

The ***SPOKES***

Founded 1958



Volume 44 Number 9

September 2002

Official Publication of the MG Car Club Western New York Centre



Dave Wild and Gil Langswager with #3

September Meeting

September 19 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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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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ADVERTISING RATES as of January 1, 2002

The fee for copy ready business advertising is:

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

DEADLINE FOR SUBMITTING TO THE August SPOKES IS Thursday, July 25, 2002

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

PREFERABLY – Email to 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 for more information.

Photo by Scott Perry

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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

Livable ? Is it "Livable ?" A question I've been asked quite a bit the past few weeks, and a very good question it is. My answer has usually been "What do you call livable?" It started me thinking about how that word can be applied to other things and what a wide range it covers based on whom you ask, and to what circumstance your discussing.

When I look at the membership and their respective vehicles I see "livable" getting stretched pretty far. For one, if it isn't darn close to perfect, it's not "livable", for another "livable" is what a vehicle looks like just before it's crushed. Each one would not want to own the other one - one because of how bad it looks, and the other because the vehicle doesn't look like anyone is enjoying it.

I look at my vehicles and I see that I apply "livable" differently based on what the purpose of the vehicle is - for my MG it's a whole lot different than for my GMC pickup. I also see that my version of "livable" changes based on the circumstances of the times and what I'm doing - my level of "livable" has dropped tremendously while getting the house and garage going, but I'm already starting to raise it a bit, noting what needs to be done as soon as the garage is in working order. (Then there are those that would think that owning 3 cars, the newest being a 1975, is not livable, but it works real well for me.)

If I take this thought line and apply it to our membership, I see that "livable" as a club member also covers a very wide range. To some, it's getting the SPOKES and not participating in the activities. Not always because of their distance from the club - I know of some that live as close as any of us and just getting the SPOKES works for them right now, and then we have a few that will spend over an hour to get to a meeting and attend events.

"Where am I going with this?" You may ask, (another question I'm used to). Well the other day someone mentioned how pleasant it was to have such a diverse membership (read: different levels of "livable"), all tied together by our love for our sports cars. That stuck in my mind.

A few years ago Barbara and I sponsored a couple displaced Bosnian families. Being city raised and a bit of a mongrel myself, I was very mindful of the homogenous nature they had. Most all their friends and family were Bosnian. They had a very tight definition of the way things should be, a very defined, tight "livable". And they were at war, as have been many other countries that had very tight "livables" and no tolerance for the differences of others.

Coming up on the anniversary of September 11th reminded me that last year I made the decision not to bring the bombing up during the meeting only because it was so fresh in our minds and we had been so enveloped in it that I thought a couple hours away from it would be good.

(Stick with me on this, I'm gonna bring it all together now..)

The diversity and the September 11th anniversary has reminded me that our club is a good example of what makes America what it is - a group held together by our freedoms reinforced by our differences, that at the same table sits one whose car is one start away from a parts car and another person that has a car dust wouldn't dare land on.

So when you attend the next club event look around and see the differences - of tastes, of opinions, of ideas, be thankful that you can be in a room where different levels of "livable" can exist.

Think about those of September 11th that passed, survived and helped.

Later, Leon ...

Minutes of the MGCC Meeting on August 13, 2002

by Joe DeBlaere

Meeting called to order at 7:40 after a fine picnic put on by the Burgundy Basin.

Minutes were accepted.

3 New members/guests were introduced (see attached list of new members/guests)

John Baum did a treasurers report stating we are in the same shape this August as this time last year due to successful dues increase and self funding events in spite of not having received the revenue from the car show as yet.

Dave Chase did regalia and asked the folks who have ordered name badges to please pick them up.

Joan Heaney summarized activities: See SPOKES for details.

Watkins Glen, 9/6-8th.

Tune up clinic, 9/21

Autocross 3, 9/22

Fall foliage tour, 10/13, Tim Rizzo did a recap, it will be \$12 see details in SPOKES.

Halloween Rally, 10/26th.

George and Beverly Haynes are seeking nose count for potential Nova Scotia trip next year in the 6-7/03 timeframe. Call or see George or Beverly to express your interest.

Leon Zak asks SPOKES articles be sent in by next Thursday's due date.

Car Show spokes person, Charley Searles, is seeking a replacement for next year or a group of folks to take over this large responsibility.

Web sit, Scott Perry says all is well.

Dave Wild reports that Watkins Glen Vintage race weekend (9/6-8th) still needs volunteers, call Dave for details (585-223-1065). Glenora run & Founders tour are both full. Openings available in both the Concourse and Tour de Marquee (mini's only). Some famous racers & their cars will be there which for the moment will remain anonymous.

Al Costage reported again on Ad Hoc Committee results concerning an earlier proposal to allow \$10 electronic subscriptions to be sold of SPOKES. This was accepted in the April meeting and Al reminded us of that outcome.

Election of Officers is coming up. Motion to accept current slate, as is, was forwarded, seconded & passed a vote.

Dave Chase is looking for a person that he ordered wooden pen & pencils MG sets from for regalia. He doesn't know his name to follow up with him so is asking for that person to please call him (585-334-6826)

Cars & parts for sale:

'69 MGC/GT, see Dave Wild

'79 MGB, \$3800 see Chris Williams

'63 Volvo, 123S, set up for autocross w/sticky tires, see

Al Costage

'64 TR4, runs, see Al Costage.

Prizes were awarded.

Meeting closed at 8:35 PM

Respectfully submitted,

Joe De Blaere

Secretary MGCC of WNY

*Respectfully submitted,
Joe De Blaere, Secretary*

Activities

by Joan/Paul Heaney

Some interesting activities have been held in the past two months. We had the tailgate picnic. The food was great and is now leading to even more eating activities. There may be some kind of bake off in the future. As if this group doesn't get enough of the good stuff in life. I think two of the clubs fantastic cooks are planning this event, so Paul and I are going to try to be in Rochester that weekend. More about this event in a future newsletter.

There was also a driving event that included a bring along picnic. This was an event hosted by Carl Webeck and his dad. Unfortunately we did not make it (out of town again) but I have it on great authority (people at the event) that it was a fun filled day. We also went to the Botanical Gardens in Buffalo, by the way of a very nice driving tour. Event courtesy of Hess's and Rizzo's. Since we started the garden tour last year, we have also added plant exchanges within a car club. Friends of ours (all three of them) who are not in love with their vehicles, like the rest of us are, wonder how we fit some of the activities around a car theme. Who needs themes, doesn't life normally revolve around antique and classic cars????

All who went enjoyed the Grand Island, British Gathering event. The only real teeny tiny complaint was that there wasn't enough food at one of the receptions. I'll make a bet that no one starved that weekend. Does anyone in our club or any other car club every go hungry at an event? (Please note the picture from last months steak roast.) And if the steak roast and all the dishes there weren't enough, everyone went to Bloomfield for great huge dishes of ice cream. We all sure do enjoy eating almost as much as our cars.

Then the last event was our Steak Roast. We did not have a rally this year but instead we had a Funkana, courtesy of the Langswagers. They planned some fun games to be played with cars. Please see the web site for additional pictures to the ones in this newsletter. It was fun putting us and our cars through their paces.

The next events coming up are watching cars at Watkins Glen, and eating. The autocross and the tune up clinic. I really don't have first hand info about if there is food at these events. Then we have the Fall Foliage Tour courtesy of the Rizzo's, with some food stops along the way and a bake sale at the end. (Bake sale proceeds to benefit the endowment fund.) After that is the Halloween Rally usually ending in an eating party. I heard that the Langswagers have a great rally planned.

In November we have a Brunch Run (Heaney's) and then on another weekend the Garage Tour (Al Costich). We get to see everyone else's garages and eat. We then will end this year with a Christmas Party, which brings us to the beginning of another year and lots of fun auto events and more food.

Hope to see many of you at all the events through the balance of the year. Any time you have any questions about an event please call Joan or Paul at

585 624 8182. Hope to see you all soon.

CAR SHOW in WELLSVILLE

by Gil Langswager

Sunday, the 25th of August was a beautiful day for top down touring! Lloyd & Sue Potter invited us and the club to come down for the show and then over to their house for a picnic supper. Anne & Gene Faust in their Jaguar XK 140 and Betty & I in our MG TD left our house about 9:30. We stayed off the interstates and had a wonderful two hour ride down.

The show was held in a park on an island in the Genesee River. There were lots of big shade trees. The cars were parked as they arrived in no particular order, but we managed to park next to the 3 Potter MG's. There was Lloyd's father's BGT, Lloyd's BGT and his son's MGA. Doug Drake, another member, was there with his Triumph Spitfire and his fiance, Monique. The Colegrove's, Jim & Gail, were also there to greet us. More members, Ralph & Bev Stockman, and Bob & Gwen Harris were there too. There were about 350 cars in quite an assortment.

I can't begin to describe them all, but of course the sports cars caught my eye. There was a magnificent Arnolt Bristol that had been raced at the Glen in the 50's. There was a Triumph TR2. Dave Wightman had his TR4A surrey top like George Hayne's. Dave has judged at our car show many times. Gene's brother, Ed Faust, who lives in that area, brought his '50 Hudson. There were antiques, street rods, customs, fire trucks, and even a '37 Buick taxi.

What's nice about going to a show out of town is that you get to see different cars. When we arrived we were given tickets for a door prize. I think there must have been enough for every entrant. We won a bag full of bottled water and a huge jar of pretzel sticks. And I had the TD packed full on the way down.

Near the end of the show we got anxious to get over to Potter's for the picnic so we left before the awards were given out, figuring we wouldn't get one anyway. It was a balloted vote show, not judged. Later, Dave Wightman came to the picnic and announced that the TD had won an award! It was the most popular voted by the spectators, he thought. Lloyd said that he would pick it up for us and bring it to the Glen. Imagine that!

The picnic dinner was fantastic! Sue must love to cook because everything was delicious. We hated to leave early but wanted to get home before dark.

We left a little after 6:00 and took a different route home. We headed up route 19 and jogged over to the Short Track road which Gene knew that brought us up to Nunda. He then led us to Mt. Morris, Geneseo, Avon and on home. That ride was spectacular, right as the sun was going down. The sky was clear so the view was great.

Truly a wonderful MG day. Too bad the rest of you missed it.

By Wally Roworth

Chairman Tom Sergent reported that the September 17th meeting was held at the new location, Packett's landing in Fairport. Better parking, more room and a bar was available. Apparently our welcome at The Ukranian Home had worn out. Dave Leete was made Sergeant At Arms as reported last month. Thanks went out to Maria Johnson and Marilyn Sergent for their great efforts in providing coffee and cookies at the August meeting. Phil Parisi (and his Committee) was commended on his great job (first time out) as the summer rally master. And lastly, Don Stahl was thanked for providing his Morgan factory Tour Tape and to Dick Powers for providing the equipment and engineering allowing us to see it. The audience was thrilled.

A quote from Vintage Sports Car, official publication of the Vintage Sports Club of America which George Herschell submitted for thought, is still a thought provoking article. "in a world full of upheaval there's a satisfaction, almost a serenity, to be found in our continuity. We are a fortunate lot. Within the VSCCA (insert, Western NY MGCC) we've got a world on our own terms, more or less. We're blessed with almost total ignorance of who does what in the "real World". So instead, we get to watch each other's kids grow up and go to find the joy in a sunny afternoon shared with an interesting motorcar and congenial friends. Yes, we are indeed a fortunate lot" And it is still true, today.

The Secretary's Report by yours truly had the following items:

Treasurer Joe Tierno reported All's well and that he had lined up Snug Harbor for the October Gourmet Tour. Under Activities, Apple Grove didn't get repaired and the brunch

was canceled. November 8th will be Grand Garage Tour (Al Costich). The Tourers will wind up at the Happy Lobinos on the lake. Holiday Party will be a sit down dinner at the Depot Pittsford.

Ted Hershey distributed the preliminary edition of the MGCC WNYC MEMBERSHIP DIRECTORY, circa 1992. This was to allow corrections to be made for the final edition.

Desi Benet spent a lot of time at Watkins Glen talking with numerous people about the treatment accorded to the MGCC, WNYC. The upshot was that the club was invited to help run the weekend, at the Glen. Elmira Centre was also invited to help. COMMENTS about the weekend:

Gil Langswager – Helter Skelter. Dick Powers – It appeared to be half the size of last years weekend, counter to the announcements, perhaps 120 cars on Saturday. Tim & Tina Burgess won a class award. Steve Fitch – Saturday PM should be for small car shows and there were less than last year. The old system of parking in the show afforded an easy walk to the grandstands.

Phil Parisi – We need the old space. Bob Welch – Offered to chair the set up. A historical note is that the MGCC had ran the Grand Prix Weekend for 3 years.

The entertainment that night was to recomm3nd contents of a Survival Kit. Tom Sergent jumped the gun and offered: Walking shoes, wicker basket, a Fitch gas gauge stick, TP, dry shoes, bobbie pins, thermos of Gin tonics, walkman, bag of quarters, book, red umbrella, blanket, 5 cell flashlight, ear plugs and last but not least a fuzzy face. Sue Warner, who and been upstaged, displayed her batch of Survival Kit items: Fire Extinguisher, Anti freeze, Oil, 2 blocks of wood, knockoff hammer, jack, channel locks, coat hanger,

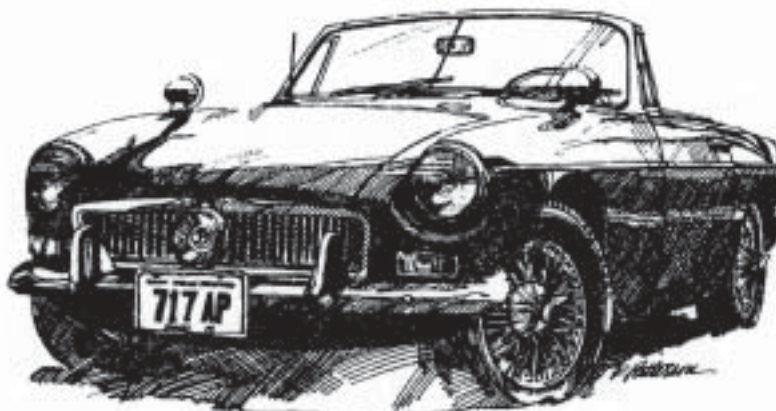
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New decisions: No Door prizes and NO Refreshments.

September Activities: The Vintage Car Show in Watkins Glen (September 11-13) was well represented and the Fitch/Lobino hospitality team kept their place well stocked for everybody in the club.

Dave Chase, on September 20th, led a sunny top down meander to the Genney Lee Café and Waynen Winery. Lunch was out on the deck overlooking a sparkling Seneca Lake and the octagon chairs and tables were smugly enjoyed.

Jay Lockrow's bury Me in and Old Mowog Parts Box carried the sad news of his father's passing on. They had gone to a small Dunkirk flea market in May. The next day he said that he didn't feel well. He went to the Hospital the next day and died 5 weeks later at age of 84. "if there was any one person who taught me what I know and appreciate about automobiles it was my Dad. Through the years I mentioned him many times in this column and I probably will some more because most everything I know or did indirectly relates back to him. There was much more. He mentioned the British Car Days on the weekend following Watkins Glen. Reason for interest possible 30 MGB's, a well represented Triumph Group, Rolls Royce, Bentlys and the oddball cars lie those that showed up in 1990- Healey Silverstone, two Jaguar d type replicas, genuine Jaguar C type, and English electric milk delivery truck. How they got it there is a mystery. Even more rare was a Morris touring car of about 1920. The unusual shows up at British Car Day and there are usually Aston martins, Damliers, Acs and host of others. The parking lot

can be a bit of a treat also as a lot of non-entrant cars are parked there for the looking. Take your own lunch. Food is costly.

Cars For Sale: A running 1961 MGA was for sale by Jim Herschell. Joe Fazio had a windshield, grab handles and TR6 Master cylinder for sale. Robin had MGB_1 Head, 2 blocks, 1 set of carbs with manifold.

The Buckwheat Festival Classic & Custom Auto Show and Swap Meet was held on September 27th at the Yates County Fairgrounds, Penn Yan, N.Y.

George Herschell had a long and interesting article on plans for June, 1993. This was the New England Mountain Adventure MKII. 15 cars were the limit for the weeks tour. For the working crew the first weekend was available in Manchester, Vermont. After that North Conway, new Hampshire and then Stow, Vermont. Although alternate location were also mentioned as possibilities - 1000 Islands, Clayton, NY & Killington, Vermont.

Gene Faust wrote an interesting article on MG CANADA 92. Three MGs and one Triumph left on July 8th bound for Peterborough, Ontario. Participants: Anne and Gene Faust, Dave Chase, George Haynes, Phyllis and Al Wagner and Diane and Mark Kaplan. Dick Powers and Tim and Tina Burgess caught up with them the next day. Trip was around the eastern end of Lake Ontario. After checking in, buying some of the MG goodies and having dinner, they watched a waterborne light show and fireworks from the balcony outside of the Wagner's room. The next day tech sessions on MGA's and TC's. Then shopping, sight seeing and an evening at the Falstff's Pub with "down east" singers. Third day a leisurely tour of the lake district and a tech session on MGB's. That evening a boat tour on the Trent



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waterway, including a ride thru the 100year old lock, which is used every day. The best description Gene could think of was two giant bathtubs on opposite ends of a 90 foot high hydraulic see-saw. Weeks climax – the car who with about 400 MG's. The awards banquet that evening presented an award to George's MGA and the Burgess TC. Dave Chase's MGA couple topped that by winning awards in two different classes. Sadly, the attempt to disguise Mark's Triumph as an MG did not fool the voters and he went home trophy less. Taking routes 12e, 3 and 104 turned out to be a very pleasant drive and a fitting end to an enjoyable trip.

More fun!

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FUNKANA 2002



Ginny Gibbons, Vintage Racer

This past August 2-4, I was racing at New Hampshire International Speedway (NHIS) in Loudon NH. For those who remember, this is the location of the former Bryar track.

The event at NHIS was also our MG Vintage Racers Focus event for 2002. A total of 35 MG's were entered (including Joe Tierno and Bill Glanville) and among them was one of my MG racing "buddies", Ginny Gibbons. She races a red MGB roadster (#142) and was the SVRA "Rookie of the Year" in 1994.

Ginny is married to Campbell Gibbons a retired OB/GYN physician and they live in Nova Scotia in the summer and Florida in the winter. Before retiring, Ginny was an Emergency Department nurse and has a Masters degree in Health Science Education and Management. While in Florida, she does Hospice Nursing.

Between races on Saturday, we had a chance to talk about how she started racing and I thought you would be interested in some of our conversation.

DP Ginny, when did you first go to races?

GG It all began in the early 50's when I started to go to the races at Put-In-Bay [races at Put-In-Bay were run from 1952-59 on South Bass Island in Lake Erie off Sandusky OH]. My girlfriend's dad had a '52 TD. She went to the races with her dad, but wanted me to go since she wasn't that interested and wanted company. I found I really liked going to the races, much to my girlfriend's surprise. I remember saying, "Some day, I'm going to do that!"

DP After your exposure to racing in the 50's, when did you finally decide to go racing?

GG From 1991-92 I worked Timing and Scoring for SVRA. During that time, I asked a lot of questions and decided I could do it. In 1993, I turned 50 and went to drivers school in



Canada at Shannonville Ontario.

DP We have a similar path, I went to drivers school in '93 (Watkins Glen) and my first race was at Shannonville in '94. Always thought I'd be racing my '66 MGB, but my MGA seems to be the car for me. Did you always want to race an MGB?

GG Actually I wanted to race my TR-6 [Ginny restored this car], but since it didn't have a racing history, SVRA wouldn't let me. I found an MGB in Columbus, Ohio and took it to a shop in Cleveland to be prepared for racing.

DP What was your first event?

GG My first event was at MOROSO [near West Palm Beach FL] in the spring of '94.

DP We first met at Watkins Glen and have had many good times there as we have had this weekend at NHIS. Where else have you raced?

GG I've raced at Road America [Elkhart Lake], Sebring, Atlanta, Mosport, VIR [Virginia International], Homestead [FL], Summit Point and Mid Ohio.

DP That's a very impressive list. I remember something special about one of the times you were racing at Mid Ohio.

GG Yes, one time, *USA Today* was there doing an article about vintage racing. They interviewed me and my photo was on the front page of the Sports section.



DP Any advice for would-be vintage racers, female as well as male?

GG Don't buy a race car till you go to drivers school and find out you really like to race.

DP One last thing, part of your roll bar is covered with a tartan, any special significance?

GG That's the Nova Scotia tartan, where I live during the summer.

DP Thanks Ginny, you are just as nice off the track as you are on. Well, you're not that nice on the track, but I do look forward to racing with you again September 5-9 at Watkins Glen. I hope our WNYMGCC folks have a chance to meet you.



We are doing a fundraiser selling the entertainment book for 2003 to raise money for the MG endowment fund.

These books will cost club members \$22. If used one or two times between **now** and November 1, 2003.

The book covers from upscale dining to pizzas, hotels to cruise ship discounts or airfare discounts, shopping at places in our local malls, tickets to sporting events, skiing, museums, out of town restaurants just over the border into Canada, and really nice restaurants in places like Skaneateles.

Paul and I have used these books for years and find that most years we have saved in the vicinity of \$500. We only tend to use the fast food coupons, and upscale dining. We keep one in the car and whenever we are somewhere we will check and see any of the coupons are applicable for where we are. We also call friends who have books and coordinate our dining out and both couples go with a \$10 to \$20 off each couples dinners. If you use some of the coupons for food stores (Tops) you will save the price of the book alone. If you like movies you can get inexpensive tickets, there are two for one for local theatre productions as well as the RPO. It would take me pages to list everything. Please check out the books at the next meeting.

If you are interested you can register online and purchase a book for other cities in the US for \$5.00 off and free shipping. These make perfect gifts for those friends and family out of town.

Call me at 624-8182 to reserve your book and see me at the next meeting.

Joan Heaney

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Funkana Photos

by Joan & Paul Heaney



Chowing Downd and enjoying it very much.



Afterglow- Jim Ottman and the GIGP - Part II

by Dick Powers

It's been about a month since many of us were at Grand Island. I've had a chance to reflect on the happenings associated with the GIGP and how Jim Ottman, after 50 years, enjoyed the moments.

At the outset, I was surprised at the turnout from our Western NY Centre. This did pay dividends, because we took home many awards. It was a nice touch for Jim too, because many of his old and new friends were there to talk to him about what it was like 50 years ago. Jim even brought many of his photos from the original race and they were just what we needed on Saturday to complete the GIGP circle. The look on Jim's face as he discussed the photos and his big smile as he saw all the folks waving to him while driving the old course, said it all.

Three past drivers were there, Bruce Norton, Tommy Hoan and Jim. From what I observed, Jim enjoyed things the most. He went to all the parties, drove in all the track sessions, had his "moment in the sun" interview with the other drivers and was always surrounded by so many with real affection for him and what he accomplished at the GIGP.

Our olde MG, Morgan, TR and Riley time machines always take us back to days gone by. This day, they took Jim and most of us back to a simpler time. A time when you could get your drivers physical at the track, just before the Novice Race. A time without drivers schools, roll bars, racing tires and fuel cells. A run-what-ya-brung time and drive it home too.

One last observation, Jim had all the lovely ladies around him at the parties and at the GIGP field. Some things never change, even after 50 years; and I'm sure Jim is still basking in the. . . Afterglow.



Bruce Norton, Tommy Hoan and Jim Ottman



Jim and Dick with #222

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FOR SALE 1968 MGB: Black with tan top/interior. Totally rebuilt including engine and transmission in fall of 2000, over \$12,000 invested. Wire wheels, overdrive, wood trim dash. Beautiful car, must sacrifice, \$7500 firm. Mark Gibson, gibber@rochester.rr.com. Phone 585-388- 7488.

The All British Gathering - 2002

By Scott Perry

Last year we toured down to Buttermilk Falls State Park and joined the Twin Tiers Sports Cars Club and the MGCC / CNY (and one guy from Canada towing the MGA) for a hard to beat day of picnicking and camaraderie. After this event we (the old board of 2000-2002) were wondering what we could do to top it. Allen Hess suggested making the All British Gathering for 2002 part of the Grand Island Auto Event weekend celebration. And as they say, the rest is history.

The All British Gathering 2002 was coupled with the Grand Island Sesquicentennial Celebration and from the start the MGCC / WNY involvement was well received. The weekend of July 27th was dedicated to automotive events that occurred at the 100 year celebration in 1952. Back then 73 cars and drivers competed in the Grand Prix of GI. Three drivers from that race were able to join in with the 2002 Grand Prix re-enactment in which several MGCC / WNYers managed to participate.

In the 1952 race, Bruce Norton (Rochester, drove a Crosley-Super Sport), Tommy Hoan (Hamilton, Ont. drove a MG TC) and Jim Ottman (Kenmore, drove a Singer, see SPOKES, Volume 44 Numbers 7 & 8 for Jim Ottman's story).



Friday Night's Mixer

Friday night the Holiday Inn crowd of auto enthusiasts met for a mixer to start the weekend off. A tent was set up, a band "played" and pizza was provided. Just a short distance away was a view of the east branch of the Niagara River.



Saturday's Import Auto Show

Four car shows were scheduled from 10am-4pm on Saturday. The Import Auto Show had about 100 cars on display including the cars that raced in the re-enactment. The British Car Club of WNY and the Buffalo Octagon Association were well represented and helped to sponsor the events. The MGCC / WNY had 17 cars on display. The results were:

John Baum	MGB - Honorable Mention
Dave Chase	MGA - 1 st Place
George Haynes	MGA - 2 nd Place
Allen Hess	TR-4 - 2 nd Place
Gil Langswager	MGTD - 1 st Place
Scott Perry	76 MG Midget - Honorable Mention
Doug Scribner	Wolseley Hornet Mk III - 1 st Place
Dick Rzepkowski	77 MG Midget - 1 st Place
Steve Sangster	MGB - Honorable Mention
Bob Tescione	Morgan - 1 st Place
John Thompson	Riley - 3 rd Place
Dave Wild	MG TD - Honorable Mention

Obviously, we did very well! The total listing is due out soon and will appear in the next SPOKES.





Saturday's Vintage Race

The "race" was staged in several 4 lap sets with police escorts as the auto show continued. The old course was used. And nobody had a good time as you can see from the bugs on their teeth.



Circumnavigating the Island

At last we left the GI Rod and Gun Club grounds and joined in “Thunder on the Island” parade around the parameter of the island and back. At the south end we drove through a “round-about” and returned facing the rest of the parade line of vehicles. A section of Corvettes, bikers, and custom “hot-rods” added to the string of precious metal. The drive was welcome after a hot day (93°) in the sun.



Saturday Night Banquet

Brock Yates was the guest speaker for the Import Show Banquet. During the banquet a slide show of the days events was provided by Highland Design Studio. Steve Rossini and Angelo Lisuzzo did a great job capturing the event and show. Photos can be seen at www.motorsport.com.



The return trip

Sunday started with packing in the rain. Soon after getting gas we heading back via Rt. 31. A stop for ice cream and on to Leon and Barb Zak's for a tour of their new home.



By all accounts it was a good time. We haven't done it in a while so we didn't know how well it would go. There were six events, all selected to give the participants a challenge and the spectators entertainment. Betty made three trophies for first, second and third place. They were wooden plaques with neat little wooden cars and wooden numbers with "FUNKHANA 2002". There were lots of "ohs & ahs".

The first event was to blow up a balloon on the tail pipe. The navigator had to hold the balloon (rubber glove) on the pipe while the driver started the engine and revved it up to inflate the balloon to a foot in diameter. There were a few "blowouts" and a few flying balloons, but they all got through it. The fastest time was done by the Sangster's. Joan Heaney asked me how she and Paul were going to do it with their electric Cobra. Gee, I hadn't thought of that! We'll just have them use their other vehicle, a Ford F150. Hey, we're flexible.

The second event was the blind driving. The driver was blindfolded while standing outside the car. The navigator then handed the driver the keys and directed the driver into the car. The driver then started the car and proceeded to drive the course being directed by the navigator. And John Thompson thought he was moving so fast! The best time here went to Julia Hess, being guided by her dad.

The third event had the driver drive in a circle holding on to a rope attached to a pylon in the center. The navigator placed cups on pylons on the outside of the circle if the driver got close enough. Best time on this one was done by the Sangster's, and Pat got all the cups on too.

The fourth event was the three legged race. This was done by tying the driver's and navigator's inside legs together while they were outside the car. They then had to get in the car, start it and drive a short distance. It was interesting that some got in on the driver's side and some on the passenger's side. Whatever works. The fastest ones here were again the Sangster's. Steve driving and Pat navigating.

The fifth event was backing up to a bull's eye. Here a pointer was attached to the rear bumper of the car. The driver had to back up to place the pointer over the bull's eye on the ground. The navigator could help direct as long as they stayed in the car. We were very lenient here and the navigators were very inventive. Some hung way over the boot on open cars, some sat in the back seat of Mini's and Joeanna DeBlaere laid on the rear deck of the GT with the hatch open. She had her nose right over the pointer. Maybe we should have been a little more strict with the rules. But what the heck, it was for fun, right? The winner – the Rampe's. And Kathy wasn't as close to the pointer leaning over the boot of the Spitfire as Joeanna was in the back of the MGBGT.

And last, how slow can you go? The winner of this event was the driver who could drive the car the slowest for 50 feet without stopping. One of the fastest guys in the autocross series turned out to be the slowest driver in this event. Taking a minute eight seconds was Doug Scribner with Laurie cheering him slow.

The overall results are —

Place/Team

- 1 Steve & Pat Sangster
- 2 Doug & Laurie Scribner
- 3 Bill & Kathy Rampe
- 4 Allen & Julia Hess
- 5 Mike & Beverly Mack
- 6 Joe & Joeanna DeBlaere
- 7 Arnold & Stacey VanDenburgh
- 8 Roger Gunther & Lynn Smith
- 9 (tie) Dick & Marlene Rzepkowski
Julia & Allen Hess
- 11 Dave Chase & Samantha Jeawski
- 12 Scott & Sharon Perry
- 13 Dick & Eve Manca
- 14 Paul & Joan Heaney
- 15 Brooks & Gayle Schneider
- 16 John & Chris Baum
- 17 John Thompson & Jacqueline Baum

Another challenge was a guessing game. Betty made black & white checkerboard cloth bags of octagon shape. In one for the ladies she put 15 kitchen gadgets. In the other for the men she put 15 car parts or tools selected from my stock. The object was to feel the items through the cloth and write down what you thought they were. The winner was the one who guessed the most correctly. It was a three way tie for the women. Getting 14 right were Pat Hogan, Stacey VanDenburgh, and, working together, Samantha Jeawski & Lynn Smith. The outright winner for the men was Arnold VanDenburgh. He said he realized they weren't Triumph parts but he went ahead and won anyway.

We want to thank all those who helped on the events. It was hot out there under the sun but you all endured. And thank everyone who ran the events. We hope you enjoyed it. If we do it again next year there will be different events. We got a lot of them. We're also open to suggestions.

This was held in conjunction with the summer steak roast which was delicious as usual. The Rush Firemen's field was a great spot to have it. The pavillion was a nice place to get out of the sun.

So we got through another fun event.

*Thanks again,
Betty & Gil*



So Long Steve

by George Herschell

Writing for Spokes is a joy and something I love doing very much. Occasionally, though, I have to do an article that is not only difficult but one I wish I didn't have write. This is just such an article.

Steve Brown passed away July 18th after a sudden attack. Steve has been a member of WNY Centre since 1989 and although he didn't make many meetings (living in Oswego made that difficult) he did participate in many club events. He was always at the car show working and usually made the summer steak roasts and did participate in a number of our New England Mountain Adventures. But Steve is probably best known for his car. If you look at this years Spokes calendar for August, there is "Not a Kit", "and Kaboodle", Steve's white TD and its white trailer.

That TD with and Steve and Judy traveled all over together and his philosophy was "a TD should be driven, and they should be driven with the tops down." In all the years that I have known Steve and traveled with them I have never seen the top up. In fact on one Mountain Adventure, we forced him to show us that the car did in fact have a top. But it was always stowed away. No matter what the weather. On the first Mountain Adventure Steve and Judy didn't leave Oswego until late in the afternoon, and pulled into the Chalet in Manchester Vermont in the evening (9:00 to be exact.) The

top was down, Steve was smiling and Judy was blue from the cold. One year in Stowe, for the British Invasion, it poured all day but the top was still down on that car.

Steve took great delight in telling people that his was a real MG not a kit thus the distinctive license plate. When he began traveling with the trailer in tow he couldn't resist putting on the "Kaboodle" plate. It made for many comments and it was an indication of Steve's great sense of humor.

He was always there, for anyone needing some help, and that trailer carried many tools and parts that were always available to the needy. He was a true MG enthusiast and typified the "Marque of Friendship."

We, on the Mountain Adventures, probably got to know Steve better than most club members and he was a wonderful fun person to be with. He will be missed by all who knew him.

Our sympathy goes out to his wife Judy and their children. They have lost a wonderful husband and father and we have lost a true friend. People like Steve are rare and come along only once in awhile. I am glad that we were fortunate in being able to be there, to get to know him, and to be able to call him our friend. He was truly a gem.



One of the joys of this MG fascination has been the wonderful friends we have met along the way. They have been a constant source of joy and every once in awhile they come up with some sage advice. One such friend and member with such advice is Al Colquhoun from Welland. One of his favorite comments when something goes wrong is “even Betty Crocker burns a cake now and then”. Well over these many years of playing with MG’s we have “burned our share of cakes” and most of the time try to forget it. We really don’t want to share with others how really stupid we really are but. . . it’s time to cleanse the soul.

Cake number 1: In 1971 we took the TD to a T Register event in Jug End Mass. It was our second time there but the first time the TD was driven there under it’s own power. The day was beautiful and we decided to put the top down and do the whole sports car thing. It was a cloudless day and the temperatures were in the low 80’s. We took the thruway to the Mass. Pike and then over to the Stockbridge area to Jug End. (about a 6 hour drive) Just outside the road to the Inn we put the windscreen down and told everyone we had come the whole way like that. Naturally no one believed us. Everything was fine until the banquet that night. At dinner there was a “contest” of sorts to see who was redder, us or the lobsters being served. Betty Crocker burned more than a cake on that trip. It did teach us to use sun screen and keep the top up on long highway trips.

Cake number 2. We traveled with Al and Liz Colquhoun to Gerry Gougen’s Autojumble one October. I had put new points in the B some time previous to that years New England Mountain Adventure. The car had been running beautifully so I never checked them before leaving on this trip. I should have remembered that after about 300 to 400 miles it is always wise to check the gap on new points as they do change somewhat during running. We pulled in to the restaurant in Fonda and had lunch. When we came out the B would only turn over but not fire. Checking the distributor, I found the points had changed enough so they wouldn’t allow any spark to go out. We (Al the I) managed to get them re gapped (in the rain I might add) and were on our way with no more problems on the trip. “Betty Crocker” reared her head again.

She also reared her head a number of times on our travels and our routes. I always prided myself on the fact that I have a pretty good sense of direction but on one Mountain Adventure in particular the “Fearless Leader” (yours truly) was neither. It wasn’t bad enough that I got lost trying to get through Tupper Lake but then I missed the turn to avoid Carthage and we played “Sports Car Square Dance” or “Swing Your MG’s To and Fro, I’ll Find The Right Road Do Se Do”. But. . . the crowning glory on that trip was my not being able to find my way out of the Burger King parking lot in Oswego. I think “Betty Crocker” “burned two cakes that time.

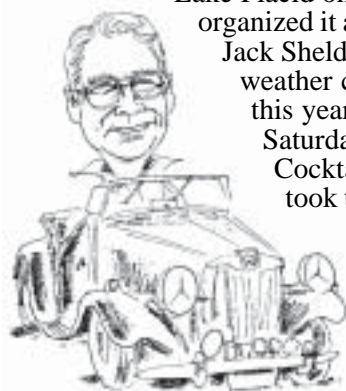
Cake 3. I rebuilt the master cylinder on the MGB without taking it out of the car. It can be done but there are easier ways. However, suffice it to say that both pedals must be removed and then with much care you can empty the cylinder and change the piston and rubber seals **and concave washer**. I accomplished all this, put it all back together, and tried to bleed the brakes. No resistance. Look at the directions and then discover that the washer was put in the wrong way round. Go back to square one, say words that I didn’t know I knew, and do the whole thing all over again. This time I put the washer in the proper way. That was a cake and two pans of muffins.

Cake number 4. We were getting the TD ready for the T Registers event in Rochester a couple of years ago and I had re done the brakes. When it came time to bleed them, Nancy sat in the car, **on the floor**, holding the steering wheel, to push the pedals while I managed the bleeder screws. (Nancy sat on the floor because the seats were not in. To fill the master cylinder on a TD you access it by removing the metal cover in the drivers footwell) Nancy had trouble trying to get the pedal all the way down because she is not quite tall enough especially sitting on the floor. After a few attempts and those words again. I decided to wait until I could have my son Jim (who has longer legs) come over to help. That was only a small cake.

Cake number 5. This is probably the most outlandish, and dumb thing **WE** have ever done and I say **WE** because it cannot be credited to either one of us. **WE** share the blame equally. One day we were going out to run some errands and both Nancy and I had to go. Visualize if you will, my Pontiac and Nancy’s Buick parked in the garage side by side. The Buick being on the left and the Pontiac on the right. The conversation went something like this. “Which car should we take, yours or mine? I don’t care it’s up to you. Well make up your mind. It’s up to you either one is alright.” We both got in only to find that Nancy was sitting in the passengers seat of the Pontiac and I was in the drivers seat of the Buick. I looked over at her, she looked over at me and we both doubled over laughing. To be so engrossed in conversation that neither one of us saw what the other was doing was totally unbelievable. That wasn’t a cake, a muffin, or a pie, on that one Betty Crocker burned the whole damn kitchen. So remember when you do something dumb, you’re not alone. At one time or other we’ve,

Been There Done That,

cake and all.



Our traditional September event was the tour to Lake Placid on the 7th & 8th. Chuck Heindl organized it as usual and Bill Hackman and Jack Sheldon laid out the route. The weather cooperated, fortunately, because this year we had an added attraction. Saturday afternoon was a "Floating Cocktail Party" on a tour boat that took us on a sightseeing tour around the lake. There were 12 entrants meaning 24 people plus the organizers, so it made a nice group for a party. Of course there was the awards banquet Saturday night, then a party in the game room afterwards. Sunday was for shopping, sightseeing, and heading back home.

The next club event was the Concours d'Elegance at Watkins Glen on the 21st. We were asked to do it again by the Grand Prix committee. (Note that this was a club event back then, not just some of our members working with the festival committee as we do now). We did enlist the help of the Genesee Valley Antique Car Society in judging. My recollection is that it was again a successful event.

We had two of our officers resign in August, our treasurer, Dave Snyder and our rallyemaster, Brad Rising. This was obviously a low blow. We held an election at the September meeting and put Don Byers in as treasurer with Carl

Clark taking on rallyemaster. At that meeting there were 18 members present. The treasury had a balance of \$204.40.

The September "SPOKES" consisted of the Chairman's column, the minutes of the last meeting, the results of the August rallye, the results of the tour to Lake Placid and some technical articles plagiarized from some car magazines. Not a lot of material for this report. But at least it gives us a glimpse of the MG Car Club forty years ago.



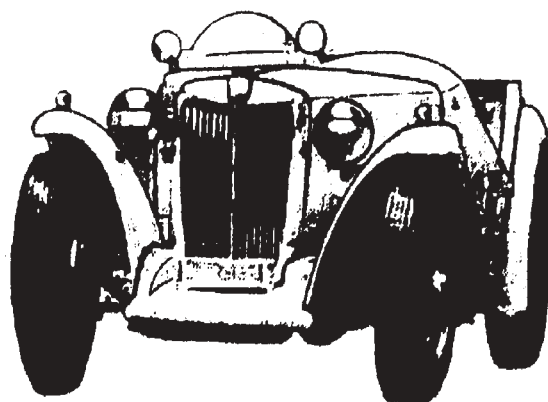
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7 Irving Black
7 Danie Goodwin
7 Leon Todaro
7 Rebecca Van Dorn
9 Linda Odenbach
10 Ellen Agosti
10 Karen Martin
12 Richard Shineman
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27 Jim & Marlene Bartasevich
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CHEERSTO ALL

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8 Robert & Annabelle Tescione
9 Jim & Judith Bowers
10 Leonard & Marilyn Bieck
10 Dave & Barb Wild
12 Karen & Roger Jaczynski
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13 Ted & Kathy Hershey
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16 Joe & Linda Fazio
16 John & Karen Martin
18 Bill & Suzanne Glanville
20 Wally & Doris Roworth
25 George & Pamela Slack
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CHEERSTO ALL

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3 Kathleen DeRider
4 Ruth Philip
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22 Mary Sweeney
24 Charles Elam
25 Timothy Paul
25 Howard Pratt
26 Joan Heaney
27 Larry Pogorzala
28 Roger Leavy
28 George Tennant
28 Glenn Wakefeld
28 Marilyn Bieck
28 Bridget Tierno
29 Al Colquhoun
29 Kathy Pogorzala
30 Bruce Freeland
30 Suzanne Keppeler

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Leonard & Mary Solomon
3605 Coats Road
Burdett, NY 14818-9617
607-546-2357
TD/C restoration project



On Collecting

by Chris Williams

“You could probably get a whole new carburetor for under a hundred bucks, and think about the time you’d save.” Andy, my neighbor across the aisle at work is a drag racer. Shortly after he moved into the neighborhood he stopped over to say hi and noticed the sign on my wall which says “You’re born. You die. In between you work on cars. Everyone should be so lucky.” We’ve been collaborators on automotive issues ever since.

The subject of discussion was the White Fright. Despite my mutterings and incantations, and a whole lot of wishful thinking, it still doesn’t start the way I really want it to. Now if this was just another utility truck, to be nursed through the upcoming Winter, I could possibly live with that. The issue of course, is that the White Fright also serves as the Phoenix Acres Plow Truck, which in my mind puts it just about smack dab in the front of the Critical Path, manifesting itself as an obstacle.

Andy and I had been on our way to lunch, he relating his latest struggles to get another eighth of a second off his quarter mile time, and me relating my struggles to get the White Fright to behave in the way I know it can. The R type engine, in “22R” form with which the truck is equipped was, in various forms and displacements, one of the workhorses of the Toyota truck fleet for many years. In that sense, it’s analogous to the BMC A-series engine, which appears in 1275cc form in my Midget but has a long history of use elsewhere. A lot of them were built, and because of that it’s not hard to find parts as well as pockets of expertise. In some cases, folks like myself, who’ve owned a number of these, or the 22RE follow-on which was essentially the same engine with the carburetor replaced by electronic fuel injection, at least have a significant mental database of experience to draw on. And my experience was telling me that I not only could do better but needed to do better.

Treated right, a cold 22R will pop to life in about a half revolution of the crank. Like any good system, however, this requires all the components to be effectively “on spec” and to feel like cooperating on that particular day. The problem with the White Fright is that I need to turn the crank many times before the engine struggles to life. Once it starts, it settles down to a smooth idle, and pulls strongly when asked to. Of course, it took a little work to even get to this point. A couple of weeks ago, I could barely stand to drive the truck because the idle was so rough it shook the truck at stoplights. I’d done all the ignition things just to be sure, and replaced all the vacuum hoses, to no avail. I was running out of options that were easy to do.

Finally, in deep frustration, I took my trusty medium-length ratchet, a knuckle-clearing extension and the 12mm socket, and pulled the two nuts holding the air cleaner in place. One more wing nut at the top, two vacuum hoses, and once again I was underway stacking parts on the shop floor. With the air cleaner off, I plugged up the vacuum lines that had been opened and started the truck. With the truck idling as rough as a cob, I shot a little carburetor cleaner around the now fully exposed intake manifold, and lo and behold when I did this at the number two port the idle smoothed out and the idle speed picked up. Fair enough. Somehow I’d sucked a hole in the intake manifold gasket, and the leaned-out mixture at number two was causing it to miss at idle. Thus it was that a fine Sunday afternoon was contributed to removing the intake manifold and re-seating it.

The precise cause of the gasket failure wasn’t clear to me, but when scraping the last vestiges of the old gasket off

the head and the manifold, I seemed to sense some minor irregularity in the mating surface at the head. If this were a high performance engine, or one that I expected to take far from home, I would have pulled the head and had the surface made extremely flat. In this case, however, I used a gasket compound to add a little more tolerance to the overall gasket system and put it all back together. I’m hoping this does the trick, ‘cause it’s a whole lot simpler than pulling the head.

It would have helped, of course, to have remembered that on the 22R there is coolant pass through the intake manifold, which is a major contributor to good cold weather drivability. I suppose one way to rationalize my oversight is that I also managed to work in a coolant change along with the gasket job. I just wish I could have collected the old coolant in something a bit more portable than the shop floor. I knew there was a reason I have a paper shop towel dispenser hung on the wall.

So – we’re down to the fact that all I have to do is fix why it won’t start the way I think it should, and the way I need it to if it’s going to be dependable snow removal equipment this year. One of the “truths” about the 22R is that in order to get a clean and early cold engine start, one needs to set the automatic choke with a stab on the accelerator, and then pump a whole bunch of raw gas into the intake manifold with the accelerator pump. As counter-intuitive as this may be, I’ve never been able to flood one out by doing this. Conversely, without enough raw gas in the intake manifold on a cold day, you can crank until the cows come home with, as the saying goes, “no joy.”

With the air cleaner off, I was able to verify that the choke is closing as it’s supposed to. Using a flashlight, I looked down the primary carburetor throat and rolled the throttle open. Where there should have been a nice stream of gas dropping into the throat, there was nothing.

OK then. I know what the symptom is. For whatever reason, the accelerator pump isn’t working. The cause, however, could be a bad pump, or possibly an incorrect float level, although this is unlikely in that everything else seems to work fine. I thought there might be a chance that the carb is just gunked up from all the sitting the truck does in between calls for its services. Thus, the discussion with Andy on whether it would be better to get a rebuild kit or an entire carburetor.

I actually tried just driving the truck for a while, to see if maybe steady use would fix the problem. In the end, however, I ran out of patience, so that approach “lost its lustre.” Based on Andy’s suggestion, I called my parts store to see what options I had, and the answer was that they could get a rebuild kit, but they had no listing for an entire carb. I surfed the web for a while and priced rebuilt carbs vs. the kit, and kept coming up with prices well over \$100 and from 3 to 10 times more than the price of the kit. Thus the decision became easy – I ordered the kit.

It would appear that there continues to be an active aftermarket of parts and rebuilds and performance improvements for this model truck. Thus, if I really wanted to spend the money I could buy my way out of any number of problems. The idea of rebuilding the carb has a certain appeal, though, even if it is the lower cost alternative. It’s 4 bolts and a bit more to get it off, and then a nice easy bench job for a weekend or even an evening. Not that I lack for things to do, but every now and then the ability to make a real difference

without standing on my head (physically) or lying on my back on the floor has a certain “civilized” appeal.

There was also a key revelation which resulted from my surfing experience, and which may preclude the need to do any “Remove and Repair.” One of the websites I visited had drawings of the carb model on the truck, with “flyover” labels for various parts and components, which enabled me to realize that what I thought was the accelerator pump, and was at least moving when the throttle was opened, was something else entirely. In fact, it seems to me that there’s a chance the accelerator pump may have simply become disconnected. Okay, I’m entitled to at least one more wishful thought before I go ripping the carb off the manifold. Wouldn’t it be nice if this turned out to be a “simple” fix? I’m sure I can find a replacement for a nice easy bench job if I look hard enough.

This is a truck that I don’t expect to last forever. Unlike some of the other members of the Collection, which I intensely manage with a “forever” mind set, any truck in plow service has a fixed life. However, I’d like another 5 – 10 years before I have to go looking for another plow truck. Thus, if I’m going to live with this truck that long it had better be “right,” or one of us is going to be the worse for it.

A net result of doing this, however, is that of course other work in the queue keeps sliding backwards. Oh Well. I’ve no doubt it will be there when I get to it. I pretty much think this working on cars and trucks stuff is highly therapeutic, and I still get a rush when I can make something “right” that wasn’t. I’m sure hoping I don’t run out of things to do any time soon. With a daughter to move to her first apartment, I may not get back to this until after the Vintage Weekend at the Glen, but it’s high enough on the list that I’m pretty sure something will be “different” by October. In the meantime, to paraphrase the sign on my office wall –

You’re born. You die. In between you work on cars.

A lot

And I still think everyone should be so lucky.



Funkana 2002



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Jay Lockrow

Grand Island Grand Prix Re-enactment & Car Show 2002.

One thing is definite and that is the weather for this event was HOT!

For years I have been to events in the summer weather but this one out there on the skeet and trap field was one of the warmest that I have ever attended. Fifty years ago the weather was warm but not with the high humidity. It was warm enough that when the race was over we went to a friend of my dad's house on the river and went swimming. It was better than fighting the traffic as there was only one bridge in those days.

The re-enactment was a fun event. The cars were outstanding and it was great to see real sports cars with numbers on them running on public roads the way it used to be. It was great fun to have several of the original cars and drivers from the original race in 1952. It would have been wonderful to have had the Bill Spear and Jim Kimberly Ferraris back. Both of these cars have been for sale in the past few years and you probably would have to sell Grand Island to get them. Vintage Ferraris bring big dollars.

In the car department we should first mention Gary Dryer of Williamsville who is fortunate enough to own two cars that were raced at Grand Island. The first car he brought was a 1952 Allard K2 powered with a Lincoln engine. Gary bought this car in a wrecked form and rebuilt it. It was wrecked by the original owners in the late 1960s and went through several owners before Gary acquired it. Gary has rebuilt the car to first class condition and it has won many trophies. His other car is the ex Tom Hoan 1949 MG TC that Tom drove to a class win in the 52 race. Tom graced us with his appearance for the event and Gary let him drive his old TC around the course. He was not timed but I doubt if he beat his original time. This car has a long racing history and at least four owners since Tom had it including my dad and of course Gary.

Another car that raced at the 52 event is the 1948 MG TC of Lyn Laman who not only lives on the island but on the original course. Her car was originally owned by Fred Woodmanse of Tonawanda. I do not know much of the history of her car but she could probably fill in the information..

Jim Ottman came from Elba NY for the re-enactment and Jim drove a Singer in the original race winning his class. Jim says he still has part of the trophy that he won at Grand Island. Jack Archibald of East Aurora was the technical inspector at the original race only because he had flipped his MG TC at Bridgehampton earlier in the season. He had the car at Grand Island this time however having owned the same car 53 of its 54 years.

The car show was well attended and there was a lot of interesting machinery. The most unusual and very choice was the 1946 Alfa Romeo coupe brought down from Canada. Unfortunately the owner had a problem with the car and he put it back on the trailer and went back to Toronto.

This was a fascinating car with huge alfin drum brakes and a twin cam six cylinder engine. This was basically a pre war car but one of the first built after the war. Beautifully

restored and a shame it had problems. There was an interesting 52 Cooper and a Jaguar D type replica. There were several very pretty Porsches but in particular a lovely 365 coupe in absolute pristine condition. Bobby Deull had his 52 Aston Marton there along with his Panhard junior. There was truly a wonderful assortment. There were plenty of MGs, Triumphs, Jaguars and people. The happiest had to be the drivers in the re-enactment and as someone said to me "The whole effort was worth it seeing the smiling faces on the drivers as they returned." It was a lot of work and many thanks to all who helped. Now if we could get some of those old unlimited hydroplanes back for the antique boat show!!!

Last but not least thank you to all that helped in this event. from driver, track workers, judges, vote counters and more. It could not have been done without you!

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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

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