

# The ***SPOKES***

*Founded 1958*



Volume 44 Number 11

November 2002

Official Publication of the MG Car Club Western New York Centre



## **The Auto Cross Time Keepers**

**November Meeting**

**November 21 at the Burgundy Basin Inn 7:30 PM**

**1361 Marsh Road, Pittsford, NY**

**Dinner before the meeting 5:30 at Tom Wahl's,  
Bushnell Basin, Pittsford, NY**



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"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, pictures, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of the month prior to publication. Contact the editor directly for additional information. Send all correspondence and material to:

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**DEADLINE FOR SUBMITTING TO THE December SPOKES IS Thursday, November 28, 2002**

SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

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

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

Photo by Leon Zak

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Various Holloween photos by Barbara Zak,  
Bake Sale photos by Scott Perry and Allen Hess.

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## 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'm kinda running out of things to say, so this may be a short one.)*

*So I'm sitting here getting ready to finish my editorial and one of the subjects is my not getting the lawn seeded. I'm hoping for a few weeks of Indian Summer, then I look out the window to ponder a thought and I can't see the house next door through the SNOW!!!*

*Darn - It's happening again this year. Winter. Ugh!*

*For you slow drivers, in case you haven't noticed, winter is not one of my favorite seasons. So, I've decided to change the direction of my thoughts and try to come up with good things about winter and snow.*

*1st on the list is my yard. Notice I didn't say "my grass". Way back at the end of August it seemed like there was plenty of time to get the lawn started. Right Grasshopper, then there was flooring, then cabinets, then - Ok, so now it's mud. (I'm convinced that Puppies big feet can carry in 1/4 lb of dirt with each trip outside.) BUT - I look out now and it's all white. Doesn't look so bad. I begin to think this may not be so bad until he goes out and brings in mud and snow.*

*2nd is you don't have to cut it. Of course I was in that position without the snow - just rototill all your grass and you won't have to cut yours either.*

*3rd thing - it's a good milestone. The MG needs a few things looked after and I kept telling myself "I'll do it this winter." So now I have to do them. Of course I said that with the idea that I'd have a garage to do them in.*

*4th - It prevents all those distractions - the car shows, the cruises, the picnics that keep me from getting things done.*

*5th - It stops all the whining from those that actually enjoy this stuff and go out and do things in it.*

*6th - I'm running dry on this one, I think there are only 5.*

*We went out to the last Autocross to be bystanders. It was windy, it was cold, but there was John wearing his shorts and as you can see on the cover, the "Time Keepers". Wally rushed the scores together so I have them in this issue. I did notice that there were many people at the Autocross that I don't see at the general meetings, many new faces. Are we fully utilizing the Autocross as a gateway to club membership? (Finish the column before you start pondering that one please, I don't want you to loose the flow.)*

*I don't know why, but this brought me to another line of thought - the car show will be going through some changes. George Herschall has retired from being our graphics department, Charles Searles has turned the reigns over, there were some changes with the Lions - we'll have a different look and new management. It will also be a time that new or different ideas will come into play. It's usually at a time of change that we're nudged into thinking about other aspects of change and what else could be different. If you ever thought - "Gee, why don't they..." now is the perfect time to mention it. If there is an aspect of the show you particularly like now is also a great time to mention it so the new guys know what shouldn't be changed.*

*OK, so now I'm thinking this column has gotten very disjointed - started with the winter thing, then the car show, how the heck do I connect these things? I don't paint myself into corners that easy - "change". Things change - seasons change and they should. It gives us places in time to anchor and to start down new roads, each season change is a milestone that marks achievements and new starts, new concepts. And so it is with the changes in the car show. As all members would, I offer thanks to all those that got us to this milestone and it's great achievements, and I'm open to where the new roads bring us.*

*Later, Leon ...*

*P.S. - Me run out of things to say - I don't think so.*

# MGCC Meeting Minutes October 17, 2002

Meeting called to order at 7:40. Minutes accepted.

Guest Jon Perry and his wife introduced themselves. They have a TR3 and other cars in pieces.

TREASURER'S REPORT, John Baum says we are in fine shape. He requested that people give checks with the "what's it for?" noted on the check—it would help him keep the books correct.

REGALIA, Dave Chase was off having minor surgery (we hope all goes well). Lane Boughton has name tags for those who ordered them.

ACTIVITIES: Steve Sangster reported for Joan Heaney(585-624-8182);

10/26, Halloween Rally, put on by the Langswager family, \$5 a car & \$5 per head. Costumes encouraged (you loose points without them). Electronic reminder to be sent to club members 10/18.

10/27, Autocross 4. MCC parking lot. Wally Roworth.

11/3, Brunch at Flaherty's, \$10.95 + tax & tip. Call Joan Heaney.

11/10, Garage Tour by Al Costich, see SPOKES—starts at Heaney's.

12/14, Holiday party at Burgundy Basin, \$20.50/person, cash bar.

WEBMASTER, Scott Perry says "all is well".

SPOKES, Leon Zak reminds us to get our SPOKES articles into him by next Thursday, 10/24.

OLD BUSINESS, nomination of officers - current slate "as is".

Silverback report from Dick Rzepkowski, it is struggling and way behind schedule. Jeff Helphon is running it. Now running at Finger Lakes race track parking lot and also offering tractor trailer driver training. The \$500 we "loaned" them is intended to be repaid (someday).

NEW BUSINESS-none.

CARS & PARTS FOR SALE

Shelby rims w/ tires & '61 Jag MK 9(1X) see Nick & Gwenn Poulton

Partially restored 59 Chevy pickup, Marlene Rzepkowski.

94 Taurus, 64K miles, Steve Sangster.

WANTED: MGA MKII gearbox, see Dan Suter.

Prizes were awarded.

Warren Riter gave a talk on why it is important to have your car appraised. Basically, if it is lost totally in a fire or stolen you have no other way to prove to the insurance companies what it was worth. He also spoke briefly on his restoration shop and about Kozak dry cloths for cars and brought samples.

Meeting closed at 8:45.

Minutes respectfully submitted by Joe De Blaere,Secretary.



# CLASSIFIEDS

For Sale 1959 Chevy Apache 1 ton truck. Restoration has already begun. New tires & wheels, better rear gear ratio, body work, lots of new parts. It will be a great old truck once finished. Come and take a look then make me an offer I can't refuse! Dick Rzepkowski 381-3180

Found: One pair of mechanic's gloves, blue and black, left behind at Fall Tune-Up Clinic. Also Found: red plastic thermal bag, kinda like a large envelope. This was left behind at the Auto Festival in June. Please call George Haynes at 872-6536 to claim.

1979 MGB for sale. New paint, red exterior w/ black interior, new carpet & pannels. New top & many other new parts. Call Jon for details! Priced Right!! 585-468-5896 evenings.

1980 TR7 convertible. Maroon. Runs & drives. Call Jon at 585-468-5896.

TR250. Restorable. Complete car. 585-468-5896.

TR4 body on rolling chassis. Frame has been cleaned & painted. 585-468-5896

Many other cars and parts for sale, call Jon. 585-468-5896.

## The Fall Foilage Tour

*by Scott Perry*



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# Many Thanks...Watkins Glen Vintage Race Weekend

---

Many thanks  
to Tin Cup Racing for helping us with our racing venture

Many thanks  
to those who encouraged and gave us the spirit to try

Many thanks  
to the guys that found parts, made parts, delivered parts to  
get #74 on the track and running

Many thanks  
to those waving and cheering in the crowds

Many thanks  
to those who did not laugh at the black oil face and to the  
one who spoke the truth

Many thanks  
to those that shared endlessly of all that they had

Many thanks  
to the strong shoulders and tender words in times of  
tremendous anxiety

Many thanks  
to those that endured to the last race of the event

Many thanks  
to helping hands that made packing up go so quickly

Many thanks  
to the MGCC and its members for it is you that helped to  
make it an experience to remember

Marlene Rzepkowski



Keep talking Jim, we'll stay awake....



Some of the goodies at the bake sale.





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## GARAGETOUR

### 2002

November 10<sup>th</sup>, 9am



Start at The  
Heaney's

364 Lanning  
Road  
Honeoye Falls  
624-8182

Out of Honeoye Falls go East on East St  
(Boughton Hill Rd) to Lanning Rd (about 5  
miles). Turn Right (south) on Lanning Rd.  
about 1 mile. The look for all the other  
cars. Unless your first, then look for 364  
Lanning Rd.

Contact: Alan Costich  
@ 482-2695  
for details or suggestions

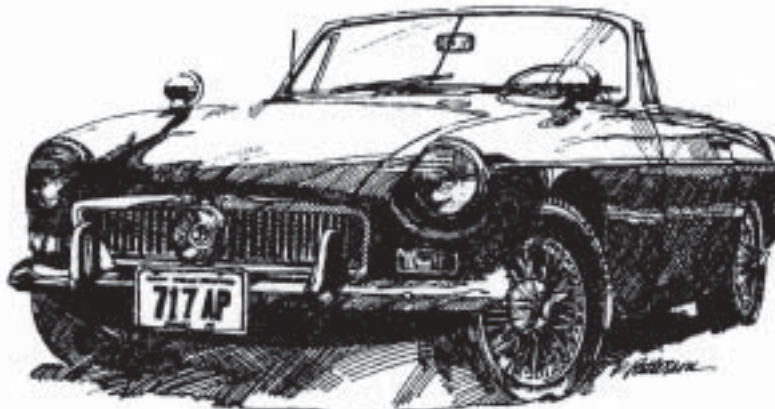
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The Brudno Award has evolved from a "Longest Distance Award" for those who entered the Sports Car Festival to a Memorial award presented to a person or persons who contributed the most to the furtherance of the MG Car Club Western NY Centre.

After a number of years of active membership, Marv Brudno became chairman of the Western New York Centre MG Car Club in 1968. That year was a difficult time for car clubs in the Rochester area with many clubs falling by the wayside. Marv and his wife Eunice (Eunie) kept interest alive in the MG Car Club with a blend of hard work and good humor as membership interests were changing. As we developed the Sports Car and Vintage Auto Festival in the following years, the Brudno's wished to sponsor a trophy for the longest distance driven to the event. We presented this trophy for a number of years at the Festival.

When Marv suffered a fatal heart attack, we decided, with Eunice's agreement, to make the trophy a memorial to Marv and that it would be more meaningful if it were awarded for outstanding contributions to the club.

A few years later, Eunice lost her life in an apartment fire. At that time, with their daughters concurrence, it was decided to make the trophy a memorial to **both** Marv and Eunice.

Through the years of memberships and various elected and appointed positions within the club, the Brudno's always took part enthusiastically with their slightly outrageous and **VERY** creative sense of humor.

Marv was an accomplished professional race photographer whose clients and friends included world driving champions Jim Clark, Graham Hill, Phil Hill, and Stirling Moss. Marv and Eunice worked Watkins Glen as grid marshals with SCCA. Eunice was the **FIRST** woman ever to be allowed in "Gasoline Alley" at the Indianapolis Motor Speedway.

Marv's articles and photographs appeared regularly in Old Cars Weekly, Classic Automobile, a Japanese magazine and

many other publications. Marv could be seen with his camera at the edge of the track on both continents.

In later years, he always carried two cameras: his serious camera and a Mickey Mouse camera to break up the more serious moments.

The Brudno Award then memorializes Marvin and Eunice Brudno. It seems fitting that it is in effect a "Most Valuable Player" type award to be presented periodically, but not necessarily yearly, to deserving members.

Past recipients and dates receipt of the Brudno Award are:

Dave and Barb Wild	1985
George & Nancy Herschell	1986/1998**
Bess & Alex* Koppen	1987
Joe Tierno	1988
Richard and Bethel Powers	1989
George Haynes	1990
Desi Benet	1991
Gil & Bety Langswager	1993
Steve Fitch*	1994
Jim & Wendy Priestley	1998

\* *Members Emeritus*

\*\* *George 1986 / Nancy 1998*

**Editors Note:** Thanks to Dave Wild, our club historian for agreeing to submit this article again for Spokes. The names of the Brudno Award/Life members are listed on the front inside cover of Spokes in a permanent location.

*(editors note: The picture mentioned above was too fuzzy to print.)*







Don't ask Elaine, she doesn't know what it is.

## BRUNCH RUN

November 3, 2002

### FLAHERTY'S

Route 31, Macedon

12:30 PM

**Meals to be paid for at the restaurant,  
But I must have a count of those attending  
Cost to be \$10.95 plus tax and tip**

**Please either sign up at the meeting or call or email**

**Joan Heaney**

**585 624 8182**

[pheaney@att.net](mailto:pheaney@att.net)

**Activities to follow include either/or**

**Guided Tour of Lollipop Farm**

**Guided Informative Tour of Wayside Gardens**

**Times of each tour to be announced at the brunch**

### ATTENDANCE:

Anne Foust	Joe Fazio	Stacey
Gene faust	Shirley McMinn	Vandenburch
Lny Smith	Burt McMinn	Tim paul
Roger Gunther	Scott Alberti/Flora	Al Fink
Bob Ables	Steve Sangster	Susan Kath
Georgian Abels	Joe Schultz	Jeff Kath
Dave Wild	John Coleman	Ted Hershey
Barb Wild	Richard Powers	Bill Glanville
Ellen Baxter	Rachel Wilson	Bob Tescione
Carl Baxter	Mivienne Rizzo	John Baum
Pat Sangster	Rhonda Rizzo	Marlene
Brian Fallon	Tim Rizzo	Rzepkowski
Alan Costich	John MacDonald	Dick
Jim Hogan	Matthew Callahan	Rzepkowski
Allen Hess	Bruce Freeland	Joe Tierno
Elaine Hess	Liz Freeland	Leon Zak
Nick Poulton	George Haynes	Lane Boughton
Gwenn Poulton	David Avery	Bob Harris
Richard Coleman	Susan Krobusek	Ken Heusler
Leroy Hokenson	Bruce Krobusek	Dorie
Harriette	Scott Perry	Rowworth
Hokenson	Paul Wheeler	Wally Roworth
Tom LeStrange	Bob Dupre	
Norm Wright	Dan Suter	Guests
Char Wright	Brooks Schneider	Douglas A.
Jim Priestley	Paul Heaney	Jack
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Chairman Tom Sergeant remarked on the new meeting place, Packett's Landing Restaurant, which has worked out very well. Membership was up to about 190 and communications with the Buffalo and Toronto clubs had improved. Many of our cars earned National winner status at their various activities. The things that weren't all that great were the collapse of the North American Car Club, The chaos at Watkins Glen and the loss of a long time member and supporter.

Activities Chair, Anne Faust, covered the November report with: The Garage Tour (Alan Costich) didn't fly it soared! 30 plus attended. The Tour was as George Herschell, a great collection and lastly Mark Kaplins where his new found talents of painting showed off his rebuilt MGA. The last leg of the tour was to John and Cookie Lombinos. They had pizza and a Bill's Game set up. That was really enjoyed by the hungry crew.

Editor, Dave Weiss remarked that his car will really be ready for the next year as he sprung some extra time for this project. He also included in Spokes some pictures. Mentioned later.

George Haynes listed the nominations and the acceptances for 1993 offices. Anne Faust turned the Activities over to Cindy and Vince Capaccio. George also included the Farewell note from Tim and Tina Burgess who moved to Columbia, S.C.

Bury Me In An Old Mowog Parts Box, Jay Lockrow, reflected on the huge number of car illiterates existed. Having to explain the AACA(Auto Club of America) to many, many people and then having to reiterate that information and to explain the great Hershey, Pa events with pictures and other visual accounts. A secretary in the next office was restoring a Model A Ford with her boyfriend. With her backup he could impress as to what a great hobby the automobile makes and that it was a good deal bigger than any of them thought. He often had to differentiate between vintage sports cars, antique cars, oval track cars, antique Formula One Grand Prix cars along with any that might be sandwiched in between like dragsters, street rods, stock cars, kit cars, stolen cars and who knows what else. His conclusion was one needed a half hour of explanation about your niche in the automobile world. And that involved your mood at that time. Knowledge of anything requires your being exposed to and being aware of your surroundings. His mind was filled with sports car racing learned from the interest and desire to identify autos seen in pictures. When you see something of interest take the time to read or copy it for later perusal. Exploring certain makes could be a life long project. As much knowledge that I have is trivial compared to some of my friends. More interests are good, for instance his other interests include antiques and antique firearms. Prowling in junk shops or second hand shops he keeps a lookout for that sleeper that might be against the back wall perhaps to augment his assortment. He thought that bungee cord jumping was stretching things a bit far. His holiday wish to all and a quarry as to other articles in the future was answered strongly on the affirmative. We are still enjoying his writings.

George Herschell wrote an overview/reply/opinion relative to Automotive Art that was mentioned by Jay Lockrow in his October article. George's first interest in this was piqued by looking at works of Peter Helck and Walter

Gotschke In True and Argosy magazines for more years than he wanted to mention. Years later he became involved with Mercedes Benz and their advertising department. This again fostered his interest in Automotive Art. Through the Mercedes connection George was able to see originals done by Hans Jurga(Christmas card illustrator), Yoshihiro Inomoto(master of cutaway illustrations and Alan Wilson (Art Staff, Inc.) He did the beautiful Paintings of Mercedes in the booklets and calendars. He obtained an original and he prized that highly. On one of the many trips to Lime Rock he and Bob Phillip spent an afternoon with Peter Helck. Walking through his studio was trip through a combination art gallery and museum all rolled into one. It was his first chance to see the work of Bill Motta (Art director at Road and Track). It was hanging alongside Peters and Inomotos paintings and drawings. With Peters urging (and probable arm twisting of Bill Motta) that George was able to have some of his work published in Road and Track. For this he was and still is forever grateful to this wonderful man.

After his retirement George collected all the information he could on the auto art subject. The Automotive Fine Arts Society's quarterly magazine was beautifully done. All 22 featured artists are members. Vintage Motorsport had followed the lead of Car Collector magazine in displaying auto art.

They may not have been accorded the recognition of "fine artists" to the auto illustrators but it is one of the most demanding forms of illustration. George felt that the most demanding is medical illustrating because it must be 100% accurate. (Note: We have been very lucky to have had George to do our Car Show illustrations. The impeccable illustrations and accuracy are very much appreciated by everyone.) Financially the auto artists were beginning to be acknowledged. At the 1991 Meadowbrook Concours d'Elegance, Dennis Browns painting of a Cord(Program Cover). After a lively auction he received \$44,000.00

Ten years ago the supply was getting unlimited. Available at Watkins Glen and Lime Rock. In 1991 the Lime Rock gift shop was filled with the original works of Bill Motta, Hector Luis Gergandi and Nicholas Watts, for instance. They were quite costly even then. Original paintings cost many, many dollars. A Helke or a Gotschke price ranges from \$5,000.00 to \$20,000.00 depending on the artist and painting. (The Jay Koka Bugatti painting is listed at

\$19,500.00 in his catalogue. George has always been happy to give out information and help the budding collector.

The Mark II New England Mountain Adventure stopped in Manchester, Vt. (Chalet Motel),

North Conway,N.H.(Green Granite), Stowe Vt. (Sun and Ski) and in Alexander Bay, N.Y.(Pine Tree Point). The Herschells and the Langswagers drove to the '1000 islands to check out that in. While there they talked to the the manager about where the "Round The Houses" races were held. This would be a casual trip, not at speed, of great interest. They made preliminary plans to go to Mr. Pickwicks Polo Pub. If successful they expected as good a time as they had in 1991. The main tour was full but they had rooms in Manchester for the first weekend.

Jim Hogan wrote on "What's it worth" He said other people seem to be a lot more concerned about what my British sports car is worth than I am. Often he responded

with some have been sold for \$7,000.00. The real issue is how much you could get for it. For most the answer is a lot less than expected and it is only worth what someone will pay for it.

The daily driver is expected to drop in value, but we want the sport car to appreciate. It happens but is probably the exception rather than the rule. A common scenario: Buy the car for \$850.00. Next two years new tires, new top, starter, alternator and brakes. The clutch gets replaced and new front end tie rods. A thousand dollars of work so it should be worth \$1,800.00. More? Surely but not less. Would you be upset if after running an ad your best offer was the \$850.00 you paid for it. This is especially true if it needs paint and interior.

The impass, you are looking back, he sees ahead to additional repairs and expense. For you the fun, the friendships, the fantastic times are priceless. For him the potential expense is more than he can ever imagine.

In the end both buyer and seller must realize that a car sitting in a field for five or six years is the worst of all situations. If the car could speak it would surely say that it wants to give pleasure once more. In the end the seller must appreciate that he gets to keep the memories and the buyer must realize that he could never afford to buy the car if he had to pay for all the enjoyment it has to give. What's it worth? More than either of you will ever know.

University Motors announced its 1993 Technical Seminars (10th MG seminar).

Three, three-day seminars on: T series, MGA and MGB- >67, MGB 68->. Midget, MGC, and sedan also. Attend according to year.

Technical seminar weekends are intensive, hands on, totally MG, morning to night, designed to give the owner/enthusiast the knowledge, ability and confidence to work on his own MG. UM complete electrix, toolbox notes and tips, tricks of the trade. Evening production and discussions include threads and measurements, production and model info, colours, restoration sequence, literature, events, clubs. . . Saturday night banquet. REALLY a good time. Four, two-day "graduate" seminars allow rebuild own carbs/distributor or gearbox, learn the techniques of engine rebuilding or learn MGB body welding. Limit is 25 for weekend and 10 for during week seminars. An MGineering degree is awarded.

Seven pictures (Dick Powers) submitted by Joe Tierno covered the October Wine Tour. They were of Snug Harbor and environs. That surely was a great place to visit, and is even today.

Dave Chase got permission to reprint the Wiring Color Codes for MG's, their applications and Trouble Shooting.

George Haynes wrote the Centre News in which he made these observations about activities and members. Rallying was once a huge activity for sports car owners in the 50's and 60's when our cars were new. There were several active clubs and between them there was usually a rally every weekend! Our Centre maintains the rallye two times a year, one ending in the Summer Steak Roast and another at Halloween. All this was building up to praise for our 1992 Rallymasters: Phil Parisi and the Demented Duo of Sue Keppeler and Annabelle Tescione. Phil did his first rally and did a terrific job-one of the best rallies we have held in recent years!

As usual Sue and Annabelle organized a fun time, except

for that \*#@!?(% word puzzle, (which most were unable to unscramble). Many thanks to Phil, Sue and Annabelle for doing such a great job keeping us in rallies in 1992.

He then mentioned the giant activity by Ted Hershey who volunteered to put together a registry of all of our cars. The final publication was distributed at the Holiday Party.

There was another contributor to the success of MGCC in 1992: our Editor, Dave Weiss. Dave had done a super job this year and George hoped he would continue into 1993.

A final note: The North American MGA Register holds one major event annually. 1993 it was held on July 14-16. Many of our members belonged to NAMGAR and offered help to Event Chairman Harold Beamer.

Items for sale included a Poulan chain saw, 2 Snow Blowers and a car bike carrier by Dave Weiss. A louvered MGB hood (bonnet) professionally done for \$100.00

Teflon coated o-rings for SU carb jet seals to replace leaky cork ones. \$3.50 ea (4 req).

SU Carburetor & Fuel Pump rebuilding. Rebuilding of throttle shafts and tune ups.

A 1974 1/2 MGB was for sale for \$6900.00. Engine was rebuilt 2/91.

With the sports cars snuggled down for a long winter Spokes will take a rest until January.

It was an interesting month and year.



# WHAT HAVE (I,WE) THEY DONE?

*BY Joe De Blaere (last installment)*

The final installment of a '53 MGTD frame up restoration project. As you can see from the header, the articles name evolved as the project progressed.

It is DONE!!!! Finally, after 3 years of work it is finished. George Haynes & Gil Langswager did their best to make it a beauty and succeeded. I can't thank them enough for their patience and expertise. I certainly could not have done it without them. It was a real learning experience.

It was completed just days before the Sports Car and Vintage Auto Festival in June. It took first place in the "T" series class. It

looked and ran great. It had 130 miles on it at that point. We were feeling mighty good on the way to the post show party until the engine threw a rod. Ouch!!!! Our neighbors, the Austins, came and got us with their car trailer and brought us home to Honeoye.

The engine had been "professionally" rebuilt 30 years ago but never started or run. It sat all those years in the previous owners garage gathering dust. We had taken the engine apart and done it due dili-

gence, replacing the rings, valve seals & guides, balancing it, magnafluxing the crank and rods, etc. at Van's before reassembly. So why did it blow???? Turns out after talking to the previous owner again this was the 2<sup>nd</sup> rebuild on that engine (in 1970) and he hadn't replaced the bolts on the connecting rods. One of the top bolts failed (the one holding the rod to the piston) and left the piston near TDC and the rod flailing around in the block. This is not a good thing. It took out the crank, cracked the block and basically trashed the engine. To keep things interesting they don't make connecting rods for those engines any more. However, for \$1800 you can get a new crank from Moss. I found a good used crank on the Internet in Canada, which had been machined, and magnafluxed already and a connecting rod from British Auto in Walworth. George and Gil jumped in again to bail me out; we pulled the engine and brought it to George's for inspection and disassembly. Their workmanship is always impeccable

and had nothing to do with the engine failure. We started the rebuild process again. We had to sleeve all the cylinders back to standard bore, rebalance, new pistons, new bolts, bearings, seals, TLC and reassemble (sounds easy enough—this took a month). We reinstalled it at my place in Honeoye so I could get more hands on experience. I did. We had a hard time getting oil pressure at first. We primed the oil pump, by adding oil, numerous times but got no pressure. Gil had done this procedure many times but this time no luck. We pulled the oil pan and pulled the oil pump (which required

lifting the engine about 3 inches—enough said) but could find nothing wrong. Upon further reading of the shop Manuel we discovered that "priming the pump" (in the queens English) means letting the air out of the pump NOT adding oil to the pump!!!!!! Once we did that we got pressure. The oil pump had been air locked. We all learned something.

We scrambled to get it together for the Watkins Glen Vintage weekend, where I had already brashly

entered it in the Concourse months before. We made it and the TD got an honorable mention in the Concourse against some very stiff competition. The new new engine had 80 miles on it. It runs great again—even better than before. We felt humbled as we drove down Main Street Watkins Glen to accept the honor with horns honking, hands waiving and smiles from ear to ear.

Yesterday we put the top down for the first time and drove around the lake just for the fun and exhilaration of it. After all, this is what restoring these old cars is all about. We started with a TD in a box, a literal basket case—if you recall from past articles this MG came to me in many boxes of parts—and ended up with a gorgeous TD #21321. It has already marked its rightful territory in the garage.

Bottom line is "Looks good, runs great". Next year, the car will be 50 years old. Many thanks to all who helped along the way.

The real adventures now begin.





## NOVEMBER BIRTHDAYS

1 Sharon Iranpour  
2 Deborah Manzolati  
3 Mark Rossel  
6 Steve Sangster  
7 Edward Avery  
7 Judith Bowers  
8 Chris Williams  
9 Richard Chase  
9 Al Isselhard  
9 Brooks Schneider  
9 Marla Jock  
9 Shirley McMinn  
9 Sharon Stickle  
10 Bob Cooley  
10 Darcy Geddis  
13 Maurice Stewart  
14 Mathew Zabinski  
14 Kathy Cleary  
14 Evelyn Stone  
16 Joseph Schultz  
18 Jane Shear  
19 Alan Costich  
19 Carl Webeck  
20 Dave Bugajski  
20 Dale Masters  
22 Leroy Hokenson  
22 Pat Dix  
22 Scott Preston  
23 Margaret Cook  
23 Cyndy Miller  
25 Don McConnell  
26 Marcia Yiannaki  
26 Amy Masi  
27 Jeff Moulton  
28 Doug Scribner  
28 Charles Searles  
28 Wendy Austin  
28 Margaret Stutzman  
28 Marguerite Tyo  
28 Barbara Zak  
29 Judy Brown  
29 Donald Murphy

**HAPPY BIRTHDAY EVERYONE!!**

***HAPPY THANKSGIVING MG'ers***

## NOVEMBER ANNIVERSARIES

4 Barry & Cheryl Marginean  
4 Steve & Pat Sangster  
12 Paul & Ginny Wheeler  
19 Gordon & Judith Ruston  
22 Richard & Deborah Manzolati  
24 Lee & Mary Ann Blair, Jr.  
24 Roger & Lana Leavy  
29 Leon & Krystyna Todaro

**CHEERS TO ALL**

## DECEMBER ANNIVERSARIES

1 George & Mary Ann Shetterly, II  
5 Barry & Robin Christ  
12 John & Linda Spencer  
16 Richard & Eve Manca  
20 Don & Pat Stahl  
20 Frank & Wendy Van Vliet  
21 Bejan & Sharon Iranpour  
22 Scott & Sharon Perry  
22 Louis & Enid Ryen  
26 Dezi & Bill Benet  
26 Brian & Kelly Fallon  
27 Michael & Karna Palermo  
28 Charles & Irene Searles  
29 David & Ann Palermo  
29 Phil & Gilda Parisi

**CHEERS TO ALL**

## DECEMBER BIRTHDAYS

1 Jim Davis  
2 Virgil Potter  
2 Nancy Lindquist  
3 Chris Baum  
4 Richard Coleman  
4 George Curtis  
4 Karen Dupre  
5 Sandy Coleman  
6 Jim Herschell  
6 Nancy Chase  
7 Mike Marsh  
7 Beverly Lockrow  
8 Jon Van Dorn  
9 Sheridan Cornett  
10 Norman Wright  
11 Joseph Kozloski  
11 Georgean Abels  
13 Ken Jock  
15 Ann Coleman  
15 Pamela Houseknecht  
16 Nancy Culling  
16 Ann Lenweaver  
17 Don Lovell  
18 Betty Langswager  
19 Hollis Hames  
20 Jim Bartasevich  
24 Robert Abels  
26 Scott Alberti  
26 Harry Davis  
26 Dennis Leipold  
27 Dezi Benet  
27 Linda Perkins  
28 Arnold Van Denburgh  
29 John Forrester  
29 Ron Hein  
31 Robert Houseknecht  
31 Paul Lilley

**HAPPY BIRTHDAY EVERYONE!!**

## WELCOME NEW MEMBERS

**Jonathon & Julie Perry**  
279 White Rabbit Trail  
Rochester, NY 14612-2860  
585-392-0721  
1960 TRIUMPH TR3A  
1979 TRIUMPH SPITFIRE

“What do you mean, ‘There’s a bolt left over?’” I was standing in the shop in front of the ’84 Toyota 4-Runner, FINALLY getting close to completing re-assembly of the engine which had been “apart” since February or so. I was also in deep incredulous conversation with myself. “And where the heck is that last bolt I need to finish holding the power steering pump bracket on the head?”

The left over bolt, sitting in the place where the front cover bolts had been, was 8mm by about inch and a half long. (Yup – I still think mostly in inches, and maybe will for a long time....) The missing bolt for the power steering pump bracket was roughly 10mm by about ¾ inch. Clearly, I was one long and one short. I could probably, I mused, account for the missing 10mm bolt. When I’d put the air conditioning compressor back on the block, I’d found a tapped hole which just refused to start any of the bolts that should have fit. In growing frustration, I’d tried two or three, and then because this was just a physically awkward and painful place to reach in the first place I elected to use a few words of my Seagoing Vocabulary in my own shop with nobody else around.

Unfortunately, it didn’t seem to make a difference.

Finally, I’d gotten out the tap and die set, figuring I’d just chase the threads and clean them up. The tap started just fine, but it seemed I was doing a fair amount of cutting all the way to the point that the tap bottomed out – as opposed to simply cleaning up some mangled threads at the start of the hole. The chances seemed pretty good, on reflection, that the bolt that was supposed to have been in that hole had not been there for a long time, or had maybe never been there. So assuming that was the case, I could take solace in the fact that the compressor was now bolted to the block that much more securely.

Well, that was good, but now I’d consumed all the remaining 10mm bolts and had come up one short. I stepped over to the bench and added “short 10mm bolt” to the growing list of parts I still needed to chase down. Turning my attention to the “extra” bolt, I had to confess I was puzzled. I’d been pretty careful during disassembly to at least keep bolts related to each other in distinct piles, on benches, or on the floor, or whatever. For example, all of the bolts for the oil pump, which actually sits on the front cover and surrounds the end of the crankshaft, had gone into a neat pile on the floor. All of the front cover bolts had gone into a neat pile on one of the little tool boxes that doubles as a place to put things for now. Suffice it to say that this bolt was likely supposed to be someplace on the front cover.

I’d done this job with the engine still in the truck. This was supposed to be a “running repair,” for something that will ultimately end its days as a Winter Driver, and since the oil pan comes down without moving anything else it seemed like a logical approach. Holding the little fluorescent drop light in a fair approximation of Diogenes, I craned my neck into the engine room and tried (unsuccessfully, I might add) to squeeze my head between the front cover and the air conditioning condenser. Fortunately, the experience left no permanent marks. As much as I could see, there were no missing bolts on the front cover at the top. Flopping none to gingerly onto the creeper, I not-so-carefully slid underneath, just barely missing the tow hook with my head, and again

craned my neck and head upwards. Nope – no missing bolts here, either. Another Seagoing Word. Louder this time.

There’s an old adage I’m fond of, which is “when in doubt, RTFM,” or (approximately) Read The Freaking Manual. I opened up the shop manual for the truck with a huge sigh, and turned to the section on “reassembling the timing cover.” Sure enough, there was a bolt shown in a place I hadn’t put one. Only thing was, when I looked at the front of the engine, there was no hole, and if there had been a hole there would have been serious implications for the “watertight integrity” of the water pump. “Do you suppose it could be on the back side?” I wondered out loud. Sure enough, peering around the back of the front cover, which is a little wider than the front of the block, there was an empty hole which would take an 8mm bolt. Sliding my “extra” into the hole, it went in until about 3/8 of an inch remained exposed. Grabbing a 12mm socket and one of the ratchets, I turned the bolt in and slugged it up. Enough of that nonsense.

I think this has to be one of the certainties of jobs which extend over long periods of time. I’m much fonder of jumping into a job, and working the job until it’s done, than I am of starting something and then getting pulled off, only to come back later and have to figure out a whole bunch of stuff I forgot already. It would have helped if I’d bagged the bolts and taken notes during disassembly to include with the bagged bolts. For instance, a zip lock bag with an index card stating “front cover bolts, one goes in back on driver’s side” would have saved me a lot of time and angst. If I’d really wanted to be detailed, I would have added a sketch of the bolt pattern in the front cover and notes as to the relative lengths of each.

Of course, I didn’t take any of the steps I would normally take on a full blown restoration, because I knew this job wouldn’t take this long. Uh huh. It was a matter of choice, though, since there had been no pressing need for the truck, and there were a whole lot of other things that needed attention, some of them even residing in the shop. At this point, I’m “very close” to the magic moment of Engine Start. Assuming, of course, that I haven’t missed anything else that will cause me to take things apart again.

I’ve rolled the engine over by hand, and spun it with the spark plugs out to ensure it generates oil pressure. I’ve actually tried to start it once already, but I must have missed a bit when I put the distributor in because the timing was so badly off it would barely run. At that point, I declared myself out of time for the day and went inside to clean up. There is another weekend out there to sort this out.

With this month’s deadline approaching, and the next opportunity to get back to this job coming after the deadline, it’s a certainty that any reports of things I should have done different will have to wait until next month. As an overall assessment, however, here’s where I’ve come out on this job so far.

Because the truck sat so long with the engine “open,” it began to develop surface rust in the bores. This caused me to elect to pull the pistons so I could hone the bores, which by the way was successful in removing the rust. I used a long-stone cylinder hone, to ensure that the honing would be as straight as possible. While the pistons were out, it was clear that the rings were about “done.” There were indica-

tions of blow-by on the pistons, and the rings were a tad "thin." Since I now had pistons on the ground, I elected to re-ring them with "original size" rings. I was not, at least for a Winter Driver, at all interested in have a precision rebore and going to bigger pistons, and the ring end gap for a new ring was (at various places in the bore) just a smidge over the "allowable limit" in the shop manual. I checked to see if I could get rings at .010 over, but the only options were .020 and .030, along with a piston swap. Not this time, at least for how I think of this truck.

When I detected the rust in the bores initially, I began squirting oil weekly on the remaining parts and down the bores. All of the "bright parts," including the oil pump internals, the rocker journals and the rod journals, then survived the long open session without developing rust. This would appear to be an OK technique, although there's some time with Simple Green in my future to clean up the shop floor for the sections where the catch pan wasn't quite big enough. There is a little pitting on the cam lobes which I've elected to just live with.

The decision to replace the rings led me to have the valves done, and I actually made a second trip back to the machine shop with the head to have this done. The timing chain and sprockets showed little or no wear, and so I re-used them. The shoe on the hydraulic damper for the timing chain was so worn I couldn't in good conscience re-use it, so that's new, as are the dippy little plastic chain guides, one of which I broke during disassembly, which caused me to decide to pull the front cover in the first place.

I fundamentally re-gasketed everything, even a couple of things that didn't necessarily need to be opened in the cooling system just because the truck has had a persistent "unfindable" water leak since I bought it, and this time I was quite interested in seeing if I could fix that leak while everything was apart. I did find a very old, dry and split O-ring sealing a coolant line that runs from a "thermostatic valve" around behind the block to one of the heater hoses. This could possibly have been the source of my leak.

I also took this opportunity to replace all the hoses in the cooling system, including the two under the truck for the rear seat heater. Is there a law somewhere that says that any hose you pull off which is elevated above your body will contain coolant, and that said coolant, no matter where you put your arm, will seek out your arm so that it can run all the way down your sleeve?

So – in theory, at least, I should be about ready to turn this truck out of the shop. Reality will, of course, intrude, in the form of something that I forgot to do, or missed doing right, or whatever. I was at a seminar the other day where the title of one of the keynote addresses was "stuff happens – then you fix it." That pretty much describes a useful way to think about these things. If all goes well, this truck will be back on the road shortly, ready for another 100,000 miles. That would, if we make it all the way, be pretty close to 300,000 overall. Not a bad goal.

I still have to wonder about when I'll declare that I'm done with this truck. As long as I can continue to replace or rebuild parts and components, is there a finite limit? The answer is yeah – probably. The frame may get too thin in too many places to fix, or the supply chain for parts may actually dry up. Ultimately, of course, I may decide to bump the '95 down to Winter Driver status and get something newer. Then again, in my view it's a whole lot more cost effective to keep fixing vehicles than to buy new ones.

And so it goes. At least, as common wisdom would have it, I'm still having fun and it "keeps me off the streets." Actually, given the amount of driving I didn't do this year, I might want to get on the streets a bit more next season. As a corollary, though, we see a huge difference in the house and "acres" since move-in day, largely due to intense work on weekends. That, however, would be the subject of a different column. Everyone have a great Thanksgiving.





# MGCC AUTOCROSS IV - OCTOBER 27, 2002

*by Wally Roworth*

Best Score	Run 1	Run 2	Run 3	Run 4
<b>MGB</b>				
Bill Glanville 67B	148.54	150.60	148.54	149.31
Dave Avery 67B	156.25	156.25	152.53cc	151.77o
Alan Hess 71B	157.93	200.59	157.93	158.48
<b>UNDER 2 LITRE PREPARED</b>				
Tom Glanville 80B	149.42	148.51c	149.42	148.11c
Bob Harris 76 Triumph Spitfire	152.09	156.84	153.87	152.09
Sasha Strickland 97 Honda del sol	155.64	159.91cc	155.64c	155.99cc
<b>OVER 2 LITRE STOCK</b>				
Jeff Roberts Toyota Supera	151.30	151.30	151.83c	Tireprob.
Bret Fryover Chevy Cavalier	155.24c	200.63	157.57c	155.24c
Dan Shvimer Mitsubishi Eclipse	203.75	257.04c	217.48	203.75
Aaron Brecho Honda Accord	207.89	225.07	220.27	207.89
<b>OVER 2 LITRE PREPARED</b>				
Anthony Magagnoli BMW Z3	140.37c	142.15cc	145.73ccc	140.37c
Dave Palermo Datsun 240Z	141.31	153.43	145.65c	141.31
Alex Horvath Porsche 911C	142.54	148.88	143.23	142.54
Kim Carden 1988 Nissan 300 ZXT	143.21oo	143.21oo	204.63o	159.09co
<b>MINI</b>				
Ben Barlow 1962	201.02	208.10	201.02	202.22

Notes: c-cone + 2 points each o-off course Scores do not count.

A long, fast and interesting course. Wx - Cloudy, C o o l, Breezy

## Final Standings

Anthony Magnagnoli	140.22	Sasha Strickland	155.64
Dave Palermo	141.31	Dave Avery	156.53
Alex Horvath	142.54	Alan Hess	157.95
Bill Glanville	148.54	Ben Barlow	201.02
Tom Glanville	149.42	Dan Shvimer	203.75
Jeff Roberts	151.30	Aaron Brecko	207.89
Bob Harris	152.09	Kim Carden	
Bret Fryover	155.24		

The latest issue of *Enjoying MG*, the magazine of the MG Owners Club in the UK (with which we are affiliated) carried an article about the new MG X Power SV. This is the car that started out as the X 80 which was to be produced in conjunction with Qvale

and was to be targeted (or so we were led to believe) for the US market. This was supposed to happen a few years ago but the project was put on hold. It has now come to life and the car was introduced at the British International Motor Show in Birmingham on October 22, 2002. The car has been redesigned and bears little or no resemblance to the original X80. Power options include a 4.6 or 5.0 litre V-8 with power outputs of 326 and 410 bhp. The entry level model will do 0 to 60 in 5 seconds with a top speed of 170 miles per hour. The car has been tested consistently at speeds of over 200 miles per hour. The two seats are full competition type with belts to match and even two helmet holders built into the seats. The body work is carbon fibre as used in MG's F-1 cars. According to the article, prices are expected to start at £ 65,000 for the base model and increase according to the extras chosen. The article also stated that the car met with mixed reviews many of which were less than complimentary.

So this is the MG that is targeted for the American market. £65,000 equates, in today's market, to \$100,500 and that does not include tax or destination charges. Now the big question is who in the US is going to spend over \$100,000 for an MG no matter how good it is? What ever happened to "an affordable Sports Car"? And if this is affordable, then to whom?

I did some research on prices of MG's back in the mid 60's and their relation to other cars of the period. In 1966, a brand new MGB GT sold for about \$3,000, while a brand new Buick Rivera sold for about \$6,000 and an Oldsmobile Toronado sold for \$5,800. That means the MG was about half the price of a new Buick or Oldsmobile. Today at, MG's pricing schedule, this MG costs more than three times as much as the Buick or Oldsmobile. Does anyone else other than myself see something wrong with this picture? I go back again to an affordable sports car. To take the equation a bit further, a brand new MGTF (I hate that designation) sells for between £16,000- £20,000 converted it equals \$24,000 - \$31,000. About as much as a new Buick or Oldsmobile. So where do we go from here.

Personally I am not going to run out and buy a new MG X Power SV and even if it were available here in the US. Even if I could afford it, I could not justify that kind of price for a relatively untried and unproven car. Not only that, I have enough trouble keeping within the 55 mile per hour speed limit, so you can imagine the volume of speeding tickets I would have with a car that could do 170 to 200 miles per hour. I made the statement some time ago that I doubted I would ever see a new MG sold in the US in my lifetime. Now after this development at MG Rover, I am more convinced of that than ever before.

As long as I am sermonizing, I have to comment on the appearance of the new car. I can understand why the reviews were less than complimentary because there is no cohesiveness of design in the body at all. It looks like the body basic was put out and the designers tried to see how

much decoration they could add to it. They succeeded in making the car absolutely ugly. The front has the forward curve "al-a" the Audi TT but with much more "decoration" in the form of a spoiler, which has a shelf like protrusion that reminds one of a car with a front splash pan and no front bumper. (According to the article this carries the F-1 overtones.) It has the MG octagon on the hood (sorry bonnet) and two louvers back mid way between the front end and the windscreen. (I got that one right) Going from left to right on the Bonnet, there are five distinct planes, starting out with the highest in the center and then two more on each side going down to the fender line. The grille is similar to the MG TF (there's that designation again) but below it is another opening with mesh that I would assume is for an oil cooler. The front fenders have a rather wide flare covering the wheels, which I am sure must cause some wind resistance. The side of the body behind the fender flares has a LARGE louver that goes from the flare all the way back to the leading edge of the door. This louver also is almost the complete height of the side of the fender. The side of the car has a carry through of the "shelf" type pan on the front and I suppose it could serve as a running board if need be. Behind the door is another louver, and then wide fender flares again for the rear wheels. The rear trunk (sorry, boot) lid has a rather large spoiler supported by two posts, and a rather severe "eyebrow" treatment that seems to serve no purpose whatsoever. Below that "eyebrow" again is another "step" that defies purpose. Instrumentation is digital which is supposed to give a far great impact than the conventional dial type. I have to go back to my days in art school when the comment was made that "it takes two people to paint a picture". "One to paint it and the other to shoot him before he spoils it". Someone should have heeded that phrase on this car with the designers because they have gone too far overboard with the "design features" that have been added.

In the same issue of the magazine, ironically, there was an excellent article on the staying power of the MGB. That car was produced for 18 years with little change to the basic design and sold over 500,000 units. It is still a good looking car and examples still show up in advertising pieces on TV and in magazines. It must be something in the design, that such an "outdated" car can still help to sell products. It

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was done right and it followed the theory that form follows function. There is nothing on the MGB that doesn't have a purpose. Nothing was put on strictly for decoration or for the purpose of "beautifying" the car. The beauty lay in the design's simplicity.

To take the design philosophy a bit further, I can single out two cars that have managed to maintain a "brand recognition" and they are the new Jaguar XK-8 and the Aston Martin. The Jaguar still looks like a Jaguar always looked. Sleek, and poised to strike. The new Aston Martin leaves no doubt as to its heritage. It still looks like you would expect an Aston Martin to look and can be easily recognized without a name plate attached. The new MG, other than for its badge, would leave an observer wondering what make of car it is.

So now once again where does that leave the American enthusiast in regards to a new MG? Exactly where we were in 1980, High and dry with no MG available. There apparently, are none in our future and if this is the car the factory is expecting to re-energize the MG market in the US they are vastly overestimating our willingness spend money in this economic climate. However, if the factory were to come up with a car that one could identify with and afford I have no doubt they would sell here. Witness the Mazda Miata and its sales. It is a proven product that is available at a somewhat reasonable price.

I have to go back to the words again of John Thornley in his assessment of MG's and their appeal to customers. Mr. Thornley stated, "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." He also commented "you can't sell something the customer doesn't want". I don't know how many customers really want this new MG but it surely is not at a price that most of us who might be interested can or would afford.

So again my one small voice in the wind is imploring MG/ Rover to give us (US) a car we want at a price we can afford. But apparently it will fall on deaf ears as it has for some many years. One of our members was in England and saw a display of new MG's at a stand at a motor show.

He was looking at the new MG's (wagons in particular) and when he asked about having one delivered in the US he was given a rather stern lecture by the representative from MG? Rover as to why that will not happen.

To MG/Rover: We do not need lectures, we need a new MG here in the states, and one that is an "Affordable Sports Car". Is this something you can and will do? An answer would be appreciated. But after "holding my breath" since 1980, and "watching this space", I doubt that an answer or a car will be forthcoming.

Please prove me wrong.

*Thank you.*



## Attendance for October

Betty Langswager	Rhonda Rizzo	Ken Heusler
Gil Langswager	Ted Hershey	Ed Avery
Bob Tescione	Jeff Kath	Cheryl Baldwin
Dick Powers	Anne Faust	William Baldwin
George Herschell	Gene Faust	Jim Priestley
Barb Wild	Barb Zak	Marlene Rzepkowski
Dave Wild	Leon Zak	Dick Rzepkowski
Beverly Mack	George Haynes	Don McConnell
Michael Mack	Brooks Schneider	Jim Davis
Bob Harris	Sharon Perry	Burt McMinn
Warren Riter	Scott Perry	Elton Schulz
Gwenn Poulton	John Baum	Carl Webeck
Nick Poulton	Laurie Scribner	Doris Roworth
Julie Perry	Matt Callahan	Wally Roworth
Jon Perry	Dan Suter	David Leete
Leroy Hokenson	Lane Boughton	Martin Ippolito
Allen Hess	David Engdahl	Al Fink
Pat Sangster	John Thompson	Bob Abels
Bob Dupre	Joeanna DeBlaere	Georgian Abels
Vivienne Rizzo	Joe DeBlaere	Allyn Wagner
Tim Rizzo		

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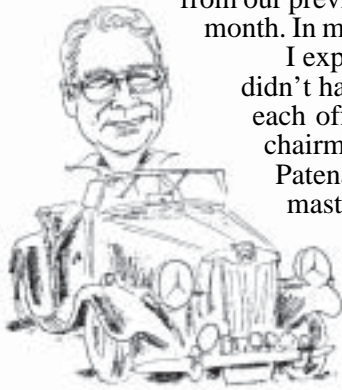
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November is the month for elections, as it was back in 1962 for the MG Car Club. We had changed it from our previous policy as I mentioned last month. In my "Chairman's Column".



I expressed disappointment that we didn't have at least two candidates for each office. There were two for chairman, Bill Hackman and Bert Patenall, and two for post-rallye-master, Bob Burns, and Jack

Wegman. The rest ran unopposed, vice-chairman, Dick Ness, secretary, Jeanette Sheldon, treasurer, Rod Curtis, rallyemaster, Jack Sheldon, and director of publications, Cliff Autry. I thought there ought to

be some competition, you know, like there is in "real politics". Of course, now we routinely go with a single slate. I've learned to adjust.

Did you notice that there was no mention of a Halloween event in my October column? Well there's going to be no mention this month either. There was nothing in either issue of Spokes and Betty and I sure don't remember what went on then. It seems like we always had a party so maybe it just didn't get written up.

The Christmas Party was advertised to be held December 8 at Shindlers on St. Paul Street.

Cocktails at 6:30, dinner at 7:30 and dancing afterwards. We had three choices for dinner.

Roast beef @ \$3.85, Chicken @ \$3.50 and Ham @ \$3.50. (I really like to quote prices from

Back then) There were to be many door prizes and of course the installation of officers.

Some world news was reported in Spokes. First the worlds ten best 1962 automobiles according to Don Werner, an automobile authority and former editor of several top auto magazines. He considered only cars in reasonable mass production. He also expounded in great detail about his choices. I'm only going to give you the list. You can decide if you agree.

- |            |             |
|------------|-------------|
| 1. Citroen | 6. Checker  |
| 2. Jaguar  | 7. Chrysler |
| 3. VW      | 8. Mercedes |
| 4. Ford    | 9. Volvo    |
| 5. Porsche | 10. Lancia  |

The other news was that Europe's newest automobile factory was nearing completion. The \$61 million Rootes Motors plant near Glasgow will be in production on schedule. The all new 1963 Hillman will be made there.

That's about all there was in the November Spokes and in our memory for the MG Car Club  
Forty years ago.

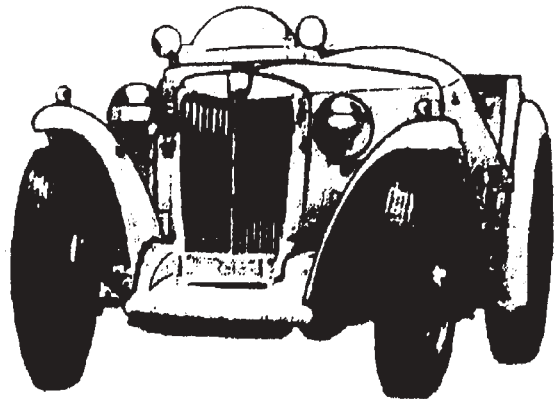
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# HALLOWEEN RALLYE 2002

*By Gil Langswager*

It's all over! The Langswager family can breathe a sigh of relief! The weather cooperated. There were 19 cars and skads of people. One car had 6 passengers and lots had 4. Everybody made it to the finish.

I guess they all liked it. We weren't threatened with bodily harm. There was some controversy but isn't there always? We ended at Golden Ponds restaurant where they had a nice variety of snacks. There were a lot of great costumes. Some people really get into it. Some of our members judged the costumes and the hostess at Golden Ponds chose the best costume. Others tallied the results of the rallye. Thank you all very much! Jeff announced the winners and here they are:

First place in the rallye went to Mike Zona and his friends. Second was Amy Kron and Nichole, Michelle, and Linda. Third went to Henry and Sue Kron and Sean Ryan. You might say it was a family affair. The "MG Car Club" went to Anthony Magagnoli and Brett Fryover for last place.

In the costume contest the best costume award chosen by Golden Ponds hostess went to Rosemary Burke the white angel. Prettiest was the white angel. Most outrageous was Sue Keppler in an outrageous outfit. Ugliest was the ugly witch with the long nose, Sue's friend. Scariest was Allen Hess as the scariest thing there. Automotive theme went to the Scribner's as competition drivers. The best couple was Ceasar and Cleopatra otherwise known as Carl Webeck and Jennifer Gleason.

I had to get this to the publisher in a hurry to meet the deadline. How about the winner writing an article for next month? And Anthony and Brett, maybe you could tell us what its like to lose.





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## Bury Me in an Old Mowog Parts Box



*Jay Lockrow*

A few weeks ago I was having a chat with Brian Neri and the subject of British Saloons came to the forefront. I told him of the Canadian club known as BSCCoC or British Saloon Car Club of Canada. I gave Brian a few copies of the BSCCoC Newsletter known as the Oily Rag and told him to peruse them at his leisure. Within about a week or so he was back and full of thanks proclaiming that he had found a missing cog in the gear of the automotive hobby. I agreed with him and told him that this particular club gave a home to many British orphans not recognized by any other car clubs.

Here was a home for such cars as Wolseley, Alvis, Armstrong Siddeley, Hillman, Humber, Jowett, Morris, Reliant, Rover, Sunbeam, Vauxhall and a host of others. This group also includes the saloons of such makes of MG and Jaguar not commonly appreciated by most enthusiasts and frequently not known. For example the MG Magnette of 1954 through about 1957 or the MG 1100 shortly thereafter are not well known among MG enthusiasts. The Magnettes were great little cars and appointed beautifully with leather, burl walnut trim and carpets. I had one in the early 60's while going to school, not a screamer by any means but a luxuriant reliable car once I got some of the bugs worked out.

This is of course is where the difference arises. Most Americans want and like high performance automobiles. The small economical British saloon never really caught on over on this side of the pond. With gasoline so inexpensive for so many years there was no reason for these cars to be purchased and become popular. With rare exception most people bought big V8 powered American cars because that is what they were told to purchase by the advertising agencies.

Sports cars always sold fairly well but the idea of economy fell on deaf ears and the small British saloons did not sell. One by one these companies went out of business or were bought up by the major companies like BMC and the Roots group. For a short time many of these cars were sold as badge engineered cars and then quietly dropped. Badge engineering is the popular practice of building one car and putting different grills and names on it and calling it something else. For example the Austin Mini was also sold as a Riley, Wolseley and possibly more. It was the same car with different badging and some trim differences. All the manufacturers did it and still do. For example the Dodge Aries and Plymouth Reliant are the same car.

Someone out there must love these orphans because people as Brian, myself and hundreds of members of the BSCCoC have a soft spot for these neat and different cars. The great show at Bronte Park in mid September is a prime example as a good number of these orphans show up in the saloon car class. It is most entertaining to walk down the line of these cars and see makes that are well preserved, in use but long out of print. Kudos to the guys that preserve these great little cars. Remember we all cannot afford Aston Martins, Bentleys or Bugattis. Those of us on limited budgets that like cars can turn to these saloons and less expensive cars and have a wonderful example of a past marque. They are just as much of a challenge to restore and in some cases possibly more. Try finding a grille shell for a 1955 MG Magnette or the plastic surround for the clock that is on top of the windscreen. Next to impossible I believe but some people just keep plugging.



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September	October	November	December
5-8 Watkins Glen 19 Meeting 21 Tune-up Clinic 22 Autocross III	13 Fall Foliage Tour 17 Meeting 26 Halloween Party 27 Autocross 4	3 Nov Brunch 10 Garage Tour 21 Meeting	14 Holiday Party No Meeting
January	February	March	April
16 Meeting Wine & Cheese	Valentine Brunch 20 Meeting	Steak Roast & Auction 20 Meeting English Pub	17 Meeting Brunch Run
May	June	July	August
Tune Up Clinic 15 Meeting 15-18 Carlisle Tailgate Picnic Autocross I	1 Vintage Car Show 19 Meeting Garden Tour	Autocross II 17 Meeting Kids day - Glen	Steak Roast & Funkana 14 Meeting 17 45th MG Anniversary Party

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