

# The ***SPOKES***

*Founded 1958*



Volume 44 Number 4

May 2002

Official Publication of the MG Car Club Western New York Centre



**Something in this picture turned 60!**

(No it wasn't Annabelle)

*May Meeting*

**May 16 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**



*The Marque of Friendship*

# MG CAR CLUB WESTERN NEW YORK CENTRE

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

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

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	<b>Single Issue</b>	<b>Full Year</b>	<b>Size</b>
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<b>Half Page</b>	\$27.00	\$110.00	7.5 x 4.8
<b>Quarter Page</b>	\$16.00	\$65.00	3.6 x 4.8
<b>Eight Page</b>	\$11.00	\$44.00	3.6 x 2.3

**DEADLINE FOR SUBMITTING TO THE June SPOKES IS Thursday, May 23, 2002**

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

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

Copies of "The Spokes" are sometimes available, please write the editor with your request. "The Spokes" is 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 - Annabelle and Bob Tescione - photo by Dick Powers

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History has picnics taking place as an excursion into the great outdoors to enjoy a basket brimming with foods and beverages. Usually, tailgate picnics conjure up visions of pre-sporting event dining in the crisp, fresh air of fall or winter. These traveling picnics can range from the simple and basic fare of deli sandwiches to elaborate feasts with grilled meats, chilled seafood, patés and chilled champagne.

Eating habits and customs have changed during the past few years and so have our preconceptions of tailgating. No longer do we need a sport as an excuse for gathering with friends and brimming picnic baskets. Adapt and expand your thinking to the possibilities of what constitutes a picnic and go with it.

Picnics are more a state of mind than the unnecessary requisite of a picture-perfect bucolic setting. They can come in all forms and locations. But to guarantee a memorable event, they must incorporate two fundamental ingredients: great food and wonderful company, then all else will fall into place.

What's left to do? Nothing except, plan, pack, go and kick back and enjoy

## “TAILGATE PICNIC”

See Page 9 for Details

### 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*

*OK, I'm ready for spring. Not this rainy, foggy, cold nights, medium days... Oh, wait, I live in Rochester, it is spring. What was I thinking.*

*As some of you know Barbara and I have our house for sale and have purchased one in Chili that needs extensive rebuilding. Not the paint and wallpaper thing, but walls, floors, roofs and such. I've since come up with **Leons 10 Rebuilding Discoveries:***

*1. It is impossible to sit around on your behind running a computer business for 20 years, basically doing little excersize and then go out and do heavy phisical work. Well, it's possible but not without pain. I'm not convinced that somehow the Bufferin Company isn't behind this in some-way, cause so far, they're the ones making the most profit from this. Them and Home Depot.*

*2. (This one I already knew.) 24 hours in a day just ain't enough.*

*3. Plan, plan, plan. Then you'll only forget a few things.*

*4. Measure twice - Cut once. Then get another piece and measure it right and cut it again.*

*5. A 40 yard dumpster is 20 yards too small.*

*6. When you cut a wall out and hear a big "CREAK.." you just found a load bearing wall that was holding something up. "Was" being the key word here.*

*7. You need that little thingy on the circular saw.*

*8. It's a great excuse to buy tools. Heck, you never know when you'll need a wire welder when building wooden walls.*

*9. "I can do it in a couple weeks" means "Give me a month or two and I'll get it done".*

*10. Don't ever do this again.\*

*And the bonus Discovery -*

**DON'T FORGET TO ADD THE LENGTH OF THE MEASURING TAPE BODY WHEN DOING INSIDE MEASUREMENTS!**

*Later, Leon ....*

## From Your Activities Chair

*Joan and Paul Heaney*

### EVENT FORCAST:

May 11 - Tune Up Clinic

May 17-19 Carlisle

May 25 - TailGate Picnic

May 26 - Autocross I

May 29 - Stuffing Party for Car Show

June 2 - CAR SHOW

June 23 - Garden Tour

July 7 - Autocross II

July 13 - Museum Tour & Picnic

July 25 - Kids Day at the Glen

July 26-28 Grand Island All British Gathering

**Paul and Joan Heaney**

## SPRING TUNE-UP CLINIC MAY 11

*George Haynes*

**Don't forget the Spring Tune-Up Clinic  
on Saturday, May 11!**

It's at MCC's Technology Center  
on West Henrietta Road

(near Friendly's), from 10 AM  
until 4 PM.

Here's the plan: Your MG (or other British car) needs a tune up, oil change, new muffler, or just a Spring check-out. You bring the plugs and points, quarts of oil or new muffler to the Tune-Up Clinic, where dedicated advisors will assist with the task and share their expertise. Several lifts are available for those overhead jobs. It would help to bring some hand tools and the Olde Shoppe Manual for specifications, where necessary.

To reserve a place or to ask questions, call me at 872-6536.

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.

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# Minutes of the MGCC Meeting on April 18, 2002

by Joe DeBlaere

You'd think at his age he'd learn. But no, Joe's off galavanting again (taking this retirement thing way too serious) and left the minutes up to Jeff Kath (also known as Jeff Katz if you spell phonetically and didn't hear his name correctly) and myself (Leon Zak). This is the setup - Jeff hand wrote the notes at the meeting, hands them to me and says "This is what I heard, if you want, add anything you think needs to be there." His hand writing is pretty good, a bit sparse because I saw him get wrapped up in listening and not writing, so, here goes:

The meeting was called to order at 7:45 (ed: being the first good weather meeting night, everyone was reluctant to go in and start. Lot's of cars to look at, things to be discussed outside).

First up Steve asked for new members & guests and we had Steve Culthbeit with a 78 MGB and Dick Muca with a 76 Midget. Both given and enthusiastic MG Club Welcome.

Next was the treasures report by John Baum and he said the finances are improving. (ed: Actually he gave some decent detail but I guess Jeff didn't think it important enough to write down.)

Regalia with Dave Chase was next. Daves going to reduce the carting in of the items to every other month during the summer so he can drive his MG to the meetings. Good idea, if you know you're going to want a certain item, give Dave a call, he'll probably be able to bring it along. He also had some name tags with names on them, if you ordered one, get hold of him and pick it up. If you want one, call him and order it.

I was next with Spokes - articles are due the following thursday after the meetings and I noted the photo quality had improved greatly with the change to having Minute Man Press of Ridge Road do the printing.

Events by Joan was then up with the Foggy Bottom Brunch reminder (ed: It was just last Sunday and very nice, great place if you're going through Medina some weekend. Right on 251 in town.) then we have the "Chicken Sacrifice" May 21 at DiPacifics, see the ad in this Spokes. The TailgatePicnic is May 25 (ed: details in Spokes), Tune Up Clinic is May 11 and sign up sheets for the Car Show Help were available at the table in the back.

The Vice Chair report was next by Al Costich. Al says there is a wealth of information available from the members in the club.

Charlie Searles was next with the Car Show report. Tickets and literature for the show are available now and reminds us that we can sell tickets now before the show and ALL the proceeds go directly to our club. We don't split presales with anyone, so sell what you can now. POsters are available to put up at various places around town, grab a few and get them up. (ed: I'll add this - remember to take them down fairly soon after the show please.) The Wilds will host the stuffing part the Wednesday before the show, come out and help please. The judging sheets were also handed out for making calls to the judges, lining them up for the show.

We then had cars and parts for sale: A 1970 Porche 911 T 3 owner, \$10,000. Has taken 2 1st in class at our show.

1978 MGB for \$6,500, call Leon for details.

a 1960 MGA 1500 Coup for \$6,000.

A 1957 MGA Coup in PA for restoration, see Dick Powers.

And Al knows of a 63 Volvo 122 s for sale.

Door prizes were then given out and there was a move to adjourn the meeting 8:40 that was 2nded and 3rded.

The business meeting was followed by George Herschell showing and discussing his detailed MG Renderings that among others included some of those done for the car show over the past years.

submitted by Jeff Kath,  
fluff by Leon Zak,  
and once again, our apologies to Joe.

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## **"Chicken Sacrifice"**

**Ensure the Success of the Next Car Show Meet With The Victor Lions Club Members For Dinner and Discussion of Details for the Upcoming Car Show**

**DiPacifics**

**Rt. 96 Farmington**

**\$11.00 per person Cash Bar**

**Tuesday, May, 21,**

**Cocktails 6:00 pm Dinner 6:30 pm**

**Checks made out to MGCC**

**Contact Charlie Searles**

**57 Washington Road**

**Pittsford NY 14534**

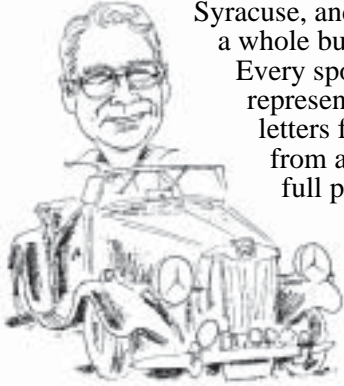
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**Prior to May 19**

# Forty Years Ago

by Mr. Gil

Our major event was a success! The second "Western New York Invitational Rallye" received rave reviews as a superlative event. 81 Entrants! 15 Teams! There were people from Ontario as well as buffalo, Syracuse, and the Southern Tier along with a whole bunch from the Rochester area.



Every sports car club in the area was represented. "SPOKES" had two letters from people who ran it. One from a couple from Toronto was a full page entitled "Across the Lake". They came over in a Riley and told about their experiences getting here as well as in running the rallye. They were high in their praise of the route and our organization and wanted to sign up for next year. The other letter

was from the Taylors from Syracuse. They ran in a VW with no tenths on the odometer and a seven year old watch and came in 44th. But they thoroughly enjoyed it and hoped to come back.

It was a great event. And the "BUS" was there! We finished it up especially for this event. It really impressed the entrants. It was at the beginning and at the rest stop dispensing coffee and doughnuts. Some thought we had rented it for the weekend and put our name on it. One club was going home to talk their members into buying one. Everything was done very professionally. Registration was handled efficiently, with neatly lettered signs to explain everything. The silver trophies were on display. The technical inspection crew was all decked out in white uniforms.

The vent actually started Saturday, with registration and tech inspection going on all afternoon. A lot of people came from out of town and stayed overnight. There was a Saturday evening meal with tables decorated with centerpieces created from car parts. The rallye started Sunday morning at

9:00. It was designed by Bill Hackman, who was a master at finding the right combination of roads and clues. It ended at the Part House where the bus was on hand with cold cokes. The victory banquet was delicious roast beef dinner. The tables were gain adorned with the car part centerpieces and sports car sketches hung on the walls. The silver trophies were awarded in grand style and the complete results were available for the contestants to take home.

Bill Reeves, the vent chairman, wrote a summary of the 1962 Invitational in which he thanked all the committee chairs and their groups for the outstanding jobs they did. He also thanked area dealers for their donation of the marque trophies. As chairman of the club, I also thanked and praised everyone for the tremendous effort on the vent and on the completion of the bus.

So there you have the report on what happened in the MGCC in May, forty years ago.

## EVENTS FOR

### May

11 - Tune Up Clinic    16 - Meeting

17-19 - Carlisle

21 - Chicken Sacrifice

25 Tailgate Picnic    26 Autocross I

### June

2 vintage Car SHow

20 Meeting

23 Garden Tour

## 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.

"Museum Tour & Picnic"

**Save the Date**

**Sat. July 13**

**The run will be to a car museum(s) in the southern tier**

**Arrangements are being made for either a restaurant or picnic.**

**Details in the next newsletter**

**Carl Webeck & Dad.**

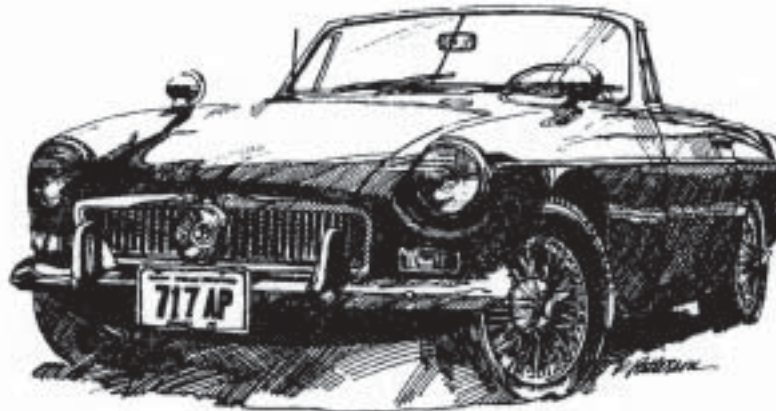
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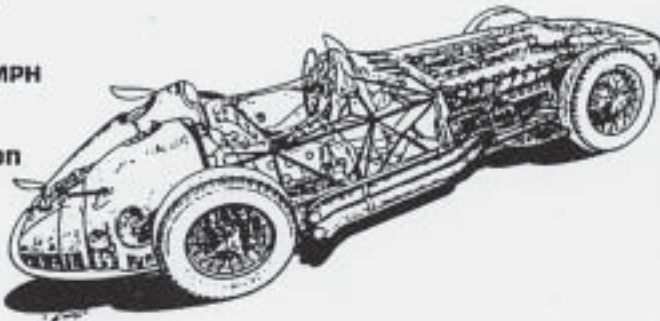
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# “TAILGATE PICNIC”

## Sports Car and Vintage Auto Festival

*by Charlie Searles*

This will be short, sweet and to the point.

We are looking forward to a good evening with the Lions Club at DiPacifics' on Tuesday, May 21<sup>st</sup>. The program includes dinner and a discussion of important points relating to our 2002 Auto Fest. Please show your support by attending if at all possible. It is our way of building a more personal relationship between two clubs that share the same goal....a successful event!

The first Sunday in June is our Festival. Please put it on your calender. All indications are that this will be a very large and well-attended event. With the exceptional effort your chairs have put forth, and the good weather assured by the chicken sacrifice, we will need many hands, hearts and heads to manage this event. Please plan to support your club on that day

Honeoye Falls Fireman's Field

Saturday May 25

Set up 11:30 to 12:29 pm

Judging 12:30

Eating 1:00

### **Be Creative** Prizes will be awarded for:

Most Authentic

Most Creative

Most Comedic

Most Elegant

Most Colorful

Best of Picnic

If you do not wish to participate in judging, Simply pack a lunch and join us anyway. You may get inspiration for next time.

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## Membership Attendance - in order of appearance,

### And how I deciphered your handwriting:

Nancy Herschell	John Baum
George Herschell	Kathy Hershey
Dave Wild	Ted Hershey
Barb Wild	Dave Chase
Gil Langswager	Dick Powers
Betty Langswager	Don McConnell
Alan Costich	Cheryl Baldwin
Elton Schultz	Bill Baldwin
Jim Hogan	paul Wheeler
John Mac Donald	george Haynes
joan Heaney	John Coleman
Paul Heaney	Jim Priestley
Geoffrey Briggs	Dick Rzepkowski
Charlie Elam	George Slack
Pete Fazio	Arnold VanDenburgh
leon Todaro	Stacey VanDenburgh
Chris Williams	John Thompson
Eileen McMahon	Tina Paul
Georgian Abels	Sue Pittenger
Bob Abels	Wes Pittenger
Anne Faust	Bob Tescione
Gene Faust	Sue Keppler
Steve Sangster	Barb Zak
Pat Sangster	Leon Zak
Nona L. Kraus	Laurie Scribner
Kich Shineman	Doug Scribner
Doris Roworth	Joe Tierno
Wally Roworth	Charles J Searles
Vivienne Rizzo	Beverly Mack
Tim Rizzo	Micheal Mack
Allyn Wagner	Carl Webeck
Karna Palermo	Roy Houseknecht
Michaela Palermo	Bob Harris
Brian Fallon	Jeffery Wiley
Steve Somthing	Mary Wiley
Bob DiArcli	Al Fink
Kathy Deriser	Bev Borlow
Shirley McMinal	Jeff Kath
Burt Mc McMinal	Keith Price
Bob Cooley	
Dave Stutzman	Guests:
Rory Ramond	Ricardo Mana
Joe Schultz	Steve Cathebert
Tom LeStrange	
Ed Avery	
David Avery	
Chris Baum	

## On Collecting

by Chris Williams

Did everyone have a nice Spring? For what seems like the umpteenth time, the weather in Western New York in April transitioned from cold, rainy and downright miserable to hot, humid and muggy and back again in what must be the equivalent of a Global heartbeat. There is goodness to this, though, in that first the rains washed away the salt on the roads, and then the Sun came out to dry the roads and beckon to us to get the cars out. I'll have to be dead before I stop appreciating this.

Spring is a great time of year. The sports news carries stories of Major League Baseball moving into Spring Training, and then on to the real season. I too, go through Spring Training every year. Of course, my form of training is a little different than showing up in Florida to work the kinks out.

Did anyone know that if you lift a Toyota 22R cylinder head up at the front, and set it on an old, brittle plastic vibration damper / chain guide at the front of the block so that you can get to the one, last unreachable hose that has to come off, that the old, brittle vibration damper / chain guide will break? And, by the way, did anyone appreciate that when it breaks most of the pieces fall right down into the chain compartment? And, by the way, does anyone believe that I'm going to try and test this again any time soon? See? I can be trained.

Or how about this? Did anyone appreciate that buying a full "head set" of gaskets for that same 22R engine costs only \$5 more than buying individual head, intake and exhaust manifold gaskets? But - what do you do with another set of valve seals that won't get used? Maybe I could actually classify them as Stuff I Should Part With and move them along. Or maybe I should just buy only what I need. I could be going through a philosophical transition, with a little extra coaching from Eileen.

Probably the best training I've had this Spring, though, has been a growing appreciation for International Diversity. It came to pass as a unit in something I'll call Selected Projects in Home Improvements and Generator Installations. Its roots are in the fun one can have while trying to hook dissimilar threads together. As someone once remarked, the great thing about standards is that there are so many of them. Before I get too far down this path, though, allow me to sprinkle around a little "background."

Living "out a ways," as we do now, and using an electric well pump to keep water pressure on the house, puts us at some risk if the power goes off for any extended period of time. Clearly a situation for Engineer To The Rescue. So I went through catalogs, surfed the web, and not being one to be tentative, finally settled on an industrial grade 10KW, 240 Volt Single Phase diesel generator, made in China, to provide for the electrical needs at Phoenix Acres in the odd event that

- a) RG&E becomes unable to deliver, or
- b) my service cables in from the road decide to stop conducting all the way to both ends, or
- c) my Personal Transformer decides it needs a couple of days off, or
- d) some other dumb thing happens that I haven't thought of yet

The unit came with a self contained 4 1/2 gallon fuel tank, but was advertised as "large tank capable."

"OK then" I thought. I couldn't see handling fuel on a regular basis, particularly on a hot unit, so I added a standard home heating oil tank to the space where the generator sits, which will allow me to run for "quite some time" non-stop if the need arises. Probably long enough that whatever problem or problems causing the outage could actually be corrected in a civilized manner without necessitating overtime or night work.

Hooking this beast up has been the source for many happy hours of diversion and home entertainment. Because this is a permanent unit connected through a manual transfer switch, but with a shared Neutral



Betty & Gil Langswager working at the MG Car Club booth at the "Spring Fling", the early Ford v8 Flea Market - March 24, passing out flyers and posters for our Sports Car and Vintage Auto Festival.

with RG&E, RG&E took an interest. (For those electrically inclined, any imbalance across the phases, as is common in residential installations, is manifested as current on the Neutral. Since I share the Neutral with RG&E, unless we adequately bond and ground the Neutral at my end, there is the possibility that some of the power created by my generator can find its way out onto the Neutral on the grid. This would be a bad thing, for a number of reasons, not the least of which is that I might have the potential to someday accidentally "get me a lineman" and all the consequences that go with that event)

At RG&E's urging, I contacted an inspector at one of the agencies who routinely do electrical inspections. He informed me that there was no requirement in the Town of Marion to use a licensed electrician, but he would be happy to, for a fee, guide me on issues like grounding and do a formal inspection. No problem. I did all the structural stuff first, wherein I put the unit up on I-Breams so I could actually get a drain pan under the oil drain plug, devised additional vibration dampers between the unit's self contained skid frame and my I-beams, then fabricated a panel board for the electrical distribution and over current protection, proceeded to put in extra ground rods and a new grounding network, ran the power wire and hooked it up and passed my electrical inspection on the first try.

Then it was time to actually hook the unit up to the fuel tank. The tank, of course, came fitted for National Pipe Thread connections. Right about here it got interesting. I called the supplier of the unit and said in effect "OK, I'm ready for the Large Tank Connection. Hit me."

What they said was "We think that's a standard pipe thread connection into the bottom of the fuel tank on the unit. If you unbolt the fuel line which connects the tank to the filter and the injector pump, and unscrew it from the tank, you can take it to any hardware store and find an adapter to

whatever you need at the tank end." So I took the fuel line to Debbie Supply, where if they don't have it nobody makes it, and learned that what I had didn't fit anything they had. Well, it almost fit 3/8 inch pipe thread, but pipe thread is tapered, and the thread on the fuel line, which was a swaged hose connection by the way, was straight. "Almost good" in this case didn't seem quite good enough.

So I took the fuel line home, got out my metric taps and dies and discovered that a 12 by 1.25 die went down the thread cleanly. So I called the generator supplier on their toll free line again and said in effect "Hey! This thing is metric, and it's 12 by 1.25. Now what?"

"We know that some of our customers have used large tank connections," they said. What about if you cut the other end of the hose off and clamped the hose to a pipe thread connection? The end of the hose didn't look at all broken to me, and I had just about zero energy to try and "fix" it.

"I think I'd rather see if we can make an adapter," I offered. You want me to try or do you wanna try?"

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Fortunately, they offered to try, since the metric end that will adapt to pipe thread relies on a bronze flat washer to seal. I was pretty sure I could take a standard bushing, drill it out and tap it for 12 by 1.25, but I wasn't at all sure I could face the end of the bushing squarely and smoothly enough to seal to a bronze washer, and a diesel fuel leak in a confined space isn't nearly as hazardous as gasoline, but it does have the potential to ruin a good couple of days.

So they had a machine shop make about 20 adapters and sent me one. Whereupon I looked at the metric end and I thought "gee, that's smaller than I remember." So I went out to the shop and of course my 12mm tap wouldn't even start. I didn't have a 10 by 1.25, but I did have a 10 by 1.5 and it looked close, so I'm pretty sure what they sent me was a 10 by 1.25. So I called their toll free number again, and said in effect "huh?"

"Oh, Man!" they said, or words to that effect. We tried that on a unit here and it fit fine. Maybe there was a parts change we don't know about."

So I called my parts store and ordered a 12 by 1.25 tap. The plan is to drill out the metric end and re-tap it. I'm pretty sure that at this point the bit will track down the center of the hole, and I can pull this off with a hand drill and a vise and a lot of caution. If this works, I'm supposed to call them back again and let them know. I can't wait.

So in the end, I'm going to come out of the tank and through the filter and water separator in pipe thread, drop to the floor in copper pipe to cross a walkway and come back up still in copper pipe, and end at the adapter which will convert the threads to metric and hook up to the fuel line on the generator which is braided hose and gives me a vibration tolerant connection. I will of course need to fabricate some "floor stands" to support things like filters in the midst of pipe spans, but the end is almost in reach.

Along the way I've reinforced my understanding that there are differences in culture in addition to differences in threads. This is actually OK. It's been kind of fun playing in a different space, and I've learned one heck of a lot in doing this project. Onliest thing is, you should see the backlog of work stacked up because I've been having Fun With Generators. In an insidious way, though I think this is good. When my Father retired, he had more projects to do than he would ever have time to finish. He has less of them now, but he still never lacks for things to do.

I think, in the end, that should be "The Goal." Cap that off with just "a touch" of balance, to keep things in perspective, and it makes for a never-dull lifestyle, even if my own retirement is still a few years off. I think I like it.

Spring is here – let's go driving. Just as soon as I get my fuel line hooked up. Everyone have a great May.

## CLASSIFIEDS

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## TIN CUP WEATHERS THE LEDGES

*by Ted Hershey*

Well it's official Ted and Alan finished their school requirements for their Regional SCCA licenses. Now it's on to POCONO Raceway for the two-race requirement and the licenses are finished.

The weekend at Nelson's Ledges went well. Both cars had some irritable problems, but nothing that the crew of George Haynes and Brian Fallon weren't able to overcome. For the most part the cars ran well. It was cold and wet, which in an open car proved to be a challenge. So much of a challenge that the #37 car did take a short cut, around the track, a couple of times. The scenery was different as it spun by but no major damage was inflicted and we were able to get back out on the track for the next session.

It was great to get back to racing and have a chance to go down to Pocono. Thanks to everyone who helped and wished us well your support always means a lot to Alan and I. I'll let you know what happens in PA.

## Notes From the Webmaster

This is where the article about the web site would be if the Perrys weren't off running around on vacation.

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*June 23, 2002*

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Lunch 1:00 PM (details to follow)

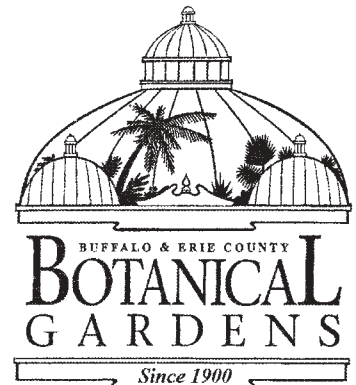
Pierce-Arrow Museum 2:30 PM

Depart for Rochester 4:00 PM



Coffee Stop: separate checks  
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Lunch: separate checks  
Pierce Arrow Museum: \$7.00 / \$6.00 Seniors

For further information:  
Rhonda Rizzo 621-5693  
Elaine Hess 381-9796



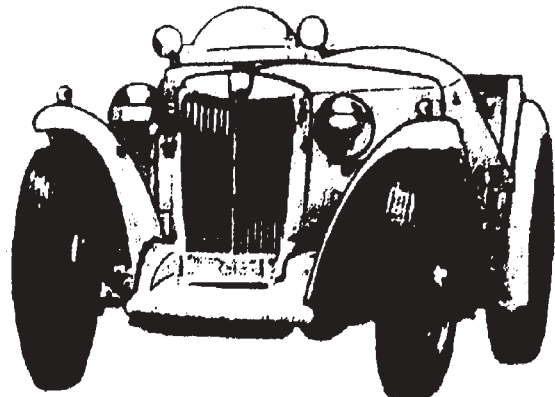
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# MG (S) MILES . . and a Very Happy Birthday

## Part XXII

by George Herschell

Forty years and still going strong. No unfortunately I'm not referring to myself, (although it would be nice to go back to then with all the ambition I had) but rather the MGB. This is the Fortieth Birthday of (probably) one of Britain's most popular Sports Cars.

After the war MG's began to show up on this side of the "pond" in the form of the TC, "a coffin riding on four harps" as once referred to. It was fun motoring but did lack a few (?) of the creature comforts that we had become accustomed to. But, it was fun to drive. I had always wanted one but never got around to it, but when the TD was introduced, I was smitten and decided that one day I would have to have one. I did finally get one and while it was great fun and more "modern" than the TC, it also lacked a few of the amenities that we wished we had (especially in heavy rain). The TF followed and while it was also a little more "user friendly" than the TD it still had those pesky side curtains and was not as water tight as one would wish. The MGA was next and while it was a much improved car, it still didn't have much room for luggage and still sported those side curtains.

In 1962 Abingdon introduced the MGB to the world. It got rave reviews in the British motoring magazines. *Autocar* stated, "Whatever the diehard enthusiast might say . . . there is no doubt that the new MG is much superior to its predecessor. One cannot think of any aspect of this new sports car which does not show appreciable advantage in comparison with the previous model". *Road and Track* described it as "The best engineered, best put together MG we've ever seen" and *Canada Track and Traffic* voted it car of the year. Syd Enever was in charge of the design team that created the MGB and never once, in his wildest dreams would he have expected that this car would continue to sell over a period of 18 years (virtually unchanged from the original design) more than 500,000 cars. Even today MGB's still show up in advertising pieces and die hard owners are a group dedicated to preserving this wonderful car. It is a must because never again will we see a car as well thought out and built as this at a price that was affordable. John Thornley made the comment many years after the MGB was introduced "I don't think MG's sell on their past reputation and their charisma to any appreciable extent. I think the vast majority are bought because in general, it is a specification the purchaser wants at a price he can afford. The car is a known, thundering good, reliable chore horse and it's still fun". (**AMEN.**)

We didn't get an MGB when they were new, but did so some 20 years ago. I had always been a staunch believer that the only MG was a T series car. That all changed when I started to drive the B. It was comfortable, had roll up windows, wipers that worked (all the time), good performance, good handling, and it was still a sports car **and an MG**. But the one thing that numerous Mountain Adventures and trips to Stowe for the British Invasion has proved, is you can get a lot of stuff in an MGB. Even though the spare wheel is in the trunk (sorry "boot") we still manage to get in two suitcases, camera equipment, tool bag,

extra shoes, and numerous other things that just have to be purchased along the way. It is a real "touring" car in every sense of the word. (The factory called the convertible the "Tourer" and it was a wise choice of words.)

Unfortunately years later when John Thornley was

no longer with MG the 'powers that be' decided to pull the plug in favor of the Triumph. MG was still selling well, and with a design that was over 18 years old. Can you imagine an American car lasting for 18 years with no design change. The decision was more foolish when one considers that the MG was still outselling the Triumph and when the new Triumph TR7 was introduced, the sales of MGB's actually went up. I have a friend who was a British Leyland dealer in New Hampshire and he liked to joke that "the only way I can get rid of Triumphs, is to give one away with every MG I sell". I'm not trying to "bad mouth" the Triumph, but British Leyland made some rather poor decisions and this was one of them. This was proved a few years later when they then decided that the Triumph also had to go. It all goes back to John Thornley and his philosophy of "you can't sell something the consumer doesn't want".

MG did later come out with the MG RV-8, which is a wonderful car with blinding horsepower and speed and an extremely luxurious interior, **BUT** it was based on the MGB Heritage body shell. The drawback with this car was the price. Quite expensive, and never made available to the US. (one of MG's best markets)

The MG F followed some years later and while it is a nice car, it is not (as I have said before) in the category of the MGB. This past month MG/Rover introduced their "new" MG called the MG TF. Strange that they should use a 48 year old designation for a "new" car. (TF's were produced in 1954 and 1955) So far there is no word that that car will be available in the US and based on the prices of the MGF (\$35,000 fully equipped and delivered) if it were, the market would be extremely limited. So once again the US is left out of the MG's marketing plans.

Which brings us back to the MGB. Britain's most popular Sports Car. It was a reliable, known, product that could be maintained and cared for ("tended to" if you prefer) by its owner with nothing more than a few tools and an ability to read an owners and workshop manual. Our particular B is coming up on 100,000 miles and over the past 15 years has been on 5 "Mountain Adventures", (2000 miles ea.) 10 trips to Stowe, (1000 miles ea.) 6 trips to Gerry Gougen's Autojumble in Vermont, (1000 miles ea.) plus many other shorter trips and club events. It has become our favorite MG. I still love our TD and TF and always will. But as I have said before the B is a wonderful traveling companion. It takes us where we want to go, quickly, safely and in a reasonable amount of comfort. (we have the standard '260 air-conditioning' open two windows and drive 60 miles per hour) and with the addition of sheepskin seat covers, it is a nice car no matter what the weather. (The leather seats are fine but when the temperature gets into the mid to high 90's, the sheepskin makes it much more tolerable.) We drove from home to Lake Placid and part way back one time through the tail of a hurricane and still remained dry. On one trip to Vermont we awoke to find the car covered with ice and frost from the overnight cold. We simply turned on the heater and defroster and everything was fine.

When we were at Sliverstone in 1995, I was talking to Don Hayter and his comment about the 66 B was that it was



probably the best MGB made. I couldn't agree more. As he said, "we got that one right". They certainly did, and my compliments go out to all involved for a job extremely well done.

Our particular MGB was purchased from the original owner 18 years ago. and while it has had the body work refurbished, (Rochester winters and salt) with 96,000 miles on the "clock", is still running on the original engine that has never been rebuilt or out of the car. It is cared for with regular oil changes, and lubrication, timed statically, tuned at regular intervals and run on Mobil Super gasoline. It runs at a steady 60 pounds of oil pressure and averages 30 miles per gallon on our trips. Other than the carpets and seat covers, the entire interior is original. (except for the Leston wheel which allows an expanding waistline more room underneath) We are attempting to keep the car as authentic as possible and as pure as the car it was when it was new. I guess I am trying to see how many miles can be had without having to do major work to the engine. I feel that this car is living proof that the factory knew what they were doing when they built it and I'm not going to be the one to mess it up. As we always say, "if it ain't broke, don't fix it".

So I would like to suggest that this year, 2002, those of us with MGB's drive them, use them, care for them. It is probably the best Sports Car ever to come out of the factory at Abingdon. In fact I haven't seen an MG model since that even compares to it. Everyone please wish all MG B's a **Happy Birthday**. They have earned it by giving their owners, the pleasure one associates with fun driving. It is a true joy and **Safety Fast** motoring at its very best.

## IGNITION POINTS

Ignition "points" gradually develop resistance as they age. This is due to the slight arcing that occurs each time they open or close. This increased resistance in the primary circuit reduces the current flow through the primary of the coil, thus reducing the secondary output available. Vehicles in need of a tune-up frequently misfire because of this reduction in available voltage and reduced spark length. As the spark plugs age, they require increased voltage at the same time that ignition output is being reduced because of the additional point resistance.

Present day automobiles have gotten almost entirely away from ignition points, but most of our cars still have them. Thus you need to pay both points and plugs some attention, and perform some ignition system maintenance before failure to proceed occurs..... The Prince of Darkness attacks!

Tidbits collected by Leroy Hokenson

## MGCC Member On The Air

Dick Powers, aka Riccardo Jazz, was guest announcer at WGMC-Fm Sunday April 21. WGMC is a public station specializing in jazz, big band and on weekend ethnic programming. Dick was co-host with Tom Pethics on Toms Artistry In Jazz program. Dick played a very entertaining variety of jazz greats but the highlight was the recording of "Solid Blue" with a great sax solo from our very own!



Dick and Tom in the studio



After the show, a group of us went to the Golden Ponds Buffet

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## **CARLISLE IMPORT WEEKEND UPDATE May 17 thru 19, 2002**

**May 17 thru 19, 2002** - That's the weekend of the **Import Car Show and Flea Market** in Carlisle, PA.

As in years past, MGCC members will attend and man four flea market spaces to sell our left-over British auto parts. We also offer to sell parts for club members who cannot get away for the weekend, and we can try to locate parts which MGCC members may want/need. Please call me (872-6536) or Al Costich (482-2695) to let us know how we can help.

**VERY IMPORTANT NOTE:** Accommodations coordinator Ted Hershey has booked rooms at a different motel this year. Details vary from past years, so Ted must know who wants a room **AS SOON AS POSSIBLE!** Please call Ted at 865-7182 if you need a room.

# SUNSHINE PAGE

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## MAY BIRTHDAYS

1 Jim Bowers  
2 Kathy Bugajski  
4 Mary Ann Shetterly  
5 Nona Kraus  
5 Kelly Fallon  
5 Paulette Schultz  
5 Laurie Simonson  
6 Linda Bethune  
6 Patricia Hogan  
7 George Herschell, Jr.  
7 David Ott  
7 Kerry Riley  
7 Frank Van Vliet  
7 Roger Least  
7 Ann Palermo  
8 Kris Thompson  
9 Elliott Eklund  
11 James Kingston  
11 Peter Pegoni  
12 Kathy Rampe  
13 Linda Higley  
13 Jeanne Murphy  
14 Jessie Cates  
14 Nicki Doolittle  
18 Lyn Tennant  
19 Joe Fazio  
19 Ron Stone  
21 John R. Thompson  
21 Pamela Peck  
22 Barry Christ  
23 Duane Garner  
23 Bill Benet  
25 Bill Clicquennoi  
26 Rosemary Burke  
27 Harold Rodman  
28 Bessie Kopen  
28 Monica Maloney  
30 John Corcoran

**HAPPY BIRTHDAY EVERYONE!!**

\*\*\*\*\*

## MAY ANNIVERSARIES

1 Michael & Beverly Mack  
2 David & Cheryl Asmuth  
6 John & Sherry Corcoran  
6 Lloyd & Susan Potter  
7 Stephen & Linda Stewart  
13 Jeff & Wendy Miller  
14 Ken & Marla Jock  
14 Joe & Bridget Tierno  
15 Dennis Leipold & Jane Shear  
17 James & Sondra Franzen  
17 Bruce & Susan Krobusek  
20 Robert & Georgean Abels  
20 John R. & Kris Thompson  
23 Dave & Kathy Bugajski  
23 Dale & Linda Masters  
23 George & Lyn Tennant  
24 John & Chris Baum  
25 Geoffrey & Susan Briggs  
25 Gene & Anne Faust  
25 Ron & Deb Hein  
25 Clifton & Randi Jenney  
27 Jeff & Linda Moulton  
29 William & Cheryl Baldwin

## JUNE ANNIVERSARIES

2 Dan & Rosemary Burke  
2 Larry & Nancy Culling  
2 Glenn & Susan Goodridge  
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  
13 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

## CONGRATULATIONS! 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  
24 John Baum  
24 Keith Price  
25 Bob Austin  
28 George Shetterly, II  
28 Marla Eklund  
30 David Asmuth  
30 John MacDonald

**HAPPY BIRTHDAY EVERYONE!!**

\*\*\*\*\*

### Mark & Gayle Gibson

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Fairport, NY 14450  
585-388-7488  
1970 TRIUMPH TR6  
1968 MGB

### Frank Testa & Claudia Kennedy

34 Chipping Ridge  
Fairport, NY 14450  
585-223-9574

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# What is Autocross?

*by Doug Scribner*

By strict definition, autocross is a sport engaged in by automobile enthusiasts, in which cars run one at a time over a prescribed course against the clock.

The “course” is a path through rubber traffic markers (commonly called “cones” or “pylons”), which can take any form, depending on the space available, and usually involves a variety of turns, loops and slalom maneuvers. The idea is to negotiate the course as quickly as possible without hitting any of the pylons. Each “competitor” has several runs, several opportunities to improve his or her time.

Forty years ago, our MG Car Club ran autocross events, in the true British form, over a course laid out through Chuck Heindl’s farm fields. Similar events, sometimes known as “gymkhanas,” have been run by other local groups, most notably the now-defunct Xerox Auto Club and the Sports Car Club of America. The SCCA calls this activity “Solo II,” and runs thousands of these events around the country each year, culminating in a national championship.

Eleven years ago, Steve Fitch led the revival of interest in this sport among our club members in the much more civilized form we know today. Our autocross events are “low key,” compared to the SCCA; we allow any driver, in any car, and provide a sense of competition by grouping cars in general classes. We are privileged to use the facilities at Monroe Community College (large, smooth parking lots and access to rest rooms), and the emphasis is on fun.

But there are some real benefits to be derived from autocross participation which I think more of our members should be taking advantage of. These events provide a safe environment to practice real-world driving challenges, like evasive maneuvers; to refine your driving skills, to learn the limits of your car, and benefit from the experience of others.

We have four autocross events on our schedule this year. Each will provide new opportunities to test your concentration and react to feedback from your car, and, ultimately, to learn better car control. You might be surprised how exciting it can be.

But even if you can’t join the competition, come out to watch and cheer us on!



Ed: To start the autocross season I've put together this assortment of pictures from last years autocross events. Remeber - first autocross is MAY 26 at MCC.





# Bury Me in an Old Mowog Parts Box



*Jay Lockrow*

A few weeks ago the daily driver was in Jerry Powarski's shop having a ding tapped out of the boot it had picked up in its travels. When I went to pick up the car in one of the bays was an old Ford flathead V8 that Jerry and his helper were attending to for a 1940 Ford convertible. This interesting car has been in the shop for several months undergoing an extensive ground up restoration. While looking at the engine several things came to mind. First it was a very successful engine and one of the first mass produced V8s. But far more important was what it did for the world of motorsport.

One of the first real engine transplants I can recall seeing in a sports car was a Ford flathead V8 wedged into an MG TC. (50 years ago at the Grand Island Grand Prix. I have never seen one since) What I found interesting was that the transplanters had managed to adapt the TC gearbox to the Ford bellhousing. I always thought that this would make a great vehicle and with the power and torque of the V8 it would most likely outrun a good many more potent sports cars of the time. Interestingly enough there is an article in the April issue of Classic and Sportscar about this very engine and the many uses and adaptations that made it so famous. It was, for example, used widely in the war effort and powered tanks, trucks and all sorts of equipment. Beyond that it was quickly discovered by the racing and Hot Rod set and pictures of late 40s and early 50s Hot Rod clubs and racing venues bear witness to this. This great engine also helped start a whole new aftermarket business for speed equipment and accessories. Today much of this equipment and accessories is highly collectible and for the most part used for the purpose they were intended.

Now however, they are used to restore old Hot Rods and race cars more than building new examples. This area of restoration has become very popular and the prestigious Pebble Beach Concours has even developed a class for these early Hot Rods. From many of the pictures that are available this seems most interesting.

One of my favorite adaptations of this engine were in the oval track midgets of the day. Somehow I have always had a secret desire to try one of these for a few laps but probably never will. Once I looked over a delightful midget fitted with one of these flatheads and was most impressed and just loved the fact that it had sidepipes down each side of the car. A really neat little package.

Flathead Fords powered many early sports car specials. Even Sydney Allard used the ubiquitous flathead in many of his early cars. After the war and the development of the overhead valve V8s, many of the Hot Rods were fitted with this new power. However all you have to do is go to one of the old timer events around the country and you see plenty of the early flathead V8s. They are still out there pulling their weight and in many vintage events still being run in anger. Isn't it great?

Earlier in this article the Grand Island Grand Prix was mentioned. This summer on July 26, 27 and 28 there will be a re-enactment of this event to celebrate the 150th anniversary of the town of Grand Island. Grand Island by the way is the largest fresh water island in the world. Friday will be a festivities and check in at the Holiday Inn on Grand Island.

On Saturday there will be a All European Car Show and Cruise as well as a re-enactment from 1pm to 3pm. This will consist of several parade laps around the

original racecourse and then around Grand Island. On Sunday there will be an SCCA sanctioned Solo 2 at Beaver Island State

Park. For more information on the car show Rich Mandziak [ramsmgb@earthlink.net](mailto:ramsmgb@earthlink.net), or [www.isledegrand.com/2002](http://www.isledegrand.com/2002) for an entry blank form for all events.

There has been one change possibly not known and that is the car show and re-enactment will be on Saturday. Not the re-enactment on Sunday as

originally planned. Hope to see all of you there. Yours truly was there 50 years ago I guess I can go again.

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

## MEMBERSHIP APPLICATION

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

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

**INTERESTS:** Racing \_\_\_\_\_ Gymkhana \_\_\_\_\_ Rallye \_\_\_\_\_ Restoration \_\_\_\_\_  
Car Show \_\_\_\_\_ Social \_\_\_\_\_ Touring \_\_\_\_\_ Other \_\_\_\_\_

Hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_ E-Mail Address \_\_\_\_\_

Roadside Help? No \_\_\_\_\_ Yes \_\_\_\_\_ >Days \_\_\_\_\_ Evenings \_\_\_\_\_ Nights \_\_\_\_\_ Weekends \_\_\_\_\_

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

**Jim Priestley  
251 Bronx Drive  
Rochester, NY 14623**

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

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

**Dave Chase  
689 Erie Station Road  
W. Henrietta, NY 14580 (716)334-6826  
Call or write for details on mail orders**

On the cover were two very pretty red MGB's. One a chrome bumper '69 or '70 and a rubber bumper '74 or '75. They belonged to Henry Kron.

This issue turned out to be a SPOKES Memorial for Bob Philip who died on April 15<sup>th</sup>.

Gil Langswager wrote a long article about all of the trips the Philip and Langswager familys took together. The club talked of the Grand Prix in Monaco. They went. One was to Europe where they had a Volkswagon Bus from Brussels,(Spa Races) to Nire, France. Bob used to chide Gil for telling him to turn left, in Brussels and them winding up facing six lanes of traffic. The bus did a whip-around and raced on ahead of the crowd. They continued on thru Holland, Belgium

and Luxembourg into France. They then followed the Rhine River to Heidelberg and the Black Forest. Then across a corner of Switzerland and to Nice. They took the train to Monte Carlo and went back to Brussels and then flew back to the U.S. Gil reported that it was a fantastic trip. A few years later the New England "T" register conducted a trip to England. It was fun for Gil to watch Bob as they toured the MG Factory and the Morgan Factory. Bob carefully watched the workers to see if they were building cars as well as he did. Annually they would go to the Hershey, PA. Antique Car Show and flea market. When Bob retired from Bausch & Lomb Gil and Betty came to Rochester to surprise him at his party. Then when Gil retired Bob, Ruth, Barb and Dave Wild surprised him at his party in Alabama. Next day they rode over to New Orleans in Gils Motorhome. Soon thereafter Bob found Gil and Betty a house in the Rochester area so that they would have easy access to each other and make travelling together easier.

George Herschell wrote a Farewell article To a Friend. George, driving home went down Kansas Street. He noticed a fellow working on an MG in a driveway. He immediately stopped and introduced himself as another MG owner. George made the mistake of telling Bob that he had the wrong wheels on his car. They were correct and it was something that Bob chided George about many times. For 30 years there was an ongoing friendship where Bob would help George and George would help Bob(occasionally). They both finished their TD's at the same time and entered the GVACS show at RIT(1970). Both black cars parked side by side and were quite impressive. Bob took first and George took second. Twenty years later at the same show Bob's Car took first and Georges took second. Then at the Canandaigua car show they were scored equal and George won by the flip of a coin. At any other shows that followed Bobs car always took first place. In 1987 they started a long affair with the T Registries Gathering of the Faithful. They saw MG's that they had only heard or read about and met many of the notables such as Cecil Cousins, Alec Houslow, Capt. George Easysto, Count Giovanni Lurani, John Thornly, George Phillips(TC at Le Mans), John Dugdale, Rivers Fletcher and Cecil Kimbers daughter Jean Kimber Cook. Hedy stuff and great for reminiscing over the years. Bob and George went to the Vintage Racing in Lime Rock many times. The most notable was meeting Peter and Prescilla Helck. They spent a most delightful afternoon listening and looking at all of Peters work and treasures. An unforgettable day. The same weekend they visited another one of their loves, The Olde Rhinebeck Aerodrome in Rhinebeck, N.Y. Cole Palen

personally escorted them on a tour of the facilities and described all of the aircraft. This was much like the time they were at Enfield, Conn (GOF) and they went over to the Bradley Field Museum. Again they spent the afternoon slogging from plane to plane in the mud and rain. They enjoyed many such damp visitations to various places to look at cars, boats, tools, planes and toys of one form or another.

A memorable weekend was the four of them driving to Kingston, Ontario in their twin MG's. The Canadians had canceled the meeting so it just left an enjoyable weekend for the 4 of them.

A wedding was taking place and the bride commented that what a perfect present- his and hers MG's. George assured her that it was a great thought but....only that. Bob made a TD from scratch including the wooden framing. George marveled at him making a wood rimmed steering wheel for that car from scratch. Then Bob restored a TF without really disassembling it. Bob was a magnificent craftsman. A true artist in every sense of the word. He could do things with

wood and metal that left all of us in awe of his talent. But more importantly was his unselfish willingness to share his talent and knowledge with anyone who needed help. George closed by saying that it would be impossible to write all of the things that made Bob his closest friend. Two passages by W. H. Charnock:

We who remember raise our glasses to you. For you deserve more honor than our tears.

And if he sleeps, then somewhere may he wake and find a wheel to hold, a road to take.

And George thanked Bob for a most wonderful friendship.

Ruth Philip thanked everyone who sent cards, flowers and kind letters. Bob worked at Bausch and Lomb for 41 years during which he became the head of his department. He spent his last three years in Soft Lens. Through the years many of you got to know Bob and his love of MG's and Morgans. He spent his retirement years restoring and working on his cars. He was a master craftsman in working with both wood and metal. It seems there wasn't much he couldn't do, with tools and time, to see a project through. Our cars brought us to many events of enjoyment. The shows we attended in, and around Rochester, those with the New England T Register, as well as our trips to Europe and England, came about because of our MG's. Bob enjoyed talking with all of you and helping when he could. That was just a part of him. Ruth thanked us again for all of our support and comfort. Their pain was great, but friends like us made it easier to bear.

At the April meeting Don Stahl garnered an interesting and knowledgeable speaker, Sue Klee, Development Coordinator, RADA and is the liaison person between RADA and the NYS Motor Vehicle(MV) Bureau. The Rochester office of the MV is the strictest in the state. Cars 1972 and are owner registered. Ownership may be transferred by signing the back of the registration. Signing before an MV person "notorizes" the document. DON'T EVER use the terms, Abandoned, Left or Found. This will trigger the police to confiscate the vehicle and put it up for auction. USE Given, Purchased or some other positive term. If you are having problems with a registration ask for the supervisor of the office you are at. If there are ownership problems the best

bet is to develop all of the facts as you know them to be. Records are maintained for a nominal 5 years. Schuyler County has an Affidavit of Facts form which could be of great help.

When a transfer is made be sure to use the yellow MV51 form. There is a fee to trace a VIN, Body or Engine number. You ask for an MV Affidavit which will take 3 to 4 weeks. RADA will process this information quicker at a somewhat larger fee. RADA was located at Campus Park, 2024 West Henrietta Road. Rochester, NY. (Phone was 272-7232, and still is).

If your registration is non-transferable you can use the vehicle but cannot sell it, ever, unless you get a transferable registration. All 1973 and later vehicles have Titles which are required for transfer.

There was an excellent article by Jay Lockrow, Gourmet activities, Gymkhana (Steve Fitch) planned for July 19<sup>th</sup>, British Car Day (British Car Club of Western New York), Tri Club Picnic, and Joe Tierno reported that the Board would offer memberships on a prorated basis based on month of application.

It was a great SPOKES.

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### **Attendees of the MGCC "Babes at Silverback" April 6, Fingerlakes Race Track**

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**Julia Hess, Elaine Hess, Barb Zak, Beverly Haynes, Pat Sangster, Amy Priestly, Marlene Rzepkowski**

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### **MEMBER SHIP NOTICE**

The recent price change in membership from \$20 to \$30 sparked many comments and discussions about our membership policy, the value of club membership to those around the Rochester area that are able to partake of the club events and those outside the area that are not able to attend our events.

A subcommittee was formed and headed by the Vice Chair, Al Costich. The committee met and it was determined that many of those outside of area get the most value of the club from receiving the Spokes.

One of the largest costs coming from the \$30 membership was postage for the Spokes. In order to offer the Spokes to those outside the area at a reduced rate the committee made the recommendation to the board, and it was accepted that the club will offer the Spokes, delivered electronically, for \$10 per year. This will not be a membership in the MG Car Club, just a subscription to the electronic version of the Spokes. If you're interested in this, contact [spokes@mgcarclub.com](mailto:spokes@mgcarclub.com) and let us know.



# 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  
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Rochester, NY 14613

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