

The ***SPOKES***

Founded 1958



Volume 44 Number 6

June 2002

Official Publication of the MG Car Club Western New York Centre



A couple home boys (Ted Hershey/Al Costich) do some racing...

June Meeting

June 20 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

PO Box 831, Webster, New York 14580 - 0831

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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"

Leon Zak, Editor
411 Seneca Parkway
Rochester, NY 14613
spokes@mgcarclub.com

Ed Avery, Asst. Editor
mapavery@aol.com

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

EXECUTIVE OFFICERS AND APPOINTEES

Chairman

Steve Sangster
2 Meadow View Lane
Bloomfield, NY 14469
657-6032
sangster@mgcarclub.com

Vice Chairman

Alan Costich
870 Culver Road
Rochester, NY 14609
482-2695
alcostich@mgcarclub.com

Secretary

Joe DeBlaere
8607 North Shore Drive
Honeoye, NY 14471
229-2230
joe@mgcarclub.com

Treasurer

John Baum
1212 Stockbridge Road
Webster, NY 14580
872-3697
johnbaum@mgcarclub.com

Activities Chairpersons

Joan and Paul Heaney
364 Lanning Road
Honeoye Falls, NY 14472
624-8182
pheaney@worldnet.att.net

Trustee

George Herschell
1286 Mill Creek Run.
Webster, NY 14580
872-1194
gherschell@mgcarclub.com

Trustee

Leon Zak
411 Seneca Parkway
Rochester, NY 14613
647-6382
leon@zaks.com

Membership

Jim Priestley
251 Bronx Drive
Rochester, NY 14623
235-2440
jim@mgcarclub.com

Sergeant at Arms

Lane Boughton
833 High Street
Victor, NY 14564
924-9295

Historian

David Wild
166 Loud Road
Fairport, NY 14450-9510
223-1065

Hospitality

Betty Langswager & Barb Wild
46 Stonington Drive
Pittsford, NY 14534
385-9956

Cards & Letters

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

UK Liaison

George Herschell
1286 Mill Creek Run
Webster, NY 14580
872-1194
gherschell@mgcarclub.com

Club Regalia

Dave Chase
689 Eire Station Road
West Henrietta, NY 14586
334-6826
dave@mgcarclub.com

Car Show Chair

Charles Searles
57 Washington Road
Pittsford, NY 14534
586-2806

Web Master

Scott Perry
4 Brentwood Drive
Rochester, NY 14624
594-9792
scott@mgcarclub.com

SPOKES STAFF:

Editor:	Leon Zak	647-6382
Publisher:	Richard Powers	323-2687
Mailing:	Doug & Laurie Scribner	872-5133
Address Change	Jim Priestley	235-2440
Advertising	George Herschell	872-1194

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DEADLINE FOR SUBMITTING TO THE July SPOKES IS Thursday, June 28, 2002

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

PREFERABLY – Email to spokes@mgcarclub.com

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Cover picture by Al Costich - Al and Ted Hershey at Nelson Ledges.

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INVITATION TO TD OWNERS

Would MGTD owners in our Centre be interested in scheduling an "MGTD photo" with as many TDs in the club as possible? We could make this a Spokes cover photo and also send it to Safety Fast.

I've been fortunate enough to be able to follow the progress of Joe and Joeanna DeBlaere's MGTD as George Haynes and Gil Langswager have restored it over the past 2 winters. Since this car was a true basket case (many boxes) prior to Joe's purchase of it, it seems like this example was truly saved from being a parts car.

Additionally, George Herschell wrote a very interesting article about (5) TD's that have been in the club for 35+ years: Wild's, Herschells, Fausts, Kraus' (former Philip's car), Lanswagers. There are many others with long-time ownership: Suters, Lombinos, Otts, others. I thought if we could get the (5) featured in the article plus as many others as possible, it would be a great snapshot in time and also a fun way to mark the completion of DeBlaere's car!

If MGTD owners could please call me at 377-1877, we can try to set up a photo session in the weeks following the Car Show.

Thanks, Dan

BRUDNO AWARD/LIFE MEMBERS

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

I decided to take my v8 parts collection to Carlisle. This is the collection of parts that Joe Deblaere announced for sale 2 years ago that was a compilation of various parts including Buick, Olds, Chevy, Ford and TR7 stuff. I bought it from Joe, but ended up canceling the project I planed when the 445 Volvo showed up. So, I threw the collection in the pickup. I had some space left and Jeff Kath had some parts to go down, I headed over to pick them up.

I hit the brakes to turn the corner to street and I got that feeling - something was different, but it wasn't different enough to convince me something was wrong so I thought "If I don't officially recognize it, it will go away, it was a fluke". Now you know it's never a 'fluke', but a great way to try to ignore something. I got to Jeffs and while he's inspecting the truck he notices a bit of brake fluid on the rear axel. Sure enough, there's some seeping. I leave his place, get to the top of the hill, hit the brakes and the seeping turns into leaking, actually spurting, which is a few steps up from leaking. I stop over at Kurts Garage thursday before I left and had them replace the right rear brake line. I inspect the rest of the lines and wonder why someone would replace all the lines from the master cylinder back and not do the 10" piece going from the distribution block to the right rear wheel - must have saved \$3.00 on that one.

Finally on my way and I get close to Dansville and the tempurature starts going up. Check it out, the level is down so I fill it up and theres a spurt (refer to the spurt vs leak explained above) in the front of the radiator that goes out about 3". The level goes down to the level of the hole so I put the cap on loosly and head out. I stopped to put water in it about an hour from Barto, PA and put a can of Barts Stop Leak (I don't think there's any relation). They didn't have any Stop Spurt, so it only worked a little. As long as there was water in it up to the hole level, it stayed cool, no problem, made it to Carlisle. Just before I left Carlisle I had the guy selling the merical welding sticks try to weld it. It almost worked. Seems the stuff won't weld on dirty metal as good as he thought it could, but John Thompson offered 2 bottles of Stop Leak (2 stop leaks = 1 spurt leak) and that seemed to do the trick.

And I sold all the V8 parts. A guy with a converted V8 GT bought the whole setup. I ended up selling everything but the Chevy T5 Tranny and my Holly TBI. Not bad monetarily. It's a great time, a real good get together, if you've not done it, try it next year.

The house project - accepted an offer, we have to be out by Aug. 15. Barbara and I went out to work on the 'new' house. She has now realized the reality of going from 4200 to 1500 Sq Ft. I never knew her jaw could drop down that far... you won't believe how many times Barbara can say "Boy, this is small" within one evening.

Later, Leon

P.S. - My band is playing at Froggys June 28, 10pm til, \$4 at the door, stop by if it fits your schedule.

EVENTS FOR

June

2 Vintage Car Show
20 Meeting
23 Garden Tour

July

7 Autocross II
13 Picnic
18 Meeting
25 Kids Day
26-28 Grand Island -
All British Gathering

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THANKS TO ALL

from George Herschell

I would like to thank all those for their comments and compliments on my MG art work display and talk at the April meeting. I love doing the drawings very much and appreciate the fact that others enjoy my work also. I was asked by some if any of the drawings are available for sale. I do have limited edition prints of some of the drawings. If anyone is interested please contact me and I will provide further information. Again thanks for your kind words.

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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.

Minutes of the MGCC Meeting on April 18, 2002

by Joe DeBlaere

Meeting called to order at 7:38 PM. We had about 50 in attendance due mostly to the Carlisle event (this is about 2/3 our normal attendance).

The minutes were accepted.

Four new members were introduced: Rick LaRose (looking for an MG), Dave L(?), has a 72 BGT, Lee & Mary Ann Blair (Midget) & George & MaryAnn Shetterly (also a Midget).

Treasurers report: Most of the dues are in so we are currently solvent and ahead of where we were last year (pray for good weather for the car show &/or go to the Chicken Sacrifice dinner for same).

Activities: Garden Tour, see SPOKES.

Don't forget the Chicken Sacrifice dinner 5/21 (too late if you are hearing about this for the first time).

SPOKES: folks at Carlisle

Regalia: folks at Carlisle

Car show: all is well

Web site, Scott Perry reported, normal activity.

Cars & parts for sale: Rizzo's have a Saab Turbo, Mark Gibson has a free MGB tranny & 79 Camaro for \$5K, Dan Sutter has 74 B/GT for restoration, see him.

Old business: Pre-show tickets are available if you have sold out yours already see Dave Wild.

Meeting adjourned 8:20 PM (one of the fastest meeting ever).

Respectfully submitted: Joe De Blaere secretary.

Yes, I was actually there this month.

(Ed: These notes are solely those of J. DeBlaere. He had no help at all from his ghost note takers. Any mess ups this months are all his.)

Maplewood Rose Festival

The MG Car Club has been invited to attend the Maplewood Rose Festival June 15. A section of the park will be set aside for the display of our cars. Each car will receive a \$5.00 coupon toward lunch.

It was asked that our cars arrive before 10:00 am. Entrance to our section will be from Driving Park, let the guard know your with the MG Car Club.

The festival starts at 10:00 and runs till 11 p.m. We can leave at any time.

The Maplewood Rose Garden is at the north east corner of Driving Park and Lake Avenue. There will be almost 100 craft vendors, horse-drawn carriage rides, horticultural workshops and hikes in the historic Maplewood Neighborhood as well as the extremely wide variety of over 5,000 roses of all types and styles.



I'm gonna
back in and confuse
John...



OK, the boot is the trunk, the hood is the bonnet. No, the trunk is the bonnet, the....

Garden Tour 2002 - Horticulture and History

Rhonda Rizzo and I have come up with something different for this years garden tour which will be a day with a little something for everyone. We will begin at 8:30 at the Garden Factory at 2126 Buffalo Road. Tim and Rhonda have designed our route, and those of you who have been on any of their tours know that it is bound to be an interesting ride. They will plan a coffee stop in this two hour drive to our first stop - The Buffalo and Erie County Botanical Gardens.

The gardens feature a newly renovated tri-domed glass and steel conservatory with displays including the Palm Dome, Rainforest Tower Garden, Orchid Garden, and a Victorian Herb Garden. Outside there is an All-American Annuals Garden and a Shrub Garden. The Conservatory is located in South Park, which was designed by Fredrick Law Olmsted in the late 19th century. The park includes more features to see including an Arboretum, a Pinetum and a Bog Garden.

We will have lunch near the park and then proceed to the Pierce-Arrow Museum on Myrtle Street in Buffalo. In addition to the cars, the Museum's current photographic exhibition concerns the influence of women on the car industry. And, if that weren't enough, the Museum has just completed the arrangements to build an Art Deco, Frank Lloyd Wright designed gas station on a lot next to its current building. Originally this design was for a station planned to be erected about 8 blocks from the Museum. On display are the architectural drawings and plans. The Museum isn't usually open on Sunday, but its owner is making the exhibitions available to the club for a private showing. I will need to let him know about how many people to expect, so please check the ad and call Rhonda or I to sign up.

The Northeast Classic Car Museum

By Mike Davis

You'd never expect to find one of the country's most outstanding public car museums in such an out-of-the-way spot as Norwich, New York. Yet here it is, the three-year-old Northeast Classic Car Museum midway between Utica and Binghamton in what Empire Staters call the Southern Tier.

Although the museum proclaims to have the largest collection of Franklin cars anywhere - no doubt true - from a car nut's point of view, this has to be one of the most user-friendly museums I've encountered. It is light and bright inside a relatively new series of Butler buildings, with good layout of its more than 100 vehicles, generally grouped by makes, and not overly cramped as so many car museums are.

The Northeast Classic Car Museum owes its origins to a combination of local boosters and a magnanimous local collector, George Staley.

A 1932 Franklin.

Norwich grew up along the Chenango Canal, which in 1837 connected the Mohawk River at Utica with the Delaware River at Binghamton. In addition to serving local agriculture it soon became a small center for manufacturing, using canal boats to start shipping such goods as gloves, fireplace equipment and patent medicines worldwide. The canal was replaced by railroads in the 1870s, and N.Y. Route 12 had paved over a good bit of it by the 1930s. A hallmark unrestored Buick is one of the museum's delights.

But by the 1990s, the town had fallen on hard times as the factories dried up, and local businessmen were looking for another focus to attract dollars. They thought of tourism, but had nothing in particular to offer except fairly pristine 19th-century architecture and an attractive, New England-like town square. Then one day a visitor from Colorado dropped into the Chamber of Commerce in search of a Franklin car collection he'd heard about.

Storied Franklins

Franklins were unique air-cooled cars made in Syracuse, N.Y., from 1902 to 1934. And a one-time air-cooled aircraft engine expert named George Staley who'd made a fortune had returned to his family dairy farm in a distant corner of Chenango County to start his collection of air-cooled cars and other classics. The Chamber made a deal: they'd provide the museum if he'd provide the cars.

The museum presently houses, by my count, about 25 Franklins, not all of them Staley's. Over the third of a century they were built, the Franklin evolved from an in-line four-cylinder to a straight six to a handsome but death-rattle V-12 in 1932. More Franklins than any other museum?

Four distinct Franklin styles evolved over the three decades: at first, a barrel-shaped bonnet for the Four; then, in the years before and after World War I, a sloping, Renault-like snout; this was replaced by a slanting oval grille (not a radiator, to be sure, because there was none!) and finally handsome, bright-metaled true classic car front ends in the final eight years. In those of the late '20s, the grille featured a circular fan cut-out to speed cooling air flow over the cylinders. Peak year for the Franklin was 1929, with a bit over 14,000 produced, and it died not long after the depths of the Depression in 1932.

I can remember my folks talking about Uncle Damon's "air-cooled Franklin" and a snapshot in the family album, but I have never paid much attention to the marque before because it was long before my time and not "Detroit iron." If you

want to know more about Franklin cars, get Sinclair Powell's "The Franklin Automobile Company," published last year by SAE Press and available for \$39 plus shipping via www.sae.org.

Among other classics are a line of a dozen or so Packards, a quartet of Lincolns and a double handful of Auburn-Cord-Duesenbergs, most completely restored, owned and currently licensed by Staley. Indeed, this octogenarian central New York collector employs a staff of three - mechanic, woodworker and painter - at his shops among the family barns.

The Northeast Museum's 1929 Chevrolet Landau.

Not all the Northeast Classic Car Museum's exhibits are strictly classics. Collector cars, to be sure, include a rare '29 Chevrolet landau with convertible top over just the rear seat, one of 300 built at the GM plant in Buffalo; an unusual Model B Ford woody; a '50 Jeepster, the sporty coupe derived from the SUV grandfather Jeep Station Wagon; and several fascinating unrestored vehicles including a 1910 Buick Model 10, an early Dodge touring car, and a '22 Ford TT pickup truck.

For those whose first-hand memories don't go back so far, the museum opened a third gallery this fall to house during winter months a display of muscle cars, mostly collected from local folks who are happy to have their beauties in dry, warm storage until they can take to the roads again in nicer weather. Notable here are a variety of Chrysler makes including a conventional '70 Plymouth Roadrunner nose to nose with the long-snouted, rear-spoilered Superbird variation (remember Richard Petty's #43?).

Yet another DeLorean that made it through the 1980s.

For those whose idea of interesting cars is based on current movies, there's even a gull-winged Back to the Future DeLorean, a favorite, alas, of many museums these days.

To please its benefactor Staley, the museum includes his 1965 Divco step van, suitably painted with his family dairy sign, as well as part of his collection of air-cooled aircraft engines, including monsters from B-17s, B-29s and Cold-War jets. The museum hasn't figured out what to do with it yet, but it also owns a Franklin-powered Rushwin two-place high-wing monoplane.

In my book, this museum is well worth the difficulty in finding it. Norwich is centered in the triangle formed by Interstates 81, 88 and 90 (N.Y. Thruway), at the intersection of N.Y. routes 12 and 23 and less than an hour from Syracuse, Utica or Binghamton. The Baseball Hall of Fame at Cooperstown, N.Y., is some roundabout miles east. If the females in your excursion don't care for old cars, they will probably find interesting the accompanying period fashions on mannequins around the exhibits, or - if all else fails - antique shops in the area.

www.classiccarmuseum.org



Hey Gil - is this supposed to be cracked like this ?

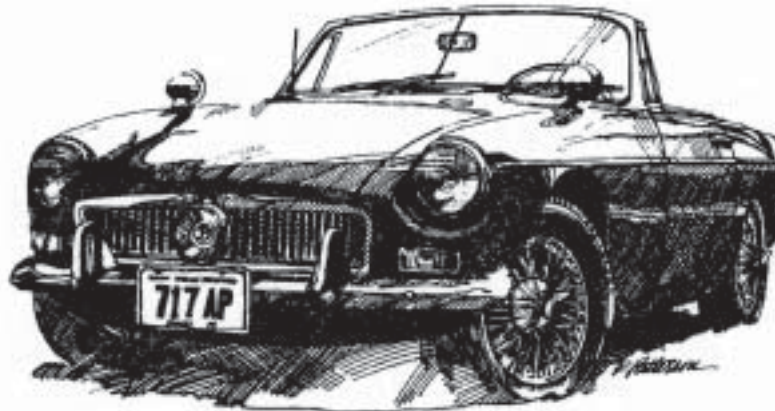
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then it goes round and round,
and it comes out there!



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From your Chairman

Steve Sangster

Car season has finally started. Tonight we headed out to Canandaigua Wegman's Cruise Night. It was good to see so many cars out and so many people enjoying the good weather. Unfortunately not too many British cars made an appearance.

It seemed like everyone had a good time at Carlisle this year. There were many interesting cars to see and plenty of car parts to look over. A few of the wives left back in Rochester started a new event; Carlisle Widows Dinner Night. Unfortunately it was a last minute event with little time to spread the word. The Carlisle widows promise to do a better job next year.

Thanks to all who worked so hard on the car show and helped to make it such a huge success. (I'm being optimistic - deadline for Spokes is May23rd.) The chickens have been sacrificed with thanks going to Phil Parisi for the idea and Charley Searles for organizing it. It was quite interesting to see how the Lions Club Meetings operate.

See you all at the meeting and garden tour.

Steve

Hey you
guys, help me
find my watch.



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.

**Reservation must be
received by JUNE 26!**



Hurry up Bob, I can't hold the engine up much longer...

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Attendance for May

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Joe DeBlaere
Dave ???
Carl Baxter
Ellen Baxter
Nona Kraus
Rich Shineman
Al Fink
Doris Roworth
Wally Roworth
Tom LeStrange
Joe Fazio

Guest: Richard LaRue



No Dick, you may like yours loose, but I like mine tight.

On Collecting

by Chris Williams

In past years, I would have been a bit guilty over how little driving I'm getting done this year. Three times now, we've both carefully booked time on our calendars for a "day away," which will consist primarily of breaking out something fun to drive and heading "South." Maybe to Hammondsport for lunch, or maybe Watkins Glen. Maybe a swing past some of the wineries, or maybe just down to a park with a picnic basket, a bottle of wine and "us." Three times we've had this scheduled, and three times we've had to reschedule. Once or twice it's been because something has "come up" at work for one or both of us, which in our best judgment merits re-doing some personal plans. At least once we've done it based on the Weather, or lack of it. In late May, with the car show coming close we've found ourselves "pretty busy," and with some luck we'll get to this in June.

In the meantime, I've managed to find lots of ways to work inside, where at least it stays dry. One of the things I did actually accomplish is "outshop" the '58 Mercedes – at least for phase 1 of this year's scheduled maintenance. I'd brought it over to Marion last Fall to replace the fuel pump with a replica original, which sports the hand priming lever I wanted. I also thought that I'd redo the front sway bar bushings and replace a rear wheel bearing, as well as rebuild the rear wheel cylinders over the Winter while I had it in the shop.

Ah well. There is not much good to be said for getting to late April and seeing just exactly zero progress, and a whole queue of other work backed up needing doing as well. It was probably the second time I found a way to bump the car with something which made a "clunk" but fortunately avoided chipping the paint, that I announced to nobody in particular that my next priority was to get this car out of the shop and soon. Figuring that maybe I could defer the brakes and wheel bearing for a more leisurely time when I might have more room in the shop, I set out to just do the pump and the bushings, on the grounds that the bearing is a bit "loose" but not bad, and the brakes work but the pistons were sticky last summer and I really want to tear them down and rebuild them before doing any extensive driving.

Thus it was that I set out to "partially fix" the car on a find Spring Saturday – one of those days when I could actually have the doors open and Sunlight washing in to brighten things up. It turned out that my first priority was to find the parts. These had been carefully laid out on a desk at Macedon before the move, but that was also before the packers swept through the place almost like Sherman's march through Georgia, wrapping and packing everything in their path. Like most items we can't currently find, I knew they were in a box in the basement. That was the good news. The not-so-good news, of course, was that I was pretty unsure which of the 50 or so odd boxes we haven't gotten to yet was the right one.

After some deductive reasoning about the kind of box (Bekins, with big green lettering) and the approximate order in which the "right" box might have come off the truck, I managed with a couple of false tries to surface from the basement with a fuel pump, a new pump suction hose, and new sway bar end links and bushings clutched in my hand. The frame bushings were already in the shop, having arrived after the move.

"OK, Son," I mused in my ever-optimistic way. "Fuel pump first. Two easy bolts, a couple of hose connections and the old one's in your hand." Boy, was I surprised when that turned out to be the case. The pump is held on by two cap screws with Allen heads. After finding the right metric hex driver with a 3/8 socket head, the bolts just turned out without a fight. In almost no time I had the old pump out and I was holding the new one in my hands, turning it this way and that. I kept looking at the old one and back to the new one and making faces.

The first thing I noticed was that the hose connections didn't match. This actually wasn't too surprising, since the car had been modified by a dealer in Chicago back in the 60's to take an aftermarket fuel pump. In

the process, the main supply line to the carburetors was cut and shortened, and modified from a threaded connection to a hose connection. Sigh. I could move an adapter I'd made over to the new pump, so that problem was solved easily. On the suction side, though, the old pump had come with a hose connection which was pressed in place. The new pump came with a threaded connection, but which didn't match the end of my old hose, or, for that matter, did it match the end of the new suction hose I'd bought because I'd at least tried to anticipate the problem.

So now what? Well, trying real hard to be innovative, I took myself off to the parts store I use where they make hydraulic hoses, as well as maintain a pretty good stock of brass fittings and adapters. No luck there. I went over to Debbie Supply to see if they had any exotic adapters that might fit. Of course, nothing there, either. I was on the way home when it occurred to me that the thread in the pump was identical to the thread at the fuel filter, and in fact what I now had was a new hose which fit the fuel filter but not the new pump, and a new hose which would fit the pump or fuel filter but not connect the two.

Okay, then. After careful deliberation I reached into the toolbox, took out the utility knife and cut off the offending end from the new hose, cut a piece of tubing from the inlet to the old pump using a tube cutter and joined the two hoses using the piece of tubing and hose clamps. This allowed me to at least get the new pump on and keep the car drivable, and yes I need to now go back and see if I can get what must be a missing adapter fitting and yet one more hose to correct this

Convinced that I was ready to move on to the sway bar bushings, I added a little height to the front end by jacking it up and setting a pair of frame stands in place. The "look" of the car, sitting there in the shop with the front end elevated and stand bottoms showing underneath, was reminiscent of the scenes I find at Brooklyn Motor Works in Wisconsin, where everything is done by hand and jack stands are a commonly used means of elevating the cars. (At least this has been the case in their old shop. They were building a new one last time I was there, and I've no idea if they've gone in for such new fangled gear as wheel or frame lifts.)

A quick inspection of the sway bar end links on the car revealed that they were pretty rusty, and although the nuts were in pretty good shape, the spacers were well and truly rusted to the bolts. Well, the car had been driven year-round once, and so there we were. I briefly contemplated using the torch to heat the spacers, but they were in awkward places to reach and I wasn't real happy about what I'd need to do to manage the flame. So – I got out my long handled "guaranteed forever" ratchet, slipped a box wrench on the first nut and set it against a solid piece on the underside of the car, put a heavy 14mm socket on the head of the bolt forming the link, and heaved. Sure enough, the link just broke from the force, and all the pieces toppled into a messy little heap on the floor.

"Gotcha!" I exulted. It was about the time I was "winding in" the nut on the first new end link that I realized that the frame bushings would be much easier to replace if I did them with the end links loose. Grabbing a 12mm socket and slipping it on a short extension, I put the socket on the first of 4 bolts I needed to remove and gave it a tentative twist. Nothing moved except my eyelids. So I twisted a little harder and heard one of those heart stopping "squeeeeks"

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that means that

- a) This bolt is really rusted into the hole, and
- b) It won't come out without a fight, and
- c) If I'm not nice to it the bolt will just break off to spite me, and by the way
- d) All of this, of course, takes place in a "blind" tapped hole in the frame.

It's always good to get a level-set right up front on a project.

Accepting the inevitable, I reached for the torch. Each bolt took at least two cycles of "heat to red hot, then turn" before I had them on the shop floor. By the way, I did verify that if you hold your hands right under a hot bolt while turning it out you can arrange to get a goodly amount of hot dust and flakes deposited most anywhere on your hands you don't want.

After about an hour of real work and at least an hour and a half or more of silliness trying to find parts, I was able to bring the car down off the jack stands, light it off and get it over to Macedon. Yes, the new bushings and end links do make a difference. The car is a little firmer in ride, and feels a little tougher. I think I do want to go ahead and replace the wheel bearing, since there is still a certain amount of "rudder effect" in the steering, but there has been an improvement, so that's good. Once again, I managed to not break anything that I didn't want to break while turning wrenches on this great old car. Some days I guess I'm just lucky.

So then – it's on to re-bleed the brakes on the '83 pickup, get the head back on the '84 4-Runner, "gut" and re-do the electrical system on the "free" lawn tractor and fix one or two small leaks in the fuel line to the generator. Spring seems to be back – and there's no lack of things to do. One of these days, though, "our" day will come. And ya know, there's a pretty good chance I'll be ready for it.



Let me have the light, the spare tire is supposed to be down here some where....

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Meet at the Garden Factory, 2126 Buffalo Road (East of I-490) and depart at 8:30 AM
Arrive at the Buffalo and Erie County Botanical Gardens & South Park Arboretum 11:00 AM
Lunch 1:00 PM

Pierce-Arrow Museum 2:30 PM
Depart for Rochester 4:00 PM

Coffee Stop: separate checks
Botanical Gardens: \$1.00 donation
Lunch: separate checks
Pierce Arrow Museum: \$7.00 / \$6.00 Seniors

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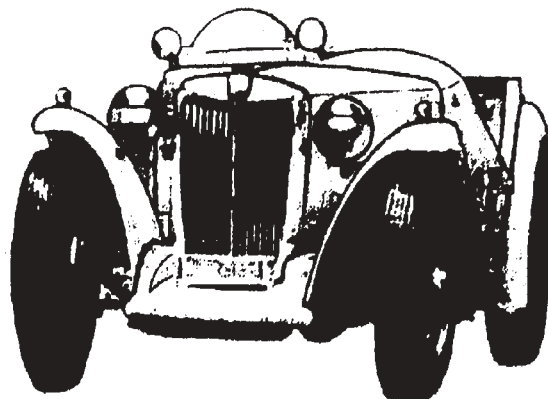
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This will be a "child's book of ABC's" for all us kids, big and small, with MG toys in our lives.

A is for Abingdon the town where MG's were built.

B is for Brooklands the famous banked race track where MG's broke many records.

C is for Cecil Cousins works manager for many years.

D is for "Dancing Daughters", Eayston's all female 1935 Le Mans racing team driving MG P types.

E is for Capt. George Eayston MG race driver, record breaker and winner of the 1933 Mille Miglia in a K-3 MG.

F is for Rivers Fletcher MG race driver and author.

G is for Goldie Gardner MG World Record holder. His record in Germany of 206 mph still stands.

H is for Alec Hounslow, riding mechanic for Tazio Nuvolari winning the Ulster Tourist Trophy race.

I is for Mme Iter who raced and finished a P type MG in the Le Mans race in 1934.

J is for the MG J-2 and J-4 two of the prettiest MG's ever built and raced. (One was in the club)

K is for Cecil Kimber, the "father" of the MG Car Company. "Kim" pushed Morris Garages into developing a sports car later to become the MG.

L is for Count Giovanni ("Johnny" as he preferred to be called) Laurani co driver in the winning Mille Miglia car with Capt. Eayston.

M is for Sir William Morris founder of Morris Garages, forerunner of MG car Company.

N is for Lord Nuffield (formerly known as Sir William Morris) and originator of the Nuffield Trophy.

O is for "Old number One" the Morris that Kimber converted to what has become known as the first MG. Its license number was and is FC7900.

P is for George Phillips, the first private owner to race his special bodied MG TC at Le Mans.

Q is for Kjell Quavle who built three cars for Indy and raced them as MG Liquid Suspension Specials.

R is for Reid Railton noted body designer who designed a new body for the Eayston/Gardner K-3.

S is for Salmons Coachworks who designed some of the most beautiful bodies for the large MG Saloons.

T is for John Thornley General Manager of the MG Company and first Honorary Secretary of the MG Car Club. The number plate on his B GT was MG 1

U is for United Kingdom, home of our beloved MG's

V is for Victories. From 1930-1939 and 1945-1968 MG scored international victories every single year, in both racing and rallying.

W is for Tommy Wisdom who won the Alpine Cup driving a 1933 MG Works L Type Magna in the International Alpine Trial.

W is for **WIVES** who tolerate our love affairs with these four wheeled mistresses. (Nancys comment)

X is short for all the **EX** experimental and prototypes that captured and held so many world records.

Y is for the model designation given to the Y Tourers and Sedans.

Z is for the ZA and ZB Mquette Sedans the last sedans made by the original MG factory which closed in 1980.

So there we have the MG, ABC's. There were many more names that could have been added to the list, and I know that many of you have a favorite that could have replaced some of mine. I got this started because of Dick Powers compliment to me on my MG art exhibition and "history lesson". History can be a very boring subject but where our wonderful MG's are concerned, by breaking it down to the basic ABC's, I hope I given everyone a short history review without getting too technical. Every letter and person could be an article by itself and I encourage all to pick up and read some of the MG books available. The racing and rallying history of our cars is fantastic and there are records that were broken many years ago that still stand today.

On a personal note, it was amazing for me when putting this together to realize how fortunate Nancy and I have been in meeting so many of the people mentioned. I can honestly say that there wasn't one that didn't leave a very warm impression and we were in awe just being in their company. Many of them are no longer with us and it is just that much sweeter, having had the opportunity to meet and know these wonderful legends of MG Motoring. They were the hero's of MG's glory days of racing and development and I will be forever in the debt of the New England MG T Register for bringing many of these hero's to the US to attend their annual meets meet's.

It was also a time when MG's were available in the US and hopefully will be again soon.



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Museum Tour & Picnic July 13

We will be leaving the McDonalds at the Clifton Springs/Manchester (Exit at the corner of Rte's 96, 21, Interstate 90) at 8:00am sharp!! We will head east on 96 to rte 20 into central NY. We will enter Norwich at 10:00 - 10:20. We will have our own tour guides and will be visiting for 2 - 2 1/2 hours, or as long as you like. There will include a special exhibit of cars built in NY State.

The Discount will be included in the prices of \$6.50 - Adults and Seniors, \$3.00 - Students, Children under 5 free.

They have available a motorized wheelchair, and one conventional wheelchair. After we tour through the museum, we will be able to use the pavilion at St. Barts Park for a picnic. You may head home at your leisure after we picnic.

SUNSHINE PAGE

JUNE BIRTHDAYS

- 1 Madeline Moodie
- 2 Annabelle Tescione
- 3 John Martin
- 6 Latty Goodwin
- 7 Ken Stickle
- 7 Tracy Harvey
- 9 Peter Harvey
- 9 Patricia Philip
- 10 Gwen Harris
- 10 Patricia MacDonald
- 11 Charlotte Wright
- 12 Ben Barlow
- 12 Ted Hershey
- 14 Ellen Baxter
- 18 Lori Galipeau
- 19 Leonard Bieck
- 22 Paul Mance
- 22 Matt Callahan
- 24 John Baum
- 24 Keith Price
- 25 Bob Austin
- 28 George Shetterly, II
- 28 Marla Eklund
- 30 David Asmuth
- 30 John MacDonald

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- 2 Dan & Rosemary Burke
- 2 Larry & Nancy Culling
- 2 Glenn & Susan Goodridge
- 2 Leroy & Harriette Hokenson
- 6 Arnold & Stacey Van Denburgh
- 7 George & Kris Bennett
- 7 John & Margaret Cook
- 8 Burt & Shirley McMinn
- 9 Jim & Gail Colegrove
- 10 Ron & Evelyn Stone
- 12 Doug & Laurie Scribner
- 12 Jeffrey & Susan Kath
- 14 George & Nancy Herschell, Jr.
- 15 Bill & Kathy Rampe
- 16 Norman & Charlotte Wright
- 21 Gil & Betty Langswager
- 22 John & Pamela Peck, Jr.
- 22 David & Charleen Riexinger
- 24 Mark & Gayle Gibson
- 25 Paul & Mary Ann Mance
- 27 Kenneth & Nicki Doolittle
- 29 John & Shirley Forrester
- 29 Richard & Marlene Rzepkowski

JULY ANNIVERSARIES

- 1 Allyn & Phyllis Wagner
- 8 Bob & Wendy Austin
- 12 Peter & Tracy Harvey
- 13 Bill & Sue DeVos
- 17 Mike & Fran Marsh
- 19 Robert & Pamela Houseknecht
- 19 Paul & Linda Lytle
- 19 Don & Linda McConnell
- 23 Elliott & Marla Eklund
- 23 Donald & Mary Sweeney
- 24 Bill & Kay Johnson
- 25 David & Kim Avery
- 25 Bill & Linda Bethune
- 25 Jim & Kathy Walsh
- 27 Eric & Dawn Mehserle
- 31 Pete & Terri Fazio
- 31 Paul & Fia Lilley
- 31 Arne & Nancy Lindquist

JULY BIRTHDAYS

- 1 Jim Colegrove
- 1 Claudia Kennedy
- 2 Lex Sleeman
- 2 Barb Fink
- 2 Pat Sangster
- 3 Carol Newman
- 4 Peggi Heissenberger
- 5 Enid Ryen
- 7 Tom LeStrange
- 7 John Spencer
- 7 Robert Welch
- 9 Tim Rizzo
- 11 Dan Burke
- 14 Dave Wild
- 17 Sharon Perry
- 18 Peggy Haefner
- 18 Judith Ruston
- 19 Jeffery Geddis
- 20 Beverly Haynes
- 21 Kevin Lenander
- 21 Gwenn Poulton
- 22 Tom Lenweaver
- 22 David Schindler
- 22 Carol Garner
- 24 Donna Pritchard
- 25 Hermey Lovell
- 26 Elmer DeTiere
- 26 Gerard Odenbach
- 27 Clifton Jenney
- 28 Bob Harris
- 29 Jerome Doyen
- 29 Susan Goodridge
- 30 Rory Raymond
- 30 Cheryl Asmuth
- 30 Suzanne Trask
- 31 Don Stahl
- 31 Lynne Schindler

HAPPY BIRTHDAY EVERYONE!!



Bury Me in an Old Mowog Parts Box



Jay Lockrow

As unusual as it sounds there was a discussion one night not long ago about some of the cars we had driven during our days. Now it is unusual for the topic of automobiles to arise I know, but this night each one was trying to outdo the other. We got on the subject of fastest cars, slowest cars, biggest cars and even smallest as well as just about everything in between. The newest of course would be something you just picked up from a dealer but the oldest took a little time to sort out.

In my realm the oldest car I ever drove had to be the Mercedes Benz that my dad owned. It was a 1927 model S, huge six cylinder overhead valve twin carburettor with a kompressor. Straight cut gears in the gear box and a tremendously stiff clutch to boot. The gas pedal was mounted between the brake and clutch to facilitate heeling and toeing but I dare say I never got to that point. It was game enough to go through the four gears on that crash box without grinding. At the end of an hours drive or so the clutch, being so stiff, would make your hip ache. Not a car for the faint of heart. However I have pictures in a book called the Car of Kings with ladies shown driving one of these beasts. These cars would handle beautifully once moving but you better plan ahead for a stop. Even with 20 inch brake drums this car took a lot of pushing to stop but it would stop. Besides the front bumper on this car would today totally demolish a new car and the Benz would most likely have a scratch or two. I know I rode in older cars (a 1911 Mercer Raceabout, a Marion Bobcat of the same vintage, 1917 Pierce etc.) but I think the Mercedes was the oldest I ever actually drove.

The smallest? Once again my dad had a 1960 Fiat Abarth Zagato double bubble coupe that had an engine about the size of a loaf of bread. We owed this at the same time as the big Mercedes and going from one to the other was a real experience in how cars have been developed. Each would do 100mph easily but the Fiat Abarth was a lot easier to handle on the road and a good deal cheaper to run. Roughly 800 cc compared to a car with about a 4.5 inch bore and six cylinders. You could almost put the Abarth in the back seat of the Benz.

Agreement had been made not to get into such things as go karts, just licensed vehicles. After all didn't we all build soap box racers and such things.

The biggest would have to be a Hertz rent a truck but that really does not qualify as a car. I drove a big 1975 Cadillac one time most of the way to my in-laws cottage north of Toronto. It is sort of like steering a boat you just point it and hope it goes there. So far a limo has escaped me but the Cadillac was plenty big enough.

Slowest! This was a puzzler for a bit but I remember once a bunch of friends borrowed one fathers old Dodge three quarter ton pickup. It must have been

about a 1950 or so and it would not get out of its own way. It would crawl up the side of a hill with no problem but top speed was like a lame turtle. I drove it for a bit that day and it was slow but we were having a wonderful

time moving furniture or something so it really didn't matter. One of the old 36 hp Volkswagen bugs would have to be right in there somewhere. One thing these cars did do was teach you how to use a gearbox and use the revs of the engine to get the most out of the car. A well driven one of

these was a joy and made one learn quickly how to use a gearbox. Fun yes, slow yes, fast no. One other car creeps into the memory bank and it was something like an Austin A10 that belonged to a friends daughter. Somehow I got the job of driving it from Buffalo out to where we lived and it was just barely able to keep up with traffic then sometime in the 60's. It was like putting your foot in the mud.

Oh yes fastest! Now this opened a can of worms because like the Mercedes Benz and the Fiat Abarth you are talking engine size. You could say the 800 cc Abarth was the fastest car of that size I ever drove but not the fastest car. So anyway I think the fastest car I ever drove was a Shelby Mustang. A Ferrari would be a close second but the acceleration of the Shelby was absolutely neck snapping. The Ferrari had a greater top speed (I never got that far) at lower rpm but the Shelby would out perform at the stop light.

I drove a Cosworth Vega once and was impressed with its go for its size. Once I drove a Corvair Monza Spyder back from the Glen and thought this a great package. Of course there has been a Corvette or two but this puts you back in the cubic inch discussion This is true with lots of cars and it must be remembered that in the world of performance there is nothing like cubic inch displacement.

IGNITION POINTS

From the "Q & A" column by Tom Brownell in OLD CARS, July 30, 1998: "You ask, what's the logic of investing more in a car's restoration than its market value? For many it's the enjoyment of the process—the experience of rejuvenating an older car or truck that has meaning for whatever reason. For others it's the personal value of the restored car. ... It's value is personal, and that doesn't transfer to the marketplace. ... The best value on a collector car is one that's already restored (providing, it's a quality restoration.) Otherwise, restoring a car as a hobby is just that—a pleasurable activity into which economics doesn't enter." Said another way: when selling a restored vehicle, the price will be considerable less than the investment.

Tidbits collected by Leroy Hokenson

Received by email:

To Dave Wild, Betty and Gil Langswager, Wanted to thank you for your attendance at the MG council meeting at Carlisle this past Saturday. Without you guys there would have been few to meet with. and Betty, thanks for those cookies you and your friend provided.

cheers,
Dave Houser
Chairman-NY/CONN

PS. Great club site!

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On the cover- Dave Chase and his 1959 MGA. It looks as good today as it did then.

He was also the 2nd place winner in the British Car Day.

Chairman Tom Sergeant thanked Marilyn Sergeant for the delicious Carrot Cake. It was! Apparently club members who attended the Lockport Show were best of the show and swept the awards.

Ron Embling, Mng Editor, MG Magazine thanked the MGCC for their assistance in putting on the Historic Finger Lakes Rally. First Western NY Centre car in was the Red TD with John Lombino and navigator Steve Fitch.

Webster Patrolman, Robert Barton, (Sue Keppeler's brother in law) spoke on what is street legal and what might attract an officers attention. Traffic enforcement is basically Traffic Safety. The main things to avoid are passing stop signs, stop lights, speeding, erratic vehicle operation and traffic infractions. School zones are monitored from 7am to 7pm. All windshields must be in a normal vertical position. Foldable windshields cannot be folded down while driving. Windshield wipers are a necessity. Report Car losses immediately. The longer you wait the less chance of finding it. Delaminated windshields are acceptable if the drivers vision is not impaired. Glass may be tinted to a maximum of 30%. Bumpers are a must. Cars with historical plates must meet all of the regulations.

May gourmet trip was behind the Benets top down blue Morgan. It was a straw bonnet, back road run to Oscars in Bristol Harbor. Chow was good.

Jay Lockrow (Bury Me in an Old Mowog Box) wrote on the Fiat Abarth Zagato. Their 1000cc version was light and got up to 100mph quite easily and frequently. He told of the problems with aluminum bodies and the ones they had. Small ones compared to the one done by the last purchaser. A telephone pole came through the front and visited the windscreen. Jay felt the amount of aluminum work needed was more than he wanted to handle.

Treasurer Joe Tierno reported 165 members. The infamous MG Sign was much liked by Joe but even then it was a point of discussion on its sale(\$1500.). Joe didn't really object to storage but he did object to the number of trips to get the sign and his show car to events.

Activities: Al Wagner reported 37 British cars participated in the Tri-club picnic. Dick Powers reminded us that Phil Richer had traveled the East Coast from New England to Florida and inland as far as Indiana. In our meeting with Phil he mentioned that the New England T, North American A, B, and C Registers were members in England and also members of the MG Register. Within the U.S., Registers meet the enthusiasts needs and they felt the MGCCNA would be a detraction. MGCCWNY passed & submitted a unanimously IN FAVOR motion.

The Car Show of '92 reflected a general reduction in numbers. It rained on Saturday and Sunday spent the day under threatening weather. 100 cars did not show up, there were 131 in the Car Corral and 850 cars on the field. 7,000 tickets were sold day of show and about 10,000 attended.

82 classes were organized by Judges Steve Fitch, John Forrester and George Haynes. As usual more help would have been helpful.

Mark Kaplan wrote about restoring his 1958 MGA. He had the engine and transmission completed. He mentioned the able assistance of George Haynes and Bob Tescione.

There was a videotape of the the engine made for the "Library". Tom Sergeant edited the 6 hours of taping.

After a year of working on the body parts he finished most of the major body work and sprayed the car with high-build DuPont sandable primer. He naively thought that he would be able to take the body out of storage that Spring, sand down the primer(thereby hiding all the ugly pits in the metal) and he'd be ready to paint. HAH!!! Another two months of sanding filling and feathering and it still wasn't done. He chose a light cream color as being the most forgiving of body defects. He planned on finishing the car that winter.

Ted Hershey's Membership Directory form was included.

Dues that year were \$20.

There were a lot of ads for the future activities: University Motors SUMMER PARTY, Aug 21-23., Genesee Valley Antique Car Society 32nd Annual Antique and Classic Car Show, July 26, and the 6th Annual Vintage Tour.

June was getting wound up for the fun of summer.

2002—REMEMBER !!!HOOK UP THE SEAT BELTS BEFORE STARTING THE ENGINE!!!

Some tickets have wound up at \$80.00.

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WESTERN NEW YORK CENTRE MGCC

CALENDAR OF EVENTS 2002

January	February	March	April
17 Meeting 20 Wine & Cheese	17 Valentine Brunch 21 Meeting	3 Steak Roast & Auction 21 Meeting 24 English Pub	18 Meeting 28 Brunch Run
May	June	July	August
11 Tune Up Clinic 16 Meeting 17-19 Carlisle 25 Tailgate Picnic 26 Autocross I	2 Vintage Car Show 20 Meeting 23 Garden Tour	7 Autocross II 13 Picnic 18 Meeting 25 Kids day - Glen 26-28 Grand Island - All British Gathering	4 Steak Roast & Funkana 13 Meeting
September	October	November	December
5-8 Watkins Glen 19 Meeting 21 Tune-up Clinic 22 Autocross II	13 Fall Foliage Tour 17 Meeting 25 Halloween Party	3 Nov Brunch 10 Garage Tour 21 Meeting	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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