

The
SPOKES

Founded 1958



Volume 45 Number 12

December 2003

Official Publication of the MG Car Club Western New York Centre



Yikes - Lights!

**Next Meeting - January 15th,
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY**



The Marque of Friendship

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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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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 Allen Hess

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Courtesy of Allen Hess

Add your name to the MGCC Endowed Scholarship Plaque.

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the MCC Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club. If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O'Neil-Hess
17 Sandpiper Lane
Pittsford, NY 14534

Please indicate exactly how the name should appear on your plaque.

BRUDNO AWARD/LIFE MEMBERS

Desi Benet	George Haynes	Dave Chase	Alex Kopen	Joe Tierno	George & Nancy
Herschell	Gil & Betty Langwager	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

Up until today, if there was a problem or discussion about *The SPOKES*, the buck stopped at me. Believe it or don't, two years has gone by and the buck don't stop here no more. I'm passing the buck over to Ron Hein. Rons got a pretty neat collection of ~~oil-leakers~~ British Sports Cars, but I'll leave it to him to fill you in. Give Ron a hand and send your articles and pictures in.

Something I wanted to do while Editor was to make sure I answered ALL questions and comments I received. I think I did pretty good, but everyonce in a while I'd forget to get back to someone. In sitting here and really concentrating, I've realized that there were a few I didn't get back to. SO, I'd like to take a moment and fix that:

No.

Yes, but I'm not sure when.

Ask Joan.

Really, I didn't know that.

OK, next issue for sure.

I intended to but forgot.

OK.

Ask John.

Yes.

Yes.

Oh- there wasn't room.

Get otta here, really?

Ask Joe.

Hey, if it was up to me...

No \$%\$!.

Risque, you thought that was a bit too risque?

Thanks.

Ask George.

I know, that's cause he's got his head up....

But it would cost too much.

Next week.

Ask Steve.

Tomorrow for sure.

Email me that, will ya?

Because nobody else cares.

Don't ask AL, he'll just ask Steve.

Ok, now I've answered all the questions, just pick the one you think fits your question best.

On another note, here's a final update on my various projects:

MGB - Rear main seal still leaks a bit, I think that will be project 1 for the new garage. (See below)

Volvo - got heat, got windshield wipers, starts and runs pretty good. A few more things to finish up but in general is OK.

GMC - Barbs advice - "It runs, you've not finished the garage, why not keep it though to next fall." I'm gonna go with that for now. Ouch - you know what that's gonna cost me. (I think I've mention a guy that lives around here that is interested in it. He's stops by every couple months to see what the status is. I just saw him last Friday at the store and told him I was going to keep his truck at my house till the garage is finished, he said that worked for him as long as I didn't brake it.)

House - got the front porch 85% finished -need railings and trim. Back deck and support framing for sun room is in, got all the appropriate permits.

Garage - had to be put off till next years project list.

In addition to finishing up as Editor, I'm done with my two year term as Trustee. I've REALLY enjoyed my roles in the club this past few years. I've gotten to know many members much better and through this made some great friends. There were a couple sticky issues and problems that came up, (you didn't think it was all cookies and hubcaps, did you?) you can't have this many people gather regularly with out a flat or two. I look at it like my vehicles - I've had the MGB rear brakes start on fire, I had a fuse problem, the GMC had a radiator leak, blew out a brakeline, the Volvos rear end blew out. But will I give up on them, no, I'll keep them - there's just too many good times with them, and that makes it worth going through the hard parts. Actually, makes it kind of interesting and you get to know more about the things or people you're working with. The overwhelming majority has been postive.

Let this also be one more pitch - "If you haven't done an event, servered on the board or helped with any function, you're missing out. Your new friends are there waiting for you!"

I beleive that it's normal for everything to go through cycles, as someone mentioned to me at the Christmas party, right now there is a nice upbeat, "full of life" feeling in the club. I love it, I enjoy it, and I'm sure the board chosen to come in will perpetuate that feeling.

"Thank you!" to all the other board members and SPOKES helpers.

I'm outa here, Leon ...

P.S. - Scott - Even with the leak, I still get over 26MPG with my V8 - I'll wait for you at the next gas station.

P.P.S - George - I finally put out an issue withot one mistak - that is ulness you find one, but then you cuold keep it secrte.

P.P.P.S - Wally didn't really pickup and carry two bags of cement - I had to lift the 2nd one up for him.

Watkins Glen Room Changes

The procedure for obtaining rooms at the Seneca Lodge for the Sports Car and Vintage Auto Festival has been changed. Previously, if you wanted a room you called a phone number at after a published time on a certain day. This year the rooms will be assigned by process of a lottery.

If you want a room at Seneca Lodge you must submit, in writing **BEFORE March 1st, 2004** your request to Joeanna DeBlaere - deblaere@frontiernet.net, 8607 North Shore Drive, Honeoye, NY, 14471.

A lottery will be conducted by the Board at the March Board meeting. Only those requesting a room by March 1st will be included in the lottery.

There are some conditions:

1. Credit Cards will be required by those chosen at the lottery.
2. Only one entry per paid membership - couples don't get two entries - one dues, one entry.
3. This year, 2004, there will be a minimum 3 nights stay.
4. If you are not one of those chosen in the lottery, you will be placed on a waiting list.
5. If a chosen lottery winner has to give up the room for any reason, it goes back to Joeanna to be assigned to the next person on the waiting list.

MGCC Meeting Minutes

Nov 20, 2003

Meeting called to order at 7:35

Minutes accepted.

GUESTS: Bob Myers 52 TD, John Zoltner Spider kit car, Bill VanDeWeghe (Van's Machine shop).

TREASURER'S REPORT, John Baum says we are in fine shape. This time of year is a low spot waiting for the dues which are now due for 2004.

REGALIA, Dave Chase has fleece jackets for \$20, new sweat shirts for \$20 and new blankets for \$18.

SPOKES, Leon Zak reminds us to get our SPOKES articles into him by next Wednesday, 11/26.

ACTIVITIES: Joan Heaney(585-624-8182);

12/6, Holiday party at Burgundy Basin, \$22/person, cash bar. Buffet.

Noggin & Natter, 12/14, at Old Toad. Call Dick Powers. Starts~5:30.

2/8, Stephanie Haynes, Wine & chocolate tour maybe on a bus through the finger lakes wine country.

V.P. Al Costich thanked all for the garage tour. One of the best ever.

CAR SHOW, 1st Sunday in June '04, John Baum reported goal is to cut cost & increase revenue.

WEBMASTER, Scott Perry says "no new news".

WATKINS GLEN '04, Dave Wild reported theme car is the MG, get your tickets soon for the Tour de Marques (MG) or you may not get on the "list". Concourse location TBD, under negotiations.

Rooms at the Glen for vintage weekend, 20 rooms, 3 days minimum & lottery system to be used to draw folks. Names must be in for room requests by 3/1.

OLD BUSINESS, Election of officers - slate is Doug Scribner, Chairman, Bev, Mack, Vice Chair, Chris Baum, treasurer, Pat Sangster, Secretary, Dick Powers & Steve Sangster as Trustees and Langswagers for Activities. Motion passed & vote was unanimous.

Halloween rally presented Dick Powers & Leon Zak came in last & will host the next years excursion

NEW BUSINESS-Dave Chase says sign up for Hildene NOW..

CARS & PARTS FOR SALE

69 MGB/GT for parts or restoration, Call Joe DeBlaere 229-2230. B.O.

Mark Gibson, 70 TR6, make offer. Also has good car paint stripper call him for details. Free SU carbs 1.75 in.

Brian Smith, 77 Porsche

Al Costich, 122 Volvo, 2motors & OD trans. + 55 Magnette & 57 Magnette

George Haynes, 65 Triumph Herald convertible.

Prizes were awarded.

Meeting closed at 8:45.

After the regular meeting Brian Fallon spoke about his rally thru Mexico this year. "They went, they broke early, they came home."

Minutes respectfully submitted by Joe DeBlaere, Secretary.

November 2003 Attendance

Betty Langswager	Steve Sangster	Cynthia Jack
Gil Langswager	Tom LeStrange	Dan Suter
Dave Wild	George Haynes	John Simonson
Barb Wild	Doug Scribner	Mabel Case
George Herschell	George	John Thompson
Nancy Herschell	Shetterly	Mark Gibson
Gene Faust	Dave Leete	Marlene Rzepkowski
Anne Faust	Cheryl	Dick Rzepkowski
Tim Rizzo	Zonneville	Paul Wheeler
Lane Boughton	Brooks	Chris Baum
Bob Tescione	Schneider	John Baum
Jeff Kath	Brian Smith	Ben Barlow
Chuck Swarts	Dave Ott	Sue Ryan-Kron
Michael Mack	Sharon Perry	Henry Kron
Beverly Mack	Scott Perry	Dick Powers
Alan Costich	Bill Baldwin	Al Fink
Paul Heaney	Cheryl Baldwin	
Joan Heaney	Elton Schulz	Guests:
Allen Hess	Kathy Hershey	John Zoltner
Joeanna DeBlaere	Ted Hershey	Claude Meyers
Joe DeBlaere	Brian Fallon	Carolyn Meyers
Dave Chase	Wally Roworth	George Greene
Jeff Langswager	Dan Goodwin	Bill VanDeWeghe
Pat Sangster	Doug Jack	

The Classifieds:

For Sale: Cute little 1965 Triumph Herald convertible. Light blue with dark blue interior. Not driven since 1988. Very little rust. A complete car which runs but needs some hydraulic brake and clutch work. Many new parts included. Call for more details and discussion of price vs. degree-of-completion options. George Haynes @ 585-872-6536.

1960 AH Bugeye Sprite - \$8,900 White with new red interior, rebuilt 948, new brakes, suspension bushings, clutch, harness, etc. pictures available via email. Dale Masters (910) 270-7762 dcilmasters@earthlink.net

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.

Walter Miller, 6710 Brooklawn, Syracuse NY 13211.
315-432-8282. Fax 315-432-8256.

www.autolit.com - Museum of Automobile History now open in Syracuse. 315-478-CARS

Next month at the January meeting the Robert R Philip Scholarship will be awarded once again.

It is fitting to do it at the January meeting for it was first awarded at the January meeting in 1994. Following, for those of you who didn't know Bob, is a brief write up of the man and the scholarship.

The Robert R Philip Memorial Scholarship is awarded annually to a student (or students) at Monroe Community College by the MG Car Club, Western NY Centre. It is awarded in memory of the late Bob Philip a very active former member for many years.

I first met Bob in the early 60's driving home from work one night. He was working on a chassis in the driveway that looked like an MG to me so I stopped and introduced myself and we became friends for life. We both joined the MG Car club about 37 years ago. When I first met him he had two MG TD's, He was driving one while working on a **COMPLETE** restoration of the other. I say complete because it was a frame up restoration and in the early 60's this type of restoration was not as common as they are today. I watched Bob build first a complete new white ash wooden body tub and then hammer out all the sheet metal to go over the wooden frame. He made the dash out of cherry and then decided that a cherry steering wheel would look nice to match. However, seeing as there were no cherry wheels on the market, Bob built his own out of the same wood as the dash. It was Ruth that sewed all the upholstery for the car and the paint job was done by Bob, in the garage at their home on Kansas street. When the car was finished, he sold the "driver" and began to look for other MG's to conquer.

His next MG was a brand new 1966 MGB which he still had when he passed away. It was a kept as a completely original car with nothing added that was not on the car originally. This became a help for me when I restored my B as both cars were identical except for the disc wheels on mine. It was a wonderful source of information as to what goes where and what color it should be.

The next MG was an MG TA that he bought from John Callahan (a former chairman of the MGCC) . Again he built a new wooden body frame the same as he did on the TD. This car never got finished however because he found a J-2 and a TF. Somewhere along the way he also acquired another TD from Court Packer a former member and later a Morgan.

He put the TA aside and started to work on the TF doing almost a complete frame up restoration. When it was near completion, he started to work on the J-2. (Bob had a habit of leaving a car not quite finished so he always had something to do and also had something different to work on for a break in routine). The J-2 had to be the most ambitious project to date and it really brought out Bob's ability at improvisation. Parts for the J-2 were not as readily available as they were for the other MG's so . . . when he needed something, he made it. Being a machinist by trade and having a complete shop in the basement, made it a little easier, BUT . . . you had to see what he made. There were no complete hood hold downs for the J-2, only bits and pieces of all four. Bob took all the parts, figured out how the latches went together and made four brand new hold downs (springs included) out of brass and had them chrome plated.

They were a work of art. He also needed the Rudge Whitworth emblem for the knock-off's so he made up a plate with the emblem engraved in it and used it as a die to make up the knock-offs with the correct lettering. Gerry Gougen from

Abingdon Spares worked out a deal with Bob to use the master for his own cars, so if you ever got to the MG Museum in Westminster Vermont, the knock-off's were his work.

While he was working on the body for the J-2, he came upon some original factory drawings of the body. He had the white ash frame completed and some of the sheet metal done but they were not to the original specs, so . . . he started over and did the wood to correct specification and then decided that the body should be aluminum instead so the entire body is hand fabricated that way using that material. Again, Ruth did the upholstery and the tonneau cover so it was a joint effort. I had a ride in the car after it was finished through the apple orchard across the road and it was a real teeth jarring experience.

The next car he restored was the Morgan. He took great delight in taking me for a ride in that car before it was restored, and to say the least, those rides were responsible for at least some of my gray hairs. He drove that car like a completely mad Nouvolari and enjoyed seeing me hang on for dear life. The restoration of that car was another chapter in what he could do. In fact if you could find enough steel wool I'm sure he could "knit" you a car. He found a brand new frame for that car and again did a complete white ash wooden body frame. Then he started on the sheet metal. Most of the lines on the Morgan body are pretty straight forward but . . . there are stiffening indentations that he couldn't figure out how to duplicate. Finally he made a male and female "mold" clamped the sheet metal between and then using a jack with the I beam of the house (he worked in the basement you know) as a top "weight," he jacked the indentations into the metal. I defy anyone to tell them from the original. For the spare tire opening, in the rear deck, he drilled a hole in the center of the circle and then using a rod with a cutting tool attached to it he worked that tool around until the hole was cut. Then he brazed a rod on the inside and hammered the metal around that rod to form the "rim". As I said his ingenuity was amazing and to see what he could do with what, and how, was mind boggling. I needed a brass plug with a Whitworth thread for the oil pump in my TD. Bob made one for me and when I told him it didn't fit but was a bit loose, he came back later with three more of varying sizes and said that one of them had to fit. He didn't know how to say no to people in need. Unfortunately he didn't get a chance to drive the Morgan finished as he was taken ill before it was completed. But the workmanship is by far as good or better than any you will find anywhere.

Bob was a good friend, and we shared many other interests, such as woodworking, antique boats and airplanes, and of course our cars. We had matching TD's, B's, and we both had a TF. We traveled with he and Ruth many times and always had a wonderful time in the process. But, most importantly, he was always there for the person needing his help. When he passed away the officers of the club decided that something should be done to recognize his love of cars, and his contributions to the club. The idea came up of a scholarship to Monroe Community College in the Auto Tech Department. The scholarship is awarded each year to a student selected by the school who they feel is deserving of this award. There is a plaque at the school with the names of the recipients and at the top is an engraved brass plate. The statement on that plate, we feel, says it all.

"In memory of a True Craftsmen"

Thank you Bob from all of us.

Press Release

MG Vintage Racers' Newsletter (MGVR)
December 2003

(MGVR encourages the publication and distribution of this press release. It may be used in its full form, or an abbreviated form.)

Just GOTTA BE At The Glen THIS SEPTEMBER !

It's **NOT** just another vintage race! In 1954 a bunch of MG's raced in the first annual "Collier Brothers Memorial Trophy" MG Race at Watkins Glen, NY. Now - **FIFTY YEARS LATER** - some of those same MG's - along with MANY more MG's - will celebrate its **50th anniversary**, as MG's will be the featured race marque in SVRA's "Zippo Vintage Grand Prix" at Watkins Glen. **ONE HUNDRED - or more** - MG's are expected to compete - which will make it the **largest MG race event EVER-EVER!** MG models from Pre-War MG's to MGB-GT V-8's - and EVERYTHING in-between - will compete for SVRA's MG Collier Cup: -Historic MG's -veteran MG racers -MG camaraderie in the designated "MG paddock" - MG's even coming from England! This will also be the MG Vintage Racers' "**Focus Event 2004**" where they will hold their annual banquet. MG Clubs have recognized the historic significance of this event, and already the "**New England MG 'T' Register**" and the "**North American MGA Register**" have scheduled special gatherings there that weekend. If that's not exciting enough, also consider: 300-400 vintage cars racing; -the incredible downtown Watkins Glen "Vintage Street Festival", where they shut down main street and escort the race cars from the track to town for festivities; -the concurrent car shows going on; -the Watkins Glen Motor Racing Research Library (a must visit) just blocks away; -the Watkins Glen Gorge State Park, with its laser light show; -the area's historic and vacation opportunities (of the Finger Lake's region - wine tasting anyone?); -and it becomes obvious this will be a **WIN-WIN weekend for EVERYONE!!**

Fiftieth anniversaries are rare! **100 MG's racing - unheard of!** Planning on this super event began over a year ago. It will be a once in a lifetime opportunity for racers and spectators alike. The clock is ticking. Start planning to attend NOW!

For additional information, contact:

- MGVR website "**MGVR.org**" or MGVR Event Coordinator Dick Powers, e-mail: mgahmogca@rpa.net
- SVRA: on the Web at "www.svra.com", or call: 404-298-3323
- Watkins Glen International (the track): on the Web at: "www.theglen.com" or call: Phone: 607-535-2486
- Schuyler County (for Watkins Glen area) Chamber of Commerce 1-800-607-4552
- Watkins Glen Motor Racing Research Library: www.racingarchives.org

See you at the Glen in September - 2004!

December 4, 2003

For Immediate Release and Publication

Supporting MG race photos, or MGVR artwork, available on request

Greg Prehodka, MGVR Publicity Coordinator

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How long have you owned your car and how old are you now? Some of this we have been through before but this time the subject will be a bit different. As of 2003 I have owned my TC 37 years and my TR6 20 years. This is not a record, as I know my friend Jack Archibald has owned his TC 54 years. The record I don't know, but my dad had a friend that bought a V16 Cadillac new in 1931 and had it when he died in the early 90s. I once read an article about someone that bought a Model T Ford new, took it on his honeymoon and still had it in the 1980s.

However what we are approaching here is maintenance. Take myself for example. Over the years I have done probably 90% of the work on my TC with the exception of machine work, painting and plating. Most everything from engine removal and replace to changing light bulbs I have done myself. But what we are going to address is maintaining your car now that you have as many miles on you as the car has on it.

Not too many years ago I thought nothing of swapping an engine over the weekend. In fact I used to be able to do it in a day. The last time I tried it took two days. I found that from the floor to standing is farther than it used to be and a much harder climb. Working under the dashboard was never a problem but now I get cramps in my legs or neck or some such place and the whole scenario is much more difficult. On top of all this I am now wearing the obligatory eyeglasses and they are forever falling off along with a hat and anything else you may have on the job. One of my favorite tricks is to get under the dashboard or under the car and forget the wrench or tool that you got out of there to get. I guess this is a senior moment.

Changing oil used to be a breeze but the jack is now heavier, the car lower, and the drain plug farther under the car. I still do it but it just is not as easy or as much fun as it used to be. Brake jobs used to be a breeze but now the bending and standing take a toll and it takes me twice as long. Even the bleeding process takes longer because the bending, twisting and hose placement and removal are more of a chore. It helps if you have someone that has a lift or a pit so you could get under the car without having to crawl. This however is not always obtainable when you want it. When I decide to change the oil for example I will do so and in the next few minutes be under the car. It never seems to fail that when I'm under there the wind starts to blow and before you know it oil is everywhere. I have tried putting down old newspapers and they wind up on the

front lawn or all over the driveway. The TR6 for example is a bear. The drain plug is on the front of the sump so if your jack the car in the front the oil flows the wrong way. If you don't jack it up you can't get under to reach the plug. A real problem but I have developed a system that works pretty well. What I need is the friend with the lift and it would be worlds easier. I must have five or six oil filter wrenches and every time I go to do a different car none of them fit. I just finished putting on a new filter system on the MG and wouldn't you know it the wrench I had for a filter that size would not turn in the space allotted. Another wrench added to the collection.

Even the daily drivers are a different story today. I think the designers take great pleasure in hiding the filter in a place you could never get to. One car has the filter right above the drain plug so that when you take off the filter you get drips on the plug. Then when everything is back together you wonder if it is leaking or just leftover from the filter change.

Try bending over and work on the engine for an hour or so. That half way over is a real treat after about fifteen minutes. My back muscles start to ache and I have to stand up and stretch. There is no way to raise a car to a decent height and if you sit down you are too low. Guess we just have to suffer. Why don't they build houses with a decent garage and a lift and forget some of the other nonsense that they do put in?

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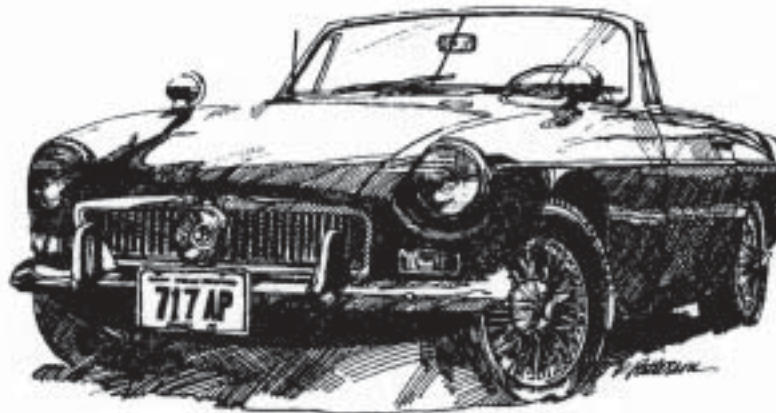
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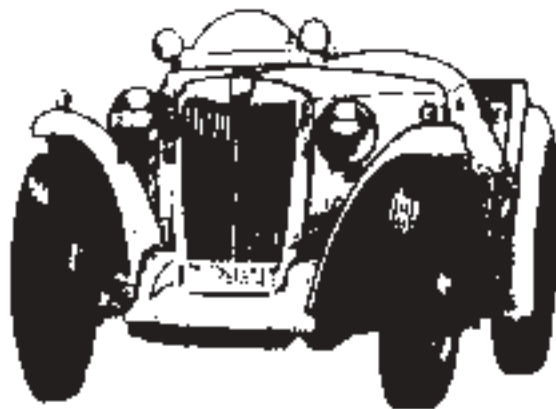
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When: Sunday, February 8th
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What: Winetasting and Chocolate Consumption
How: In our cars (probably not top down) or via rented bus – details to follow
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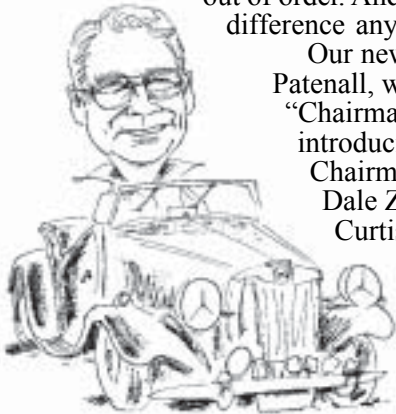
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Oh boy, no December 1963 "SPOKES"! What do I write about? There is a January 1964 issue. We don't do a regular January issue, we do the calendar instead. So, if I take stuff from the January issue I won't really be getting out of order. And who's going to know the difference anyway?



Our newly elected chairman, Bert Patenall, wrote a very enthusiastic "Chairman's Corner". He started out introducing his staff of officers: Vice Chairman, Jack Costa; Secretary, Dale Zeigler; Treasurer, Rod Curtis; Rallyemaster, Carl Clark; Post Rallyemaster, Jack Wegman; and Editor, Bill Hackman. He announced that they had a banner year planned for us. Many of us had been agitating for a different meeting place. Bert came up with

one. Starting in January we would be meeting at the St. Paul Firemen's Exempt Home on Thomas Avenue. He promised that the meeting would start promptly at 8:15 PM regardless of the number of people present. He said that if we arrived at 8:30 we would miss part of the meeting. He promised we would have a film of interest to car enthusiasts at every meeting. For the next four we would see the Shell Oil Company's series "History of Racing". The four films were, "The Heroic Days", "The Golden Age", "Titans Part I (1930-1934)", and "Titans Part II (1935-1939)". These were very interesting, I wouldn't mind seeing them again. Bert was a very positive guy, and it showed in his writing as well as his actions.

The January event was advertised as the "Jolly January Jaunt", a straight forward time distance rallye. It was a "good winter rallye - no gimmicks - no tricks". It counted in the championship series. It started at Eastway Plaza on Empire Boulevard and ended at the Green Lantern Inn in Fairport. We had five different choices for dinner at a cost of \$2.35 per person. The date was Jan. 28. (Hopefully the January thaw).

The year's schedule was printed with seven rallyes, a winter trial, an autocross, a gymkhana, and the tour to Lake Placid. We sure kept busy.

There was a writeup on the Christmas Party. It was held at the Colonial Hotel on Empire Boulevard. Jack Wegman set it up. It was described as top level throughout - color, elegance, good food and service, as well as a lot of door prizes. The best of the prizes were ten MG Car Club memberships, donated by Sports Car Sales. There were also snow brushes, lube jobs, tune-ups, cases of oil, rear view mirrors, de-icers, books and phonograph records. Betty got a book entitled "How to Fix Almost Anything", just what she needed to make sure things got fixed around the Langswager household. There were enough gifts so that everyone got something.

There was a column entitled "The MG Ramblings - inside and outside news of the month". It started out by saying we haven't seen some old friends for a long time and then listed them by name. For instance, "Where is Bill Baller, since he got married nobody sees him". And "The Merchant of Venice, Dave Gitelman has been conspicuous by his absence". You get the idea, a really chatty, gossip column kinda thing that names names and pokes and prods. That kind of thing has shown up in the pages of "SPOKES" off and on through the years. Maybe there's someone in the club now that's just aching to tell all.

Anyway, that's the way it was forty years ago.

SCAM NOTICE- BEWARE!!!

Paul Montgomery

Please publish this to your membership to alert them of skullduggery going on in our world. Thanks. Paul Montgomery.

I was recently approached to sell my car- it was advertised on the internet- and could have lost the car plus an extra amount.

The scammers, Nigeria based [per the Niagara Regional Police], agree to buy your car or other item and send you a cashier's cheque [called certified in Canada] in the sale amount plus an extra amount to cover shipping costs in my case. The shipping company [bogus] confirms contact and sends confirmation plus conditions of transport, etc. It requests shipping money up front before the car is picked up.

At this point the scammer asks you to forward the shipping funds to an individual in the shipping company, by Western Union. According to police many people will do so from their personal funds to expedite the sale, even though the cheque has not cleared the bank.

Note on Cheque Clearances- banks do not know when cheques clear- only when they do not. Clearances can take up to eight weeks and international clearances average 3-4 weeks.

Responsibility- The bank can hold you responsible if you spend any part of the funds and then find that the cheque was bogus.

- If your gut feeling says CAUTION!- be careful.
- if the purchaser does not ask pertinent questions about the car or is not interested in coming to see it- CAUTION!

If you do accept payment, discuss with your bank about how long to wait for clearance AND who will be responsible if you spend the money and the cheque bounces. Then tell the purchaser how long he must wait until you will release the car or pay out funds on his behalf.

This is a widespread scam done by professionals and has operated for 20 years. Evidently people in the US paid out over \$20 million last year!

Ed. Note - I buy quite a bit off of ebay and the net and have heard of similar experiences. Does this mean the net is a bad place to deal - NOT AT ALL. You don't hear of the many millions of transactions (and I mean many millions) that are perfect for buyer and seller. Just be sure of whom your dealing with. Go to GOOGLE.COM and put in the vendors name and read what comes up. If you buy off of Ebay - use paypal. If the seller contacts you out side of Ebay - be careful - there's a similar scam to that described where the ebay sale gets canceled and they contact you directly and ask for a check or cash or other untraceable payment. Leon ...

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- Take the exit
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From the East

- I-490 West
- Merge onto I-390 South via exit number 9B – on the left toward Airport
- Take RT 33A/Chili Ave. exit number 19
- Turn Right onto NY-33A W/Chili Avenue
- Turn Right onto Howard Road
- Turn Left into Westgate Park (behind US Post Office)

ANY QUESTIONS?

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“Chris, it’s Larry Keene. I’ve got your transmission open and it hasn’t had such a nice life, I think. Maybe you should call me.” Larry is my Transmission Guy, and the voice mail he’d left while I was out of the office was not unexpected, but not a nice thing to hear. I’d been kind of hoping that we might just need bearings, seals and synchros and we’d be good to go, but unfortunately this turned out to not be the case. As we go to press, I’ve been out of town and thus out of the loop, but I put Larry in touch with Mark Voelkers and they’ve worked out what Larry needs. As I told Larry, we’ll use Mark to get the parts, Larry to do the work and I’ll lead the cheering section on this one.

I’ve “almost” got the engine back together. The pistons are in and the bottom end is closed up, as is the timing cover. I was on my way to put the head on when I realized that I’d done something creative with the two shims which go under the center two pedestals for the rocker shaft. Something creative, as in “I know I saw them, I just can’t find them.” This is a big frustration, since I’ve been really good about bagging and tagging things during disassembly, and I should have put the shims in the bag with the studs.

I think what might have happened is that I might have been “struck dumb” when I found the shims in the first place. Normally, I tend to think that parts should be designed and built to go together without shims. I may have been so dumb I set the shims aside, as though to call someone and ask “are these really necessary?” Over time, the shims probably fell off or jumped off wherever I’d put them, and scampered off to hide in some deep, dark corner of the shop. Chances are I’ll find them in the process of doing some other job, in about 6 months or so, and long after the head is torqued.

It was a Saturday when I made the discovery. When I finally concluded that my time would be better spent screwing things together as opposed to wandering around the shop with a quizzical look on my face, I asked myself whether the shims were really necessary. I laid a straight edge across the pedestal mounts on the head, and the head is flat as a board. I put the rocker shaft and its pedestals on the head without the pushrods in, and noted that there were no differences in how the pedestals sat on the head. Then I checked my Bentley shop manual, and sure enough it showed the shims.

So I managed to reach Mark Voelkers, who opined that as the head heats it changes shape, and the shims become important when that happens. I think he’s right about this. I’m thinking what we have here is an example of parts which are drawn right, and built right, and don’t follow the rules we set out for them. So, what the engineers did was come up with a couple of inexpensive shims to compensate for the bad behavior, as opposed to changing some really expensive molds. I’ll bet they also did some experimentation with different thicknesses to figure out what the right shim size is. Now all I’d like to complete the picture is the name of the engineer who did the work and made the decision.

It’s another example of the “human factor” in engineering. It’s the part which is the most interesting for me, which is to go from “Houston, we have a problem” to “Well! That was Fun!” with maybe a dollop of outright terror thrown in for good measure. Done in a reasonable way, there can be immense satisfaction as a result.

My result though, is that I’m slipping my informal schedule again. However, I need to keep reminding myself that this is supposed to be fun. Not Compulsory Fun, but real fun, some-

thing I look forward to. If the car is ready next September, well and good. If not, the Midget will just have to do. A somewhat serendipitous discovery along the way, though, was that when I began counting out little bits and pieces like nuts for the head studs, I came up a little short. Seems like someone has been in the engine before me, at least to the extent of having the head off. There’s at least one iron washer missing for the head nuts. I’ll also replace the coupler nut with a regular hex nut, since the air injection rail is long gone from this engine. The coupler nut would hold fine, I’m sure, but at this point it’s not “right.” We will, of course fix this as well.

There’ve been as there always are, a few distractions along the way. One of them was really interesting to me, in a cerebral sort of way. I’d been having some “trouble” with the ’95 4-Runner “wandering around in the lane” a bit, particularly on really uneven pavement with a lot of dips and rolls from side to side. Part of it was ultimately attributable to some worn suspension parts in front, primarily worn tie rod ends but also a worn idler arm which helps stabilize and control the tie rod itself. We also played a few games with the toe adjustment along the way.

With these parts replaced, however, I still noticed that with a hard roll to the left or the right, the wheel would turn in response, and in the opposite direction from the roll, as though to compensate for some roll or camber steer. What I wasn’t sure of, however, was whether it was actually a case of “roll steer,” or whether it was a case of “driver steer” based on some inputs I was getting.

The ’95 puts the driver relatively high off the ground. I love this in heavy traffic, since it gives me at least a competitive “even” when trying to look past the mini-van that just sidled into my lane about a foot and a half in front of me at 60 per. Do they still etch those cautionary notes on the wide angle rear view mirrors? If so, there are a lot of folks out there who don’t bother to read them.

With the high perch, however, any body roll is accentuated. Thus it was, I determined over time, it seemed I was getting visual inputs from body roll that looked a lot like vehicle movement, or the beginning of a turn-in. As a result, I was having trouble sorting out the signals I was receiving, and was likely “going with the flow” when I should have been more resolute. I even tested this by discovering that if I held the wheel at the bottom, where the roll was less violent, there was less of a roll steer effect than if I put my hands at “10 and 2.” I began to think that maybe the semi-violence of the roll was actually throwing my upper body around, and my hands were trying to compensate for it. There are, by the way, or were at least, some really nasty roll-inducing “sags” in the Eastbound lane of Route 441 a ways East of Penfield that would produce some “pretty good” rolls.

Clearly, I needed to address the roll problem. Concurrently, a friend of ours asked to “borrow the shop” which translates to free tools and advice while replacing some shocks on a brand new Ford F150 4 door pickup. When the job was done, Jeff remarked on what a difference it had made, and how the handling even felt different. Jeff tends to do a lot of research on things prior to leaping in with cash in hand, and after surfing a number of web sites and bulletin boards had concluded that the best deal going for shocks was for Monroe Sensatracks.

So I stewed a bit. I had put Bilsteins on an earlier incarnation of the '95, which had been expensive but good. They'd also been just a tad stiffer in ride, maybe a hint to the side of harsh. I'd put Monroes on the '84 a number of years ago, and I still think the '84 steers better than many trucks I've driven. About the same time, I was getting the '95 inspected for the year again, and the inspector remarked that he'd put Monroes on a truck for his Father in Law, and again the difference had been striking.

It seemed like Monroes were the way to go. Picking up the phone, I called my parts guys and ordered four Sensatracks.

They sat in the shop for a while, since I was continuing to focus on the B. Ultimately, though, I decided that I needed to make a quick run out to Wisconsin the week before Thanksgiving, and that seemed like the perfect opportunity to get some seat time in the '95 and re-learn how to drive it. One unfortunate effect of all of the changes I'd made to the '95's setup is that I'd more or less lost any sense of feel for the truck or it's character, and I was mostly ham handed when trying to conn it from A to B.

I've mentioned once or twice about getting to the point that (at least in some vehicles) I can think about the line through the turn, and the vehicle takes the line without conscious thought on my part about moving the wheel. It's as close as I can get to a Mind Meld with machinery. What I needed to do was spend enough time in the '95 to achieve a Mind Meld – or establish that it can't be done and I need to re-think my long term plan of moving the '95 into the daily run to the City once the '84 is well and truly done.

Replacing the shocks turned out to be no real challenge. I needed to break the upper fixed stud off one of the rear shocks when it just wasn't willing to part company with the nut binding it to the frame. On the other hand, I have a healthy pipe wrench and a suitably long cheater pipe, and as was the case this time there is sometimes no substitute for brute force.

With the shocks installed, the difference was indeed striking. A significant part of the roll is gone, even in corners. With the truck cornering flatter, I realized that the roll was also causing me grief in that as I began a turn-in the body roll would send me a visual signal that I wasn't turning enough yet, so I'd tighten the turn. By that time, of course, the turn was already too much, and off I'd go wandering around in the lane again. Now the best way to describe the turn-in characteristic is "crisp."

After 4 easy days on Interstate highways and an entirely uneventful trip, I could see and feel the difference. The truck is much more predictable now, and as a result it's not only more

fun but it's easier to drive. I also have to admit that cruise control, 4 pretty good speakers and a lot of Oldies stations between here and Janesville make for a pretty pleasant drive overall. I wasn't quite thinking my way through the turns at the end of the 4 days, but it was close, and I can see that with a steady diet of daily driving I can achieve the Mind Meld I'm looking for.

A final confirming observation, and one that intrigued me, was that on the Sunday following Thanksgiving my daughter came for a visit and suggested somewhat pointedly that this might be a good time to put her snow tires on and change out her oil for Winter Weight. Fair enough. In the process of doing a test drive, however, I determined that at least in her Golf, the "roll center" seems to be about where my height of eye is. At least, I couldn't get any visual inputs that I might be turning when just doing the roll thing in response to irregularities in the pavement.

So now I have a whole new dimension to wander around in inside my head. For any vehicle I drive from now on, I'm curious to learn where the "roll center" is with respect to my eyes. I'll bet at least a dollar that the cars to which we gravitate most readily, and those which are just innately fun to flog, present very little "side to side" visuals when rolling. I need to check this out.

Hey – when the intellectual curiosity stops it's time to cash in the chips, at least in my book. I'm tempted to paraphrase a very old public service commercial: "It's ten O'clock. Do you know where your roll center is?" We could be on the verge of Serious Research here. Or, maybe I just need to get out more.

Still.

Research is kinda appealing, though....

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Everyone have a great set of Holidays.

A WORD OF THANKS

by George Herschell

I would like to extend my thanks to the outgoing officers of the club for a job well done over the past two years. Steve, Alan, Joe, John, Leon, Paul and Joan, you all did an excellent job on your positions and it was a pleasure to serve on the board with you. I wish the new board all the success in their tenure and I'm sure they will bring many new ideas to the club.

Again, my thanks to all the outgoing officers.

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- Wheel base shall be no more than 24 inches. *Note: The staging lane is only 24 inches long.*
- Wheel track shall be no more than 14 inches.
- Cars must have 4 wheels, each no more than 6 inches in diameter.
- Cars shall weigh 12 pounds or less.
- Car design should allow the front wheels to touch a 2 inch high starting gate.

The Course –

- The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
- Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rearmost part and level with the course at the front edge. The front edge shall be mitered so as to provide a smooth transition from the incline to the run out area.
- The official “Starting Line” shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, is provided.
- The run out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
- The finish line shall be marked 20 feet from the front edge of the launch incline.

The Races –

- Cars will be run in heats of 2 cars each.
- The cars are to be launched with their front wheels on the starting line. If your car design does not allow this, that is your disadvantage. **The first car to have its front wheels cross the finish line is the winner.** If neither car makes it to the finish line, the car going the furthest wins.
- If the wheels of a car should **touch** the lane markers, or **cross over** the lane marker, the car shall be **disqualified**. The competing car immediately becomes the winner.
- Winning cars will advance to the next round until all are eliminated except 1 car.

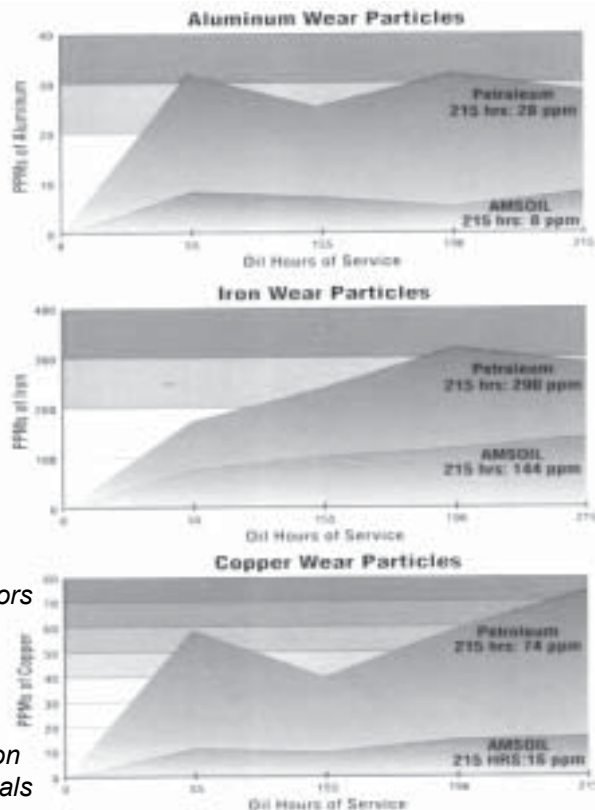


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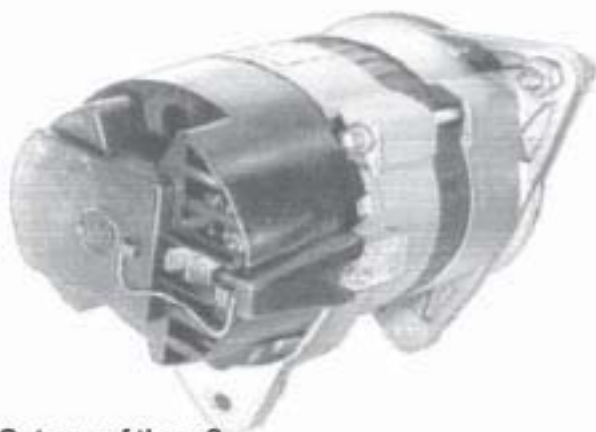
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The SPOKES TEN YEARS AGO - December 1993

By Wally Roworth

There was no SPOKES this month. There was no meeting but there was —

THE ANNUAL HOLIDAY PARTY. It was held on December 18th at Chathms Restaurant in Pittsford, Cocktails at 6:00 followed by Hors D'oeuvres and the sit down dinner at 8:00.

It was a great occasion and if my memory serves me right it was part of the Brookwood Inn on the Pittsford- Victor Road. Cost was \$18.00 per person.

I have an apology to make. In my Ten Year Ago articles I have been giving Nancy Herschell the credit for doing the Sunshine Page and I just became aware that it had been done by then Editor George Haynes (From 1989,yet.) Nancy did her fine job for a long time subsequent to George's tour of duty. Sorry, George but you never alerted me about my error.

The next Ten Years Ago will be about the Club activity in January, 1994

At the January Meeting

At the January meeting we will be awarding the Robert R Philip Memorial Scholarship to two students from Monroe Community College. The scholarships this year are very significant to our club and its members, so we hope all that are able, will attend. There is an article elsewhere in this issue concerning the scholarship and the man it honors. It would be a fitting tribute to Bob to have a good turnout at that meeting.

See you there?

Garage Tour Photos

by Cheryl Baldwin



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O.K. GANG, IT'S TIME TO SCHEDULE YOUR BRITISH AUTO TRIPS FOR 2004. ON SOME OF THE FOLLOWING EVENTS YOU MIGHT HAVE HAD TO ALREADY BOOK YOUR ROOM SO DON'T WASTE TIME, BOOK NOW. REMEMBER, YOU CAN ALWAYS CANCEL A RESERVATION IF SOMETHING COMES UP AT THE LAST MOMENT.

EVENT	DATE	POINTS OF INTEREST
CARLISLE, PA	MAY 21-23	BUY & SELL FOREIGN CAR PARTS & CARS- CARSHOW. CONTACT DAVE CHASE FOR ROOMS THERE ARE 15 ROOMS HELD FOR OUR GROUP @ \$80 PER NIGHT.
HILDENEMANCHESTER, VT	JUNE 11-12	A GREAT TRIP, GOOD ROADS, GREAT SHOPPING FOR THE LADIES, WONDERFUL RESTAURANTS & A 2 DAY CAR SHOW OF ALL MAKES. CLOSE BY IS MT. EQUINOX HILL CLIMB.
MGB REGISTER CONVENTIONPARSIPPANY, NJ	JUNE 24-27	SEMINARS, CAR SHOW, BANQUET
MGA REGISTER CONVENTIONCROMWELL, CT	JULY 14-18	SEMINARS, CAR SHOW, BANQUET
VINTAGE TRIUMPH REGISTERRICHMOND, VA	JULY 14-17	SEMINARS, CAR SHOW, BANQUET
UNIVERSITY MOTORS SUMMER PART REUNIONGRAND RAPIDS, MI	AUG 12-15	JOHN TWIST DOES IT UP RIGHT, CAR SHOW, LOTS OF SEMINARS, VENDORS, AWARDS BANQUET
BUFFALO OCTAGON CAR SHOW	SEPT 5TH	CAR SHOW
BRITISH INVASION	SEPT 17-19	WONDERFUL, GREAT SCENERY, GREAT ROADS GETTING THERE, GREAT RESTAURANTS, 2 DAY ALL BRITISH SHOW. EVERYTHING A LITTLE PRICEY BUT WORTH IT.
BRITISH CAR DAYBUFFALO, NY	SEPT 19	CAR SHOW
BRONTE CREEK PARKONTARIO, CANADA	SEPT 19	CAR SHOW, ALL BRITISH UP TO 1,000 CARS

If I have left out any events you would like to include, please call me. I have been to or plan on going to most all of these events. If anyone would like more information, please call me. There is a great group of our club that I have been going to these events for years and I can assure, you will enjoy.

Get out there and driv' em, Dave Chase, 334-6826

DECEMBER BIRTHDAYS

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

HAPPY BIRTHDAY EVERYONE!!

DECEMBER ANNIVERSARIES

1 George & Mary Ann & Shetterly
5 Barry & Robin Christ
12 John & Linda Spencer
22 Scott & Sharon Perry
26 Dezi & Bill Benet
26 Brian & Kelly Fallon
27 Michael & Karna Palermo
28 Charles & Irene Searles
29 David & Ann Palermo
29 Phil & Gilda Parisi

CONGRATULATIONS!!

JANUARY BIRTHDAYS

2 Nicholas Zuck
4 Gregg Gleba
6 Dan Suter
6 Linda Moulton
7 Susan Cooley
7 Virginia Johns
8 Donald Colvin
9 Jeffery Langswager
11 Jim Dix
12 John Simonson
13 Lloyd Potter
13 Dave Stutzman
14 Michael Mack
14 Paul Wheeler
15 Leon Zak
15 Joeanna DeBlaere
15 Bernadette Foster
16 Karen Walter-Passarell
16 Susan Potter
17 Margret Brorein, Jr.
18 Mary Fitch
18 Mary Ann Blair, Jr.
18 Sue Herschell
19 Sondra Franzen
20 Roger Gunther
21 Bernice Black
21 Cindy Jack
24 Frank Testa
28 Gilda Parisi
30 William Favro

HAPPY BIRTHDAY EVERYONE!!

JANUARY ANNIVERSARIES

6 Carl & Ellen Baxter
6 Steve & Patricia Philip
12 Thomas & Lia Glanville
30 Bob & Gwen Harris

CONGRATULATIONS!!

FEBRUARY BIRTHDAYS

4 Philip Culbertson
5 Robin Christ
6 Phil Parisi
8 Jeff Miller
8 Liz Colquhoun
8 Mary Ellen Suter
9 Willard Brown, Jr.
11 Douglas Drake
11 Douglas Jack
11 Barb Wild
12 Allen Hess
12 Nedra McElroy
14 Steven Updyke
15 Michael Palermo
16 Ed Haefner
17 James Franzen
17 Cheryl Baldwin
21 Henry Kron
21 Gil Langswager
22 Stephanie Haynes
23 William Baldwin
23 Steve Behlke
23 Pam Porter
25 Sam Squiers
25 Krystyna Todaro
26 Steve Philip

HAPPY BIRTHDAY EVERYONE!!

FEBRUARY ANNIVERSARIES

14 Dave & Nancy Chase
19 Dennis & Mary Costich
20 Tom & Ann Lenweaver
20 Joseph & Paulette Schultz
16 Ken & Sharon Stickle

CONGRATULATIONS!!

WELCOME NEW MEMBERS

Dan Young
117 West Avenue
East Rochester, NY 14445
585-264-9811
1973 TRIUMPH GT6

Garage Tour Photos

by Allen Hess



MG Car Club Accepts Payments With Pay Pal

by John Baum



Dues are due at this time of year and you can now use PayPal instead of sending a check. As a matter of fact you can use the PayPal payment service to pay for anything within the club, whether it be an event, dues, regalia, or even Car Show registration.

It's easy, just go to <http://www.mgcarclub.com> and click on the paypal logo anywhere you see it on our site. That will take you to the PayPal web site and if you are already signed up there, you'll be able to make a payment. If you've never used PayPal, you'll be able to sign up. They take most credit - debit cards.

The payment goes to : orders@mgcarclub.com

The PayPal Send Money options allows you to pay anyone with an email address.

Common uses for Send Money:

- Pay for an auction item
- Split a restaurant bill or rent
- Pay for an online purchase (or send money to your family or friends)
- Pay bills online

Just enter the recipient's email address and the amount you wish to send. You can pay with a credit card or checking account. The recipient gets an email that says "You've Got Cash!"

Recipients can then collect their money by clicking a link in the email that takes them to <https://www.paypal.com>. Use PayPal to send payments in U.S. Dollars, Canadian Dollars, Euros, Pounds Sterling, and Yen.



WESTERN NEW YORK CENTRE MGCC

CALENDAR OF EVENTS 2003/2004

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

January 8 Board Meeting 15 Meeting 18 Wine & Cheese	February 8 Wine & Chocolate Tour 19 Meeting	March 7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	April 11 Brunch Run 15 Meeting
May Tune Up Clinic 20 Meeting Carlisle Autocross I	June 1 Vintage Car Show 17 Meeting	July Autocross II 15 Meeting Kids day - Glen	August 19 Meeting Garden Tour Steak Roast/Rally
September 4 Board Meeting 16 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Dinner Run	October 12 Fall Tour 21 Meeting 19 Autocross 4 25 Halloween Rally	November 6 Board Meeting 9 Garage Tour 18 Meeting 16 Brunch Run	December Holiday Party

These dates may change, please check meeting minutes!

The SPOKES
Leon Zak, Editor
2467 Westside Drive
North Chili, NY 14514

Season's
Greetings

Presort Standard
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Please send this to:

