Potter
 28 Anne Suter
 29 Joseph DeBlaere
 29 Joanne Moll
 30 Karen Herendeen

HAPPY BIRTHDAY EVERYONE!!

WELCOME BACK

Gary & Carol Newman
 73 Walbert Drive
 Rochester, NY 14624-3222
 585-464-9482
 1973 MGB GT, 1961 MGA 1600

Bury Me in an Old Mowog Parts Box



Jay Lockrow

This, fans of MOWOG, is probably the most difficult time of year to write an article or column about motor sports, cars, or car events. The problem is there is very little going on and my mind is numb from the cold and inactivity of the daily grind. My excitement for today for example was to go to the local Tops and do some grocery shopping. This time of the year you don't even have a hope of a chance of seeing an interesting automobile as are all hibernating. I went past one garage that happened to be open and there was some car all covered with a big dustcover. Sad, but January is almost gone and once February is here the days start getting a little longer and there is hope.

The following day the management insisted I take her into her mothers and take them both out to lunch. This we did but on returning I had several hours to kill before it was time to head for home. I turned on the Telly and found an interesting channel called the History Channel. (I don't have cable or dish at home and refuse to pay to bring more advertising into the house!)

The program was about traffic control and was most enlightening. I was particularly interested in some of the early forms of stop and go signals that were manually operated and also some of the early traffic lights that developed into the ones we know today. Some of the early ones were really amusing and had timers on them with lights and semaphore devices to let you know the light was about to change. It was done on both red and green and there was one that was not unlike the "Christmas Tree" used by drag racers today. The program continued and the fact that a good deal of what traffic engineers on highways use today came from air traffic control. Train traffic and ships entering harbors were also covered and all seem to have similar problems but solve them in somewhat the same ways depending on the situation.

With automobiles the biggest problem is sheer volume. Using mass transit and car pool lanes has solved some of this but it is difficult to change people's habits. Tell them they have to take the 5:16 train when they are used to leaving in their car around 5:08 you get unpleasant feedback. The problem of choked highways remains especially at rush hour (why do they call it rush hour when everyone is at a choked up standstill?) because many of the highway designs were developed 40 years ago and the traffic has more than doubled the projections of that time period.

There was a segment on "smart highways" and "smart cars" where the car actually did the driving. The electronics were sensing and missing objects in the highway, avoiding accidents by not allowing a vehicle to follow too closely or entire lanes of traffic shifting at almost the same time. The highways have sensors imbedded in the surface as well as overhead cameras that enable traffic engineers to view problems in order to close lanes or ramps that might have a problem up ahead. My first question on seeing this whole scenario was how good would it work in Buffalo with 82 inches of snow and near zero visibility? Would the salt enhance the sensors in the pavement and the electrical connections?

Most of these ideas, as wonderful as they are, could probably be dispensed with if we could just teach drivers to

be a little more patient and make them realize that the highway was not built just for their personal use but for everyone's. This includes the guy ahead of you that might be going slow for a reason even though you are in a hurry. Ever slow down to look for a particular address, street or driveway only to have some clown in a SUV to park himself two feet from your back end and flash lights, blow horns, make certain gestures because he thinks the road belongs to him? I usually pull over and let them go buy and more often than not catch them at the next intersection.

We teach people today how to operate motor vehicles but from experience I realize most people do not know the rules of the road. For example at a four way stop the guy on your right has the right of way or whoever stopped first. Don't try to get it if the clown does not know the rules.

How about passing?

The rule is you are supposed to see the left front headlight in your rear view mirror before pulling back in. I would run out of numbers if I counted the number of people that pulled in front of me without doing this. It goes on and on. We can build smart cars, smart roads, cloverleaves, mass transit, car pool lanes and all sorts of things but we still have to deal with clowns that operate the vehicles. Until we get the guy off your back bumper the problem will continue.

March 24 English Pub Information to be announced Save the date!



SMOKIN....

Valve Cover Racing 2002

By Suzanne and Bill Glanville

The Woodside Lodge in Black Creek Park is a perfect setting for our Club's first event of the new year – Valve Cover Racing. The first event of the year used to be called the Wine and Cheese Party, but somehow the car competition is why people venture out on a usually very cold day. Fortunately everyone still brings an hors d'oeuvre to pass and wine to drink, so there is plenty to eat while mingling and enjoying the races. Twenty-five (25) cars participated this year, and quite a few for the very first time. Did everyone notice the new addition to the track – the timing gate? It certainly came in handy a couple times.

Ted Hershey, again, owned the winning racer (#37). He has won most of the valve cover events that the club has held. His is the racer to beat. Congratulations, Ted! **Dick Rzepkowski**, who came in second with #64, proved to be tough competition. In fact, he came in second last year. Third Place was **Gene Faust's** car (#12) "driven" by **Gil Langwager**. Gene came in third by proxy.

Everyone had an opportunity to vote for his or her favorite racer. That honor went to car #60 owned by **Jeff and Wendy Miller**. That car was not just a pretty face. She won her share of heats during the double elimination races.



Favorite Racer
Jeff and Wendy Miller

Special thanks go to **Tom Glanville**, **Matt Glanville** and **Pete Pegoni** for helping to set up and run the races; **Allen Hess** for helping to determine who actually won each heat (the toughest job, by the way); **Joan Heaney** for counting ballots for the "spectators' favorite"; **Pat Sangster** for consultation services on setting up "byes" in scoring, and **Steve Sangster** for printing up special scoring sheets. And a thank you to all who helped clean up. Should we do it again?



Placing of the Winners
Ted Hershey #37 1st
Dick Rzepkowski #64 2nd



I hope there's a Corona at the end of this...

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 _____

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Six-pack Cooler	10.00	Fleece w/emblem	22.00
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MGB Badge Plates	7.00	Tee Shirts	12.00
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		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

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

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

The Spokes
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