

The
SPOKES

Founded 1958



Volume 45 Number 8

August 2003

Official Publication of the MG Car Club Western New York Centre



The British are coming, The Brit..., whoops - The MG Car Club is coming, The MG Car Club is coming .



Next Meeting - August 21,

**at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, 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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ADVERTISING RATES as of January 1, 2002

The fee for copy ready business advertising is:

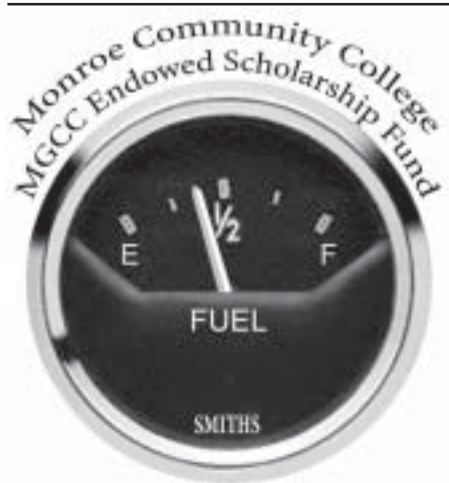
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Half Page	\$27.00	\$110.00	7.5 x 4.8
Quarter Page	\$16.00	\$65.00	3.6 x 4.8
Eight Page	\$11.00	\$44.00	3.6 x 2.3

DEADLINE for submitting to the upcoming **SPOKES** is one week after the general meeting.
SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

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.

Cover Photo by Leon Zak, various Funkana photos throughout by Scott Perry & Leon Zak



\$ 3,802.00

Courtesy of Allen Hess



There's NO WAY we could loose ...

well maybe there is one way ...



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Herschell

George Haynes
Gil & Betty Langswager

Dave Chase
Richard & Bethel Powers

Alex Kopen
Dave & Barb Wild

Joe Tierno
Steve Fitch

George & Nancy
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 working on it.

Later, Leon

MGCC Meeting Minutes July 17, 2003

Meeting called to order 7:40 PM

Previous months minutes accepted.

New members & guests: None

Treasurers Report, John Baum in Calif. but says we are in "Good shape". "Same as last month". We did make some money on the car show. Details at next meeting when John is back.

Regalia, Dave Chase says he has name tags.

SPOKES, Leon Zak, articles due 7/24.

Activities, Joan Heaney, details elsewhere in this

SPOKES: Next couple of months look like:

7/17 45th MGCC ANNIVERSARY Party. Joan Heaney.

585-624-8182. Pay Joeanna De Blaere-585-229-2230.

Sept Watkins Glen (MG races moved up to Friday, 9/5).

Brunch Run & movie, Kathy Rampy.

Fall Tour, Tim Rizzo

Garden Tour, E.Hess

Web site, Scott Perry, 45th Anniversary party link is now up on the site.

Dave Wild reported on Watkins Glen Vintage weekend in Sept. (9/5), only the open roadster tour has openings. See/call Dave for details.585-223-1065.

Seeking volunteer to handle AUTOCROSS materials or their may not be an autocross.

New Business: Dave Chase suggests we add Hildean dates to calendar like we used to. He will provide dates to editor-to be.

Car & Parts for sale:

'95 Chevy Camero, VGC, V8,6 speed, \$5K, 100K miles, Call Bob 585-229-4332.

'63 Volvo, 2 motors, Call Al Costich, 585-482-2695, for details.

'59 Chevy P/U, partially restored, all there. Call Dick Rzepkowski, 585-381-3180 for details.

Spitfire engine & tranny call Chris Williams for details, 315-926-5079.

'72 Midget parts, motor etc., B.O. George Shetterly 585-243-0950.

'94 Geo Tracker, 144K, \$2500 OBO, Tim Rizzo-585-621-5693.

'79 MGB, VGC, Dave Chase 585-334-6826.

Prizes awarded.

Meeting closed 8:20.

Respectfully submitted,

Joe De Blaere, Secretary.

Respectfully submitted,
Joe DeBlaere, Secretary

July 2003 Attendance

Gil Langswager	John Peck
Betty Langswager	Jeff Moulton
David Wild	Doug Scribner
Paul Heaney	Laurie Scribner
Joan Heaney	Ken Stickle
Joeanna DeBlaere	Bob Tescione
Joe DeBlaere	Gwenn Poulton
Dave Chase	Nick Poulton
Lane Boughton	Bill Bethune
Dick Rzepkowski	George Haynes
Marlene	Allen Hess
Rzepkowski	Matt Callahan
Nancy Herschell	Bob Harris
George Herschell	Cynthia Jack
Alan Costich	Doug Jack
Anne Faust	Sharon Perry
Gene Faust	Scott Perry
Steve Sangster	Jeff Kath
Pat Sangster	Chuck Swarts
Bess Kopen	Elaine Hess
Jim Davis	Mabel Case
Leroy Hokenson	John Thompson
Dick Giambro	Wally Roworth
Allyn Wagner	Bruce Krobusek
Tim Rizzo	Susan Krobusek
Rhonda Rizzo	Al Fink
Joe Fazio	Bill Glanville
Brian Smith	Leon Zak
Don McConnell	Barb Zak
John Coleman	Dick Powers

*The MG Car Club of
Western New York
Cordially Invites You To Attend
The Celebration of Their 45th
Anniversary
Sunday August 17, 2003
Hors D'oeuvres 12:30 pm
Deluxe Buffet 1:30 pm
At the
Steamboat Landing
205 Lakeshore Drive
Canandaigua, N.Y.
\$24.00 per person*

The Classifieds:

95 Camero, V8, 6 speed, VGC, Looks & runs good, \$4900 OBO, 100k miles. Call Bob, 585-229-4332

For Sale: 1973 Triumph GT6, solid original car. 1980 Spitfire, fresh engine, solid car with suspension upgrades. 1981 VW Scirocco. Reasonable prices. Please call John Manuele at 458-6450 during the day.

1957 MGA 1500. Red with black interior. Car was registered and used up to 2002. Original engine, wire wheels, body very sound except for patched sills and minor ding under grille. Fender beading removed but all fenders and inner fenders very sound. Vinyl covered seats, needs top and carpeting. Very sound car needing a little TLC. Ill health forces sale. Dan Suter has seen the car and can provide additional information. 377-1877. Owner is asking \$3200.



Quiet please .. we're figurin...

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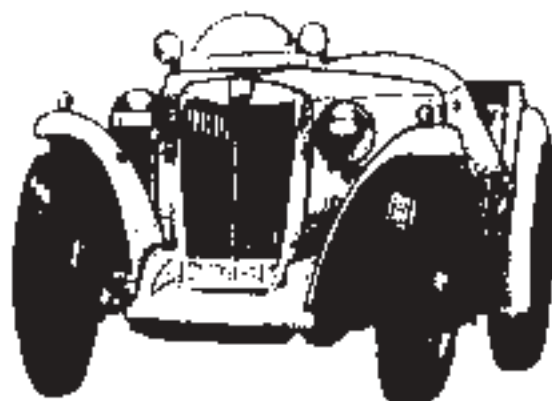
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From Activities Char

Joan Heaney

It hardly seems like eighteen months of my tour of duty as activities director has gone by. It has been a very interesting and rewarding time. I got to meet and work with many great members of the club. I have a few more events to pull off and then I pass the baton on to the next activities chair. I must say that there are days when I say Yes, I will be glad to be finished with the position and yet I feel that I will miss the actual fun, yes you read that correctly, fun of planning activities, working with members and then actually going and seeing everyone having a great time.

This is not a position where I have done all the work. There are many, many members of the club who will take on an activity and do a great job. I can not take credit for the events of the past 18 months. There are many that automatically happen year after year. There are those who take on one event a year and have a great time planning and running it. I am thinking of compiling a list of all the events and the members who worked on them. It will probably be my last article for the year and probably very long because of the list of people who have worked.

Paul and I have enjoyed all the activities we participated in. We look forward to the great activities already in the planning stages for the year 2004. I would say that about half of next years activities are already being planned and I am sure that the group will enjoy some of the new events being worked on. Watch your calendar and the newsletter for activities information.

Right now, Paul and I are looking forward to the 45th Anniversary Party. We have many people signed up and the members of the party committee have an interesting program planned for you.

See you at the meetings and events.

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ART ON WHEELS

Sunday September 14, 2003

A dinosaur made entirely of tires

A tower of bicycles,

A pyramid made of hubcaps

***and more than two dozen cars turned
into unforgettable works of art.***

In the fashion of Rochester's Art Horses from a couple years ago, Art on Wheels is a major public art exhibit that brings artistically transformed automobiles and other works of art to dozens of cultural, heritage and historical sites throughout Buffalo Niagara with a transportation theme.



There is a booklet (the Passport) available with the suggested Arts Trail covering 57 projects.

Artists have created art cars and large-scale sculptures from recycled or found materials for outdoor viewing as well as smaller works for indoor exhibition. The theme-transportation and the wheel-recalls Buffalo Niagara's role as a transportation hub, dating back to our history as the terminus of the Erie Canal.

This project is sponsored by various Buffalo area companies - Wegmans, M&T Bank, Buffalo News to name a few.

A Rochester location will be decided and we will leave Rochester approximately 11:30 am.
Watch the next newsletter for more details.

We will start the tour in Buffalo at 2pm
Tickets are \$19.95 per person.

We'll find a local Buffalo restaurant where we can all eat together and then caravan back to Rochester.

Any questions, check the next Spokes
or Call 624-8182 J Heaney
www.artonwheels.org



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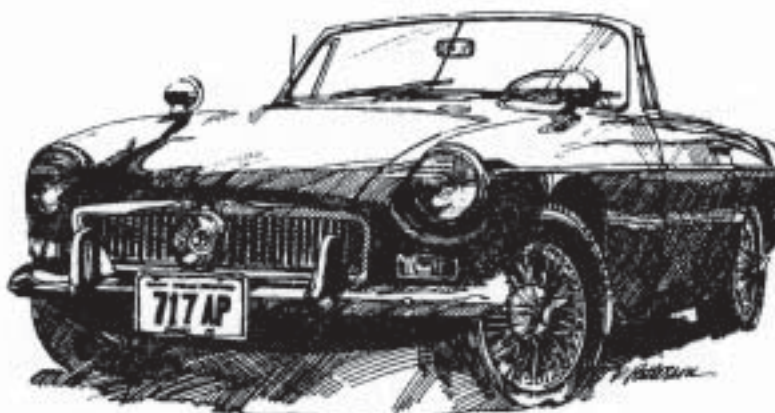
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Jay Lockrow

All right I know many of you are chomping at the bit wondering about the answers to the quiz in MOWOG but I am going to let it go another month before the answers are printed. After all I wrote it a month before it was printed so it seems a long time but I will give it a bit more. One club has not put out their newsletter yet (bimonthly) so we must give them a fair chance. The responses that I have had are pretty good but some of the questions I thought were easy people missed and vice versa. You never know but I am interested if you like this sort of thing once in a while? Most of the feedback has been positive and we shall keep trying. The questions are fun to come up with and most came out of my head. I did have to look the spelling on a few names, as the computer does not have things like MOWOG in its word bank. Dumb computer, it still highlights things like Bugatti, Offenhauser, Frazer Nash every time I use them.

If you read this every month then you are obviously a motor head. In which case you probably have two or three cars and possibly more. Possibly you have owned one from new and purchased the others used. Now the question arises do you know the history of the cars that you have bought used? My TC for example I know the party from whom I purchased it but know little of it's history before that. One person told me one time he recognized the car and it came from the Connecticut area. He remembered it being raced. I purchased it from a party in Oneonta N.Y. Not that far away so it is possible. I have no further information than that except that I have owned it 38 years and still going. In all the years I have owned the car and with everything I have disassembled at one time or another I have never found anything which might have given me any clue as to where the vehicle had come from. Someone at one point put a TF 1500 block in the car but I have no idea whom. One time I found a quarter in one of the door pockets but that was about it. There was some pretty crude work in the car in different areas but that has been mostly taken care of over the years. One of these days when I win the lottery I might do some more. The point is there were no indications anywhere as to who owned the car or where it came from. My TR6 on the other hand was purchased from a very good acquaintance and I

know the total history from new. It was delivered to him at Browns Hotel in London in the fall of 1968. It was driven through England, Ireland and Wales and then shipped back to the U.S. and then driven home from the point of entry. The envelope that contains the instruction manual has the original owners name on it and the ashtray still contains a piece of Heather picked in one of the countries the car was in. The car is in original condition never having been in the damn salt and only the necessary items like tyres, sparkplugs, water pump etc have been replaced. It is so nice to get under a car and work on it and not have to use cold chisels, torches and hammers to get things apart.

What have you been able to find out about your car? Does have for example a sticker on it for a school or a business parking lot? Does it have a sticker for a beach or club somewhere? Was there a pamphlet in the car for petrified creatures or underground caverns? Was there a mileage sticker for oil changes from some service station in East

Overshoe or a service slip from a dealer in Lost Wages? These are all clues to the whereabouts of a vehicle before you purchased it. They can be useful or dead ends. It all depends of course as to how diligent your research is and are you really interested in the research. Recently my friend Brian Neri purchased a Riley from a party in Canada. So far he has found a cigarette lighter, a few coins and a package of firecrackers. I'm sure glad the guys at the bridge didn't find the firecrackers when they checked over the car. We had no idea they were in there. One friend of mine took down the engine of his TC years ago and on the top of each piston was the name and address of a previous owner. I don't recall if he tried to contact the person or not. If you have an English car coming in from the other side of the pond you might be lucky enough to get the original logbook. From what I have heard many of these have been replaced over the years and if the car is really old the original is no longer with the car.

This is all part of the fun and games of old car ownership. Keep your eyes and ears open as you might pick up a clue at anytime that can lead you to the proper information. In the meantime don't just stand there, restore it!

MG ORIGINAL sales brochures showing all MG models, interiors and features for the year. Great for Restorations or Gifts! 1950-59,- \$35 each year; 1963-68,- \$25 each year; 1969-70,- \$18 each year; 1971-80,- \$15 each year. Add \$3.85 shipping VISA/MC; Specify year and model. Have literature all other years, plus all cars/trucks worldwide.
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45th ANNIVERSARY CELEBRATION



August 17, 2003

1958 - 2003

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Steak Roast & Rally

by Kathleen Rampe

What a great day for a rally, beautiful weather, great people, good food and most definitely excellent cars. Bill & I were looking forward to a day of fun. I had only navigated one other time for a MG Club function - the halloween rally. At that time, Bill seemed to take to my giving him directions very well and thankfully we didn't finish last. (Was afraid to have to put the next one on!!) So as we started off, I was a little anxious (to say the least) as to if he would listen to me as he had done before. As we whizzed past the answer to the first question — I knew we were in trouble. "Okay honey, we need to slow up just a bit, going past the church at 25mph (my super vision, not, didn't quite get that date) wasn't a good start. After backing up and getting the answer, we were off again. What beautiful scenery, what a nice drive — was that another "deer sign"? At one point, I caught Bill looking over my shoulder driving and reading the instructions. "Bill, would you like to do both?" His response, "No, no you are doing just fine." At the "Infamous Five Road Crossing" we met up **SEVERAL TIMES** (and I mean several) with several cars all going in different directions - some of us seemed (just a little though) confused but still laughing and having a great time. It was at that point that Bill questioned my navigational skills, but I instantly put him in his place. "Just drive, I know what I'm doing!" (Really???) And oh those rocks, gotta talk to George and Beverly !!! Maybe we should go back and count them again? I remember saying several times "haven't we been by this house (or whatever) before?" At the end, imagine our surprise at winning First Place. But win or not, Bill and I had exactly what we had come for - a great time with wonderful people. And Marlene, you were right - should have had counseling services between the rally and the funkana. Many thanks to the special people who took the time to put this event together. IT WAS STUPENDOUS!!



We'll, if you take off at 12:30, ...

Here's the schedule for the **SEPTEMBER 28** **BRUNCH- DINNER RUN**

12:30 - Meet in front of The Bon Ton at
Greece Town Mall (Ridge Road)

at 1:00 - we'll be at Hurd's Orchards -

Rt. 104 West Holley

then at 2:00 - Ridge Road Station -

16131 West Ridge Road Holley

and then:

4:00 - Brunch Dinner at Tillman's Village Inn - Rt. 104 & Rt. 98

(Answer: just seemed like an interesting thing to do.)

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SUMMER STEAK ROAST RALLYE RESULTS - JULY 20, 2003

The Summer Steak Roast Rallye and Funkhana are history and it seemed like all the participants had a good time. Gil and Betty Langswager did a great job planning and executing the Funkhana; their results appear elsewhere in this issue. The rallye, for which we assisted Doug and Laurie Scribner, featured some new gimmicks as well as the tried and true questions to answer. Awards went to the following:

Position	Names	Car
First	Bill & Kathy Rampe	1978 Spitfire
Second	Dick & Marlene Rzepkowski	1977 MG Midget
Third	Steve & Linda Stewart	1995 Miata
Fourth	Jeff & Wendy Miller	1957 Mercedes
Fifth	George & Mary Ann Shetterly	1972 MG Midget
Bent Cam	Paul Heaney & Dave Ott	1990 Miata

Many other entries did well, confirming our fears that most of the questions were too easy. The possible exception was counting the Deer Crossings.

Thanks to all who participated. We look forward to Paul Heaney and Dave Ott hosting the 2004 Summer Rallye!

Beverly and George Haynes

Many Garden Tours

Sunday August 24th

"I have too many yellow flowers in my garden"

This drive will feature tours of lesser known area nurseries which specialize in rare and unusual species and have truly inspirational demonstration gardens. It will also provide a chance to purchase perennials for fall planting.



The event will begin at 10:00 am at Mini City 847 Holt Road, Webster.
(just North of Route 104)



We will visit four nurseries with a stop for lunch at Tom Wahl's in Avon.
The tour will end with a pot luck picnic dinner in the truly inspirational garden of Rhonda (and Tim!) Rizzo.

Bring the meat you wish to grill and a dish to pass. The grill, drinks and paper products will be provided.



For more information and to sign up:

Elaine Hess
381-9796
elainehess@mgsclub.com

Rhonda Rizzo
621-5693



Club member Bethel Powers, RN, PhD, has just written her second book entitled:

NURSING HOME ETHICS: Everyday Issues Affecting Residents With Dementia.

Bethel has been studying the culture of nursing homes for the past 23 years. This book contains actual quotes and case examples about the experiences of nursing home residents with dementia, their families, and the nursing home personnel who care for them. In addition to being a resource for those working in nursing homes, educators and students, it is also written in a way to help family members and a more general reading audience to understand dementia and the complexities of nursing home life.

Bethel has used many “conversational” examples that amplify: Living with Dementia,

The Nursing Home Experience and Ethics. This is an easy to read, understandable volume that gives insight into nursing home life and issues that affect residents with dementia.

NURSING HOME ETHICS is published by Springer and can be ordered at your local bookstore or on the internet through Amazon.com.

Nursing Home Ethics



**Everyday Issues
Affecting Residents
with Dementia**

Bethel Ann Powers



Springer Publishing Company



It began as just a new noise. Not particularly intrusive, since at the time I was occupied with the niceties of a double clutch downshift into second and an oh-so-precise engine speed synchronization as Ridge Chapel Road came up on the left. It was a pretty Sunday, and we'd elected this to be the day we'd do that long anticipated run down to Knapp Winery for lunch. Swinging the '77 280Z a little wider than I would have liked, but ensuring I wouldn't have a "close encounter" with someone approaching the South end of Ridge Chapel from the North, I rolled in the power in second and heard the noise again.

"Hm," I said. "I hope that's not going to get worse today." I had taken the "duty pickup," or the Phoenix Acres All Purpose Farm / Plow / Utility truck, over to Macedon to get the Z. Eileen had promised that she'd be ready when I returned with the car, and the excursion would begin. She was as good as her word. Loading a few "essentials" into the car, we set off back down Ridge Chapel, took Marion – Walworth Road (the extension of 441 past Walworth) East a ways and then dropped South on the road we know takes us into the Four Church corner in Palmyra. From there it would be an easy drop down 21 to Manchester, where we could hop on the Thruway and run East to Waterloo and then South again.

The run down to Palmyra is largely a Fourth gear run. There are a few stretches where Fifth is a nice option, but I like to keep the turns up since there are a lot of ups and downs in addition to some nice curves. As we slowed for the rail crossing North of the Village, and one which by the way has a huge appetite for front ends if taken too fast, I thought I heard something again, but it went away as I dropped into First and rolled back up to just over the posted limit of 30. This was a third gear run, and in Third I was starting to get intrusive sounds now. Running past a guard rail which was elevated on posts, I could hear pulsating reflections of something "not right" each time we passed a post.

"What's that?" Eileen asked. By this time I was becoming convinced that we had a problem. It sounded to me as though some poor bearing in the transmission was having a bad day, and the ball cage was so loose it was "shivering" between the races. All hopes for a nice drive evaporated as we reached Route 31 in Palmyra. "Looks like we're going as far as the barn," Eileen said, which saved me from having to say it. Clearly the car was hurt, and it would make no sense to run a hurt car down to Knapp and back.

Easing it over to Macedon, we tucked it away and broke out the '95 4-Runner, which was in "semi-layup" status, to do the run. I could rationalize that the day wasn't completely lost, in that both the '95 and the Z are overhead cam engines with port injection and 5 speed transmissions, but that's about where the similarity stops.

That evening, after our return, Eileen wanted to run an errand, and while she was gone I took the '95 back and broke out the Z. I figured it made sense to get it over to Marion to the shop while I could, and if for some reason the weather turned on me later I'd at least have the car on-site and ready to start work. I thought briefly about whether a trip on a flatbed made more sense than driving the car, but my conclusion was that whatever additional damage I might do was largely already done, and it might give me a chance to do

some additional diagnosis.

The car of course was smoothly quiet as I pulled out of the drive in Macedon, but as I slowed again for the turn up Ridge Chapel a sudden noise from the gearbox was loud enough to get my undivided attention. Sure sounded like a bad bearing to me. Arriving at the shop, I left the car running while I spotted some wheel ramps at the front end. Getting them straight, and just touching the front wheels, I backed off and took a little run at them. Of course, one of the ramps slid out from under the wheel on the first try, and I needed to re-set and hit them a little harder next time. A little more fooling around, and I had the front end in the air with the car in a good-enough place in the shop. That was enough for this day. Covering the car again, I closed up the shop and called it a night.

The following Saturday, after turning my Daughter's car out with an oil change and new plugs, rotor and cap, I set off to get the transmission out of the Z. First things first. The ramps I'd chosen to put the front end up on are built as stand-alone platforms with detachable ramps. Further, there's a stop-plate which can be bolted to the deck at the rear when the ramps are off. I did this first, removing both ramps and bolting on the stop plates. Now I was pretty sure it would be more than just "unusual" if the car came off the front ramps by itself. Moving around to the rear of the car, I put my highest-lift floor jack under the differential and raised the back end of the car. The jack, of course, tried to roll the car backwards off the front platforms, but the stop plates did their job and the car stayed put as I'd intended.

With the back end of the car suitably high in the air, I then used my older and very tired floor jack to lift each wheel of the independent rear suspension in turn, jacking against a 2 by 4 placed under the entire lower A-arm, to raise each wheel and slide another one-piece wheel ramp under each wheel. For a job like transmission removal and re-installation, the use of jack stands to hold the car is in my mind absolutely out of the question. I have this policy when working under vehicles, particularly one as heavy and as close to the ground as the Z, that I won't give them many opportunities to fall on me when I'm not looking.

One of the things I really appreciate about the Z is that when it comes to getting the tranny off the Z must be just about the easiest car I've ever worked on. The top bolts for the tranny, with the engine and tranny in place in the car, are a good 6 inches in front of the firewall. Every hose, linkage and other connection which I might need to undo in order to swing the back of the engine down is easily within reach. "Skin loss" is held to an absolute minimum on this job.

I have a fairly old transmission jack that I used to rent from time to time, and then bought when the guys at the rental shop said "it's in the back but you can't rent it 'cause it's broken." Turned out all it needed was a new yoke to operate the hydraulic piston. Well duh, I could make one of those – and did, several years ago. Since that time, however, the jack has sat unused in some corner of every shop I've worked out of, "just in case." Well, this would be "a case."

The jack is particularly well suited to pulling manual transmissions, especially round bottomed versions like the Z's, because it has 4 adjustable posts that can be set tightly

against the gear case to keep the box from rolling around. Rolling the jack into position, I set the 4 posts to hug the gearbox both at the sides and just in front of a “flare,” so that the box would be held fore and aft as well as side to side. Undoing all the linkages and hoses I needed to do, I finally lifted slightly on the box itself and pulled the two bolts holding the rear cross member and the back of the tranny.

With a gentle twist on the relief valve and a little smile on my face, the engine, tranny and all swung down nicely at the back and every bolt was fully exposed. Except, of course, the top bolts are better pulled with the engine and tranny “up.” So, I got to jack the engine and tranny back up again to pull the top bolts, and then ease them back down one more time. If I do this enough, I might get it right the first time some day. On the other hand, I’d just as soon do it rarely enough that I need to fumble around a bit when I have to. Once again, it’s a choice of a “least ugly spot” ‘cause in my humble opinion there ain’t no sweet spot....

Approximately 5 bolts later, the tranny was mine. Now then – the next problem was to get it to someone who I could trust. I’d called Dave Palermo, who chairs the Z club in town, to see if he had a recommendation. Dave called around a bit, and then sent me to Keene Transmission in Irondequoit. Larry Keene, they said, is the best in town for what you need. I removed the rear cross member from the tranny as well as the backup light switch and the throwout lever. I re-attached the shift lever, and then heaved it up into the rear of the ’84 4-Runner – which to this day now has the sweet smell of gear lube wafting from the carpet on the rear deck. Hey – what are old trucks for, anyway?

Larry’s shop wasn’t the easiest to find. It’s behind another shop which is behind the old Garage Door in Irondequoit, now renamed to Bubbles. Once I’d found it, I knew I’d come to the right place. It was filled with transmissions, transmission parts and more parts. Apparently, Larry does a fair amount of work for other shops which do the “remove and replace” bit and let Larry to the “repair” thing. He also serves the drag racing community, which says he knows how to build strong boxes. “Let’s start with the design point that we’re going to make this perfect,” I said. “I’d just as soon do this once this time.” Larry smiled a knowing smile.

Larry was on the phone a couple of days after I’d dropped the box off. “It looks like this car is your Baby,” he said. “Looking at the condition of the gears, I could clean them up and you’d not be able to tell them from new.” I’d also asked Larry to check the radial runout on the shafts, since I had put one new bearing into the box a number of years ago, and I wanted to be sure we weren’t killing bearings prematurely. His report was that the shafts were straight and the forks were fine. Looked like all we needed to do was put in bearings, synchros and seals. I told Larry what a set of bearings and seals would cost if ordered from Victoria British. He beat the price by \$10, and the parts procurement was his as well.

In about another week Larry was back on the phone. The bearings, synchros and seals had come, and as Larry was replacing them he’d discovered another problem. There was some roughness on the inside race of the overdrive gear. This gear runs on its own set of needle bearings, and there were marks and ripples on the race corresponding to needles where it looked as though the car or transmission might have sat for an extended period. Since this is a car I bought used around 1988 or so, I don’t know it’s entire history, other than the kid I bought it from did admit that he’d drag raced it a lot,

and he’d had trouble keeping rear ends in it. I was also led to believe that the transmission had been rebuilt at one point as well.

It didn’t really matter, though, because with a design point of “perfect” we needed to replace the gear. Larry had checked with the dealers in town, and although they had a good number for the gear, the number had been superceded by a “gear set” which was a matched pair for the 5th gear ratio. I winced a bit about this, since the price tag was considerably higher than I liked. On the other hand, this is a car I want to just get in and drive, and I’m hoping to not have to “down” it again for quite some time. Thus, I ponied up the difference and we ordered a new gear set.

Finally, on a Wednesday in July, I picked up the box at Larry’s shop on a drive between plants for meetings. He’d painted the case, and he’d put his initials and the date on the case. I like a guy who signs his work. “There was a detent ball missing for Fifth,” Larry said, “so I replaced it. Whoever had this apart last must have missed that.” Kudos to Larry for finding this one. Since I’d owned the car, the shift into Fifth had felt a little “vague” at the end of the throw, instead of a hard stop like First through Fourth. I had a pretty good feeling this would fix that minor issue as well.

That Friday, I re-attached all the bits I’d removed prior to dropping the box off with Larry, which included the rear mount and cross member, the throwout lever and the backup light switch. I’d put a clutch on the car a few years and about 15,000 miles of mostly highway driving ago, so I elected to not replace the clutch. As confirmation, the throwout bearing, which is a ball or roller based thrust bearing, felt like new.

This turned out to be serendipitous in a big way. Rolling the tranny under the car on the jack, having first tested the backup light switch to be sure it really still worked, I found that all I had to do was line up the box at the same vertical inclination angle as the engine, and then lift and ease it forward using the jack until it just simply went on. Now, I need to point out that I may have run out of fingers on one hand to count the number of transmissions I’ve had off in my life, most of them from under the vehicle just like this one. In virtually every case prior to this, I’d also replaced the clutch. Yes, I’ve used clutch alignment tools, some bought and some made, but in virtually every other case the scene has include me on my side, under the vehicle, clutching the rear wheel ramps or the rear axle for support while one or both feet try to wiggle and essentially kick the box on.

When I was thinking I was still getting things lined up, and the box slid up to the rear engine plate with a quiet “thunk,” it got deathly quiet in the shop. It may have been a “near death” experience, wherein for just a minute I wondered if I’d actually died and gone to Heaven. Shaking myself back to reality, I very quietly and

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slowly inserted the mounting bolts, hoping the Gods wouldn't notice and maybe change their minds.

With all the main mounting bolts in place and slugged up, I jacked again on the tranny, and with a couple of gentle shakes and wiggles I raised the rear cross member into the "ears" that cradle its ends and inserted the bolts that pin the cross member in place. Running on and slugging up the nuts, I wriggled out from under the car for a well deserved break. The hard part was over.

It was probably another hour and a half or so before I'd re-attached the shift lever and put the center console back together, re-attached the clutch slave cylinder, fixed a leaky drain plug on the engine oil pan, re-attached a couple of hoses, re-filled oil and anti-freeze, filled the transmission and run the engine in place to check for any gross leaks. (Memo to file: If you're pouring coolant into the radiator, and the level isn't coming up, and you hear splashing sounds, be sure to check earlier for that hose you didn't attach back by the heater. It will keep the puddle on the shop floor that you need to wipe up much smaller....)

With great anticipation, I reversed the procedure for elevating the car at the rear, and then with the back end firmly on the ground and the car in gear I removed the stop plates from the front platforms and re-attached the ramps. Not bothering to fully clean up the shop yet, I lit the big six off again and backed the car out of the shop. The slow stroll down the

gravel driveway seemed to take forever.

Swinging onto Ridge Chapel headed South, I rolled in some power and worked through first, second, third and fourth before I needed to back off for the stop sign at Marion-Walworth road. Swinging West, I rolled it right up to about 60 and hit Fifth. Sure enough, the hard stop at the end of the throw was there, for the first time since I'd owned the car. I did about 10 more miles to be sure there were no undue noises as things warmed up. The box was, as the design point had been, "perfect."

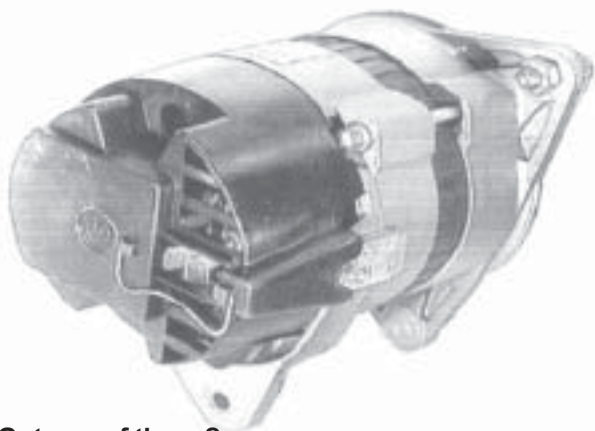
So - with the Z now turned out of the shop, I swapped it for the Mercedes. Turns out good things have taken place over the Winter. The brakes, which were a little soft after the most recent rebuild of the rear cylinders, are firm. Must have been a little air trapped in the master cylinder which I didn't get bled out, and it migrated its way up that long standpipe to the reservoir over the Winter. There's still a suggestion of a very small vacuum leak, but the points and condenser replacement I did last Fall has helped the engine tremendously. We're not far from "perfect" on this one either.

The engine for the B is at Van's. The best description for what we've found so far is "not very pretty." I think there's a meaty project lurking here. Good thing, too, 'cause I was getting a little worried that maybe I was catching up. It's kind of nice to have things collapsing back to "normal" again. Maybe I do need to get out more. Everyone have a great August.

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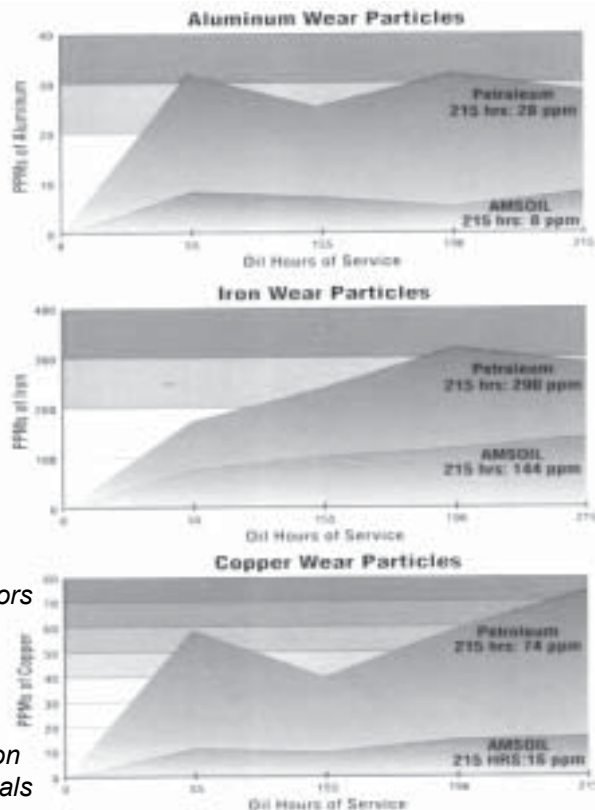


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FYI This might be of interest

by George Herschell

For those of you like me that still use Castrol Brake Fluid I recently found out some interesting information that I pass along. My former supplier was Foreign Auto parts but on my last visit I found out they no longer carry Castrol Fluid. Searching around I found no one else (at that time) in the Rochester carried it either. I looked up one of the national suppliers and found it was available mail order. \$3.95 for a 12 oz can plus \$6.75 shipping. If I multiplied by 5 it was still under the \$6.75 shipping cost for \$20.00 or less so based on that the cost per can came to \$5.30. On a wild guess I called Pep Boys and found they carry it locally. I went to the nearest store and found their price for the 12 oz size was \$2..95 + tax or \$3.19 total.

Great! But wait, the 32 oz size of the same product was \$4.95 + tax or \$5.37 total. Based on that number, the equivalent of 12 oz cost me only \$1.85. It doesn't take a rocket scientist to figure which size I bought. So for what it's worth, if Castrol Brake Fluid is what you are looking for, you now know where to find it. Oh and by the way, Castrol didn't list Pep Boys on the "brake fluid supplier locator" on their Castrol USA web site. I'm waiting for their answer on that one.

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In case you were wondering what Empire made.



George & his ringer...



Look here Dick, Gil left some dirt on the inside of the bumper ...

The SPOKES TEN YEARS AGO - June 1993

By Wally Roworth

Chairman's Chatter. PHEWW! The car show is behind us and a top down summer lies promisingly ahead. Ah...the wind and sun in our hair. Jim Priestley relieved Dave Leete as the Segeant= at,, arms because he got a job in Hornell. But he was extra nice to members.

Bob Welch recapped the show. The most glaring thing was the need to increase attention for publicity both locally and nationally.. The July meeting will be a presentation by A.A.S.C. certified judge, David Wild and National Award, Gil Langswager, on ways to prepare a car on day of show competition. Learn what is important and what is not.

Editors Notice. David Weiss turned the Spokes magazine over to Marilyn Sergent for the balance of 1993.

Steve Fitch did a Show Judges Report. It covered 11 years and more winding up in 1993. Judges, Classes Judged, Experienced judges, Total, No Shows, And teams doing two classes.

Activities. After early worries the Victor Car Show was blessed with a beautiful Sunday. Another trip into New England occurred. The hillclimb was visited. The car show ended up in a cocktail party and then wound up at Ben and Jerries Ice Cream Parlor. The Tour problems were one flat tyre., one fuel pump, one battery and one brake job. Not bad for the age of the fleet. The garden tour visited the Kaplan's, the Capaccios and the Leopards. All very interesting gardens.

Calanders needed to be marked for the Gymkhana at Xerox and a pizza party at the Capacco's.

American Musclecar and Classic Car Show on July 18th at Bill Gray's in Penfield, N.Y.. Cosponsored by Bill Gray's Restaurant, Greater Rochester Mustangs & Fords Car Club. Muscle,, car classes for all makes, Classics, Antiques, Street Machines, Street Rods, Special Interest, Competition Cars and more. Best of Show and other Specialty Awards.

Cayuga Sports Car Club. Bungle in the Jungle III. A

Gimmick Rally of approx 3,,4 hours, over, around, near and through Tompkins County area. Reasonable roads, a fun rally,, beginners and experienced ralliists, and it can be run by any car.

"The South Lansing Centre For Wayward Sports Cars" Tells about last minute repairs and decorating. Then repairing a tire and loading his trailer for the 4 1 / 2 hour trip to Victor. Raining to start but it cleared up and he continued and set up his car next to George Haynes Black TC. With three cars required to judge he wouldn't worry about any cracking, chipping paint. dirty chassis. Oily engine. He did a reasonable dry down and polish up for presentability. He went around the field and saw much of the show. After he left they announced that he had won his class. This was sent to him by Bob Tufts. And it was definitely a surprise.

New England Mountain Adventure MK II Epilog

Twenty two participants. After the weekend in Manchester, Vermont 15 cars continued on the rest of the trip, the Forresters succumbed to the lure of Maine, and the Stahls, Potters and Colegroves who left Friday to get home early for previous plans. Adventurous ones who took the trip. Al and Liz Colquhoun, George Haynes and Beverly Langer, Gene and Ann Faust, Lloyd and Sue Potter, Jim and Gail Colegrove, Don and Pat Stahl, John and Shirley Forrester, Bob and Annibelle Tescione, Jim and Pat Hogan (3 Air Conditioned), Gil and Betty Langswager, Steve and Judy Brown, Al and Phylis Wagner, Dave Chase ad Charles, Janis Jankovits and Nancy and George Herschell. Many cute things were said in this report and it looks like they were earned. Each drove between 1100 and 1480 with the Forresters going 2000 miles. George mentioned the fall British Invasion at Stowe, Vermont.

Usual Happy Sunshine Page by Nancy Herschell

The Toronto Triumph Club presented the Eighth Annual Canadian Classic July 31,,Aug 3.

Toronto Triumph Club (Burlington) Canada In the park by the Venture Inn, on the lake.

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On July 2nd Briggs Cunningham passed away at his home in Las Vegas at the age of 96. For those of us that followed racing at the Glen, (even just as spectators) Mr. Cunningham stood out larger than life among all his peers.

The first car he raced at the Glen in 1948 was a Beau Merc. (Buick engine and chassis, Mercedes SSK body) The car had been built in 1939 and was raced in 1940 at the Worlds Fair in New York driven by Sam Collier. My first introduction to the Cunningham racing adventures was in 1949 and 1950. He had built a car called Le Monstre to race at Le Mans, and that car was used as the pace car for the 1950 race at the Glen. In 1952 he brought the first of his Cunningham cars to the Glen for competition. They were All American built and were beautiful brutes. They had an imposing look to them and reminded one of the sort of person that says "don't mess with me". They were big, and powerful not sleek and lean like a Jaguar. They were all business and when they roared through Franklin Street, windows rattled and everyone knew that this was a car to be reckoned with. He had called on the services of Phil Walters and Bill Frick to aid him in this venture and formed B.S. Cunningham Co. in West Palm Beach.

I photographed the cars at the Glen and sent a letter to the company offering my services as an artist to do any drawings of the cars if needed. I got a nice reply from Phil Walters and although nothing ever came of it, it was a thrill to at least be considered.

Unfortunately my life came to a sudden "hold" in 1952 when Uncle Sam had some ideas of how he could use my services, so as a result I missed the races that year. It was to be the last year that the races were run through the town because it was at that race that a young boy was killed and racing through the streets was stopped.

Uncle Sam decided that I had enough of a "vacation" in the Far East and returned me to civilian life in 1954 and I came home in August. Seeing as Nancy and I had been cheated out of our first two anniversaries, we decided to take some time and drive to Florida. I wanted to "test the waters" for employment and we also wanted some time together before I went back to work.

One of our stops was in Palm Beach and while there I decided it was time to visit the Cunningham Automobile Museum. We spent the better part of a half day there and it was magnificent. There were cars there I didn't know existed and the art work on the walls was something to drool over. The works of Peter Helck and Walter Gotschke only made one wonder how these men could capture action so vividly in paint. It was also at this museum that I got my first look at an MG K-3 "alive and in person". I had seen pictures of the car but this was the first time I had seen one in the flesh. It was big and brutal looking and I could only imagine the sound of it going around a race track. I did get a chance years later to see these cars in action and my impression at the time I saw this car did not begin to compare to the sound of one alive and running in anger. Also in that museum was one of his production C-3 Convertibles that was styled by Michelotti who was working with the Italian coachbuilder Vignale at the time. It was one of only two American cars recognized by the Museum of Modern Art as one of the "Ten Best Cars in the World". It was an absolutely gorgeous piece of work and one example was at the Glen a few years ago when Cunningham cars were featured.

For the next few years I was busy getting back into my job, acquiring a house and starting a family. Sports cars were not high on my agenda but in 1959 I bought my first MG. A 1952 TD. It was rough but it was a sports car and one I planned to keep for about 6 months. (44 years later we still have that car) I drove the car for a year and then did a "sort of" restoration and decided to enter it in the Concours at Watkins Glen. The year was 1961 and the Concours had been moved from Laffayette Park to the "new" track. The MG Car Club was running the Concours and I had no idea what was expected or how a car should be prepared. However, it was a learning experience. It was also another chance to see and hear of Briggs Cunningham again. Every year he had an arrangement with the Ford Dealership on Franklin Street to have his cars "housed" in their facility. This was the year that he had his Birdcage Maserati's entered and one (#60) was driven by Walt Hangsen while the second (#62) was driven by Briggs himself. As usual all of his cars regardless of their country of origin were always painted in the American racing colors, white with blue racing stripes. His resident "mechanic" (that's a terrible term for the man) was none other than Alf Momo. This man was probably one of the most knowledgeable men (when it came to race car preparation) that ever lived. I was fortunate being able to stand in the crowd and watch him tune that car using nothing more than the sound and his experience to do that tuning. This continued at Smalley's garage and lasted into the night. We were staying at Miller's Motel, right next door and it was something to be lulled to sleep by the tuning of a Birdcage Maserati. Nancy didn't agree and slept with the pillow over her head that night. The following day George Constantine came in first in a Ferrari and Hangsen was second in the Maserati, while Briggs Cunningham finished twelfth driving the other Birdcage Maserati. This was to be his final race at the Glen.

This was also the year that the Jaguar E Type was new to the U.S. and Briggs brought a few of them to the Glen. One was driven by his wife, Lucy, and was entered in the Concours. As luck would have it we were parked right next to her but didn't realize just who she was until later in the day. She had been on her hands and knees cleaning the chrome wire wheels and after she had just finished, the announcement came over the PA system that the judges were not going to penalize the cars for normal road dust. It was about this time we struck up a conversation and at about the same time Briggs walked up to her and she began her tirade about the "road dust". She looked over at me and I said something starting with "Mrs. Cunningham", when she interrupted "oh hell call me Lucy and this is my husband Briggs". I was stunned and walked over to shake hands with him. He was very friendly and told me "it served her right to put so much time into a car that was meant to be driven". We talked for a few minutes and he excused himself saying he had to get ready for the race.

I didn't see or hear anymore of him but just last month, Road and Track had a photo of him celebrating his 96th birthday and his induction into the International Motorsports Hall of Fame. For a man who raced his own designed and built cars at Le Mans, Sebring, and Watkins Glen, it was a fitting tribute but one that came much too late.

Our condolences go out to his family. I do have to say however, that I am still in awe of this wonderful man and his wife, who preferred to be called "Briggs" and "Lucy" by whomever they talked to. The memory of that day at Watkins Glen and meeting these wonderful people is one that will never leave me.

Thirteen entrants started out by checking the pressure in all four tires to see how close they were. Some varied by only one P.S.I. One car had a variance of 15 P.S.I.

Next they tried to keep a cup of water on the cowl while driving forward, then backing into a garage. No cups were lost.

Then one of the team had to ride a creeper around the car without touching it. Nobody fell off that I know of.

The next trial was to roll a big ball into a box with the navigator using a broom while the driver tried to keep a steady pace. (Originally, we were going to have them push the ball with the car, but when we tried it at home, the car would run over the ball.) One person almost lost the ball. Another got the ball caught between the car and the box. Both recovered nicely.

Then one had to roll a tire through a slalom course while the other cheered. I saw one person get a leg caught in the tire and almost fall, but no other casualties.

Then came the jousting event. The object was for the navigator to use the long flimsy lance to topple the six figures while the driver kept the car moving. There turned out to be many creative ways to hold that lance, but having the other end in the car didn't look too safe for the driver. (Must be not everyone has watched knights of old jousting in a tournament.)

OK, now for the results. First I'll tell you who won each individual event. We didn't announce those results because we awarded trophies for the overall winners of the six events.

Events-

1. Tire Pressure- 3 cars had just 1psi difference, the Mack's, the Rzepkowski's, and the Zak's.
2. Cup of water- Best time was 44 seconds by George Haynes & Brent Rathke
3. Creeper Race- Best time was 9.47 seconds by speedy Mary Ann Shetterly
4. Push the Ball- Best time was 10.63 seconds by Marlene Rzepkowski and son-in-law Mike.
5. Rolling the Tire- Best time was 9.57 seconds by "Tire Man" George Haynes.
6. Tip Over the MG Babes.- Best time was 9 seconds.

Two teams did it with no penalties, Jeff & Nick Langswager & Dave Ott & Paul Heaney.

Now, the overall standings. The lowest score wins. The score was determined by adding the differential in tire pressure, the number of seconds for each of the other events and any penalties. We awarded trophies for the first four places then found out that five were awarded for the rally. So, to be fair, Betty will make a fifth place trophy and award it at the next meeting.

PLACE	TEAM	CAR	POINTS
1	George Haynes & Brent Rathke	MGA	100.1
2	Mike & Beverly Mack	Midget	104.32
3	Dave Ott & Paul Heaney	Morris Minor	104.71
4	Joe & Joeanna DeBlaere	MG TD	106.52
5	Jeff & Nick Langswager	MG TD	111.21
6	Paul Heaney & Dave Ott	Miata	111.27
7	Marlene Rzepkowski & Mike	Midget	116.67
8	Dick Rzepkowski & Lindsay	Midget	118.24
9	Leon & Barb Zak	Volvo Wagon	121.53
10	Roger Gunther & Lynn	MGA	121.76
11	George & Mary Ann Shetterly	Midget	132.17
12	Allen & Elaine Hess	TR4	175.19
13	Bill & Kathy Rampe	Spitfire	182.65

Thanks to Gene Faust, Dick Powers, Dave Wild, and Pat Sangster for handling the events and Dick Powers for helping me figure the scores.

We hope you all had as much fun as we did.



"Our Chefs"



"I think that's my olive..."

AUGUST BIRTHDAYS

? Paula Burkhardt
 1 Bill Long
 3 Mary Brophy
 6 David Engdahl
 7 Jim Duclos
 7 Wes Pittenger
 7 Sherry Corcoran
 7 Mary Costich
 8 Mary Isselhard
 9 Jeffrey Kath
 12 Susan Lenander
 14 Scott Perry
 14 Elaine Hess
 14 Marlene Rzepkowski
 16 Wendy Priestley
 17 Patti Schultz
 18 David Lucchesi
 22 Jay Lockrow
 22 Linda Stewart
 23 Flora Alberti
 25 Cheryl Duclos
 25 Linda McConnell
 27 Doris Roworth
 29 Joe Tierno
 29 Anne Faust
 31 Kathy Hershey

**HAPPY BIRTHDAY
 EVERYONE!!**

WELCOME NEW MEMBERS

Charles & Beverly Swarts
 2307 Michigan
 Wayland, NY 14572
 585-728-9041
 1977 MGB
 1979 MGB
 1980 MGB
 1974 JENSEN HEALEY

AUGUST ANNIVERSARIES

2 Bob & Susan Cooley
 4 Tom & Mary LeStrange
 5 Al & Mary Isselhard
 6 Jon & Rebecca Van Dorn
 7 Jay & Beverly Lockrow
 7 John & Patricia MacDonald
 9 Gregg & Grace Gleba
 10 Bill Clicquenoi & Donna Pritchard
 16 Richard & Ann Coleman
 16 George & Peggy Heissenberger
 17 Harold & Christine Rodman
 18 Peggy & Ed Haefner
 21 Jim & Pat Dix
 23 Wes & Sue Pittenger
 26 Bob & Kay Johnson
 28 Jim & Sue Herschell
 29 Lane & Kathy Boughton
 29 Tim & Rhonda Rizzo

**CONGRATULATIONS
 TO ALL!!**

SEPTEMBER ANNIVERSARIES

2 Paul & Joan Heaney
 5 Kevin & Susan Lenander
 6 Mark & Pam Porter
 7 Al & Liz Colquhoun
 8 Bill & Patricia Long
 9 Richard & Bethel Powers
 10 Don & Madeline Moodie
 11 Claren & Mary Kruppner
 12 Allen & Elaine Hess
 12 Peter & Joyce Pegoni
 13 Dan & Mary Ellen Suter
 15 Leon & Barbara Zak
 17 Reg & Carol Newman II
 19 Ben & Carolyn Barlow
 19 David & Tricia Lucchesi
 19 Jeff & Mary Wiley
 25 Joseph & Joeanna DeBlaere
 25 Hollis & Doreena Hames
 27 Jim & Marlene Bartasevich
 29 Robert & Terry Welch

**CONGRATULATIONS
 TO ALL!!**

SEPTEMBER BIRTHDAYS

2 Vivienne Rizzo
 3 Brenda Favro
 3 Mary Wiley
 5 Gary Newman
 5 Caran Ashkar
 7 Irving Black
 7 Daniel Goodwin
 7 Leon Todaro
 7 Rebecca Van Dorn
 9 Jonathon Perry
 10 Karen Martin
 13 David Palermo
 13 Gayle Gibson
 13 Nancy Herschell
 14 Irene Searles
 15 Jeff Wiley
 15 Ryan Aiken
 16 John Borycki
 17 Bob Miarecki
 19 Linda Fazio
 20 Reg Newman II
 20 Wendy Miller
 21 Denver Cornett
 23 David Avery
 23 Gayle Schneider
 25 Allyn Wagner
 25 John Young
 27 Eric Mehserle
 27 Lia Glanville
 27 Christine Rodman
 28 Rhonda Rizzo
 29 Jonathan Haney
 29 Beverly Mack

**HAPPY BIRTHDAY
 EVERYONE!!**

ELECTRIC MIDGET PROJECT ROLLS ON!

By Matt Callahan

Well call me nuts, but here I am, with a stripped and sandblasted 1972 MG Midget body shell sitting in my garage. "What will you do with it?" you might ask. Well, I'm too strong of a restoration fanatic to cut it up and turn it into a living room couch (not that it wouldn't look good). So it'll be rebuilt, and returned to the road where it belongs.

When I first got to RIT and began my engineering studies there, I was looking around the web to see if there were any information regarding Midget parts for my blue '72 that I had since I was 15. While "surfing" the web I came across one of a gentleman in the bay area in California that had converted his 1978 Midget into a electric car. "A fine idea" I thought to myself and I almost never looked at that website again.

Years had passed. I was sitting at much newer computer, looking at the web again. However, this time it was at a classifieds ad website for the state of Massachusetts and the surrounding region. In this classifieds I found an ad for two MG midgets of the same year as my blue one for \$100. They had been stripped of the engine, transmission and interior. One was rusty but had a complete suspension system while the other was practically just a tub but with minimal rust. I dug into my memories and recalled the project in California with the '78 Midget and thought to myself "Well, those two cars would be prime candidates for a electric car project" The engine, radiator, and all internal combustion engine components had been removed which were not needed to begin with.



That called for a road trip to MA with my truck and automobile transporter trailer. After a visit with my grandparents in a nearby town, I headed out and looked at the two candidates white and red midgets, (someone pointed out later that my MG collection was then composed of all colors of the American flag! Or the British one..). They were both in sorry shape, but after owning my Midget for 8 years at the time, I felt like there was nothing I couldn't fix! I took the state highways all the way back due to the heavy and awkward load on the transporter. It was a quite nice and scenic trip. Upon arrival in Rochester, and the rusty white one was stripped of all suspension components before being given to Mark at British Auto for any salvageable sheet metal. Later I purchased a transmission, convertible top frame, and some other parts from a guy in queens, NY as well as various parts off ebay.

Afterwards, the red midget was stripped, and the original blue paint

was exposed, just like my other one. A thought crossed my mind to paint them identical colors and park them side by side, but decided that I didn't want to get in the wrong car more than once, so it was predetermined that I'd paint the electric car forest green when that time had come. After sanding down to the bare metal on the outside body shell, the rest of the shell was sandblasted at sandblast service on commerce rd. I'd recommend the place if you had large sandblasting jobs to be done, and they were nice as well as cheap.

During this time, I spoke with Paul Heaney, who also built his own EV some years back, and he was instrumental with getting me in touch with the NY state EV association, which to this day I enjoy partaking with as a member. Leon Zak also discovered I was building the electric car and offered to give me the electric motor, controller, and battery chargers from his Volvo 445 that had previously been converted to a electric car. He had driven it around after purchasing it and did not like it one bit and decided to go back to gas. It was extremely generous of

him to give those parts to me!

Then I moved, and the sandblasted car went into a new location, in a garage next to the house I was renting with some friends. After a few days it rained and to my horror I discovered that the roof over the garage was leaking. So that was replaced. Then I had to build a bench, shelving, and all of those things you just have to have in the garage. Work on the car had come to a stop for a few months as I settled in.

Now all that is almost done, and the front swivel axles are being rebushed and reamed for me by Al Costich, and bodywork will commence soon on the car shell while modifying it to take in six batteries and an electric motor as well as cleaning the splotches of rust from the bad roof. There was a good amount of rust damage from the New England winters and coastal salt, as well as some crunches and dings in the body that'll have to be hammered out. Eventually I'll have the suspension rebuilt, painted and reattached to the painted tub before finishing the installation of the electrical system and hitting the road.

More updates soon to come!



WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002/2003

Information? visit our web site <http://www.mgcarclub.com>

May 10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I	June 1 Vintage Car Show 19 Meeting	July 6 Autocross II 17 Meeting 24 Kids day - Glen 20 Steak Roast/Rally	August 17 45th MG Anniversary Party 21 Meeting 24 Garden Tour
September 4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Brunch Run	October 12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	November 6 Board Meeting 9 Garage Tour 20 Meeting 30 Brunch Run (?)	December 6 Holiday Party 15 Leon tries to get the 2004 Calendar out on time
January 8 Board Meeting 15 Meeting 18 Wine & Cheese	February 8 Sweetheart Brunch 20 Meeting	March 7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	April 11 Brunch Run 15 Meeting

The SPOKES
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