

The  
***SPOKES***

*Founded 1958*



Volume 45 Number 1

January 2003

Official Publication of the MG Car Club Western New York Centre



## The Valve Cover Race Winners

Next Meeting -  
February 20, at the Burgundy Basin Inn 6:30 PM  
1361 Marsh Road, Pittsford, NY

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# MG CAR CLUB WESTERN NEW YORK CENTRE

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

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Articles, anecdotes, stories, 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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<b>Quarter Page</b>	\$16.00	\$65.00	3.6 x 4.8
<b>Eight Page</b>	\$11.00	\$44.00	3.6 x 2.3

**DEADLINE** for submitting to the 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](mailto:spokes@mgcarclub.com)**

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

Photo by Leon Zak

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Courtesy of Allen Hess

## SPECIAL NOTICE

The membership form and Regalia are NOT in this issue. There was a lot of things to go in this issue and as it was, not all made it, they'll be in next month.

The membership form is available on our web site - <http://mgcarclub.com>.

Thanks to all for their submissions - we've got some great articles in this month. I put a few pictures from the Valve Cover Races in, I'll sprinkle a few more in the coming months.

**Errors and omissions statement:**  
there are some of each.

---

### 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

*So I get into the 67 Pickup a couple weeks ago, back when it was warm out, somewhere in the high 20's. It started right up. I thought "This thing runs really well." Of course the windows fogged up but I figured in a couple miles it would start to clear. After those couple miles I'm playing the old Volkswagon Bug winter game - scrape as you drive! It just wasn't clearing up. I'm also keeping an eye on the gauges as I go.*

*Usually the temp guage goes up to just over a quarter then the thermostat opens and it drops to just below a quarter and it stays there no matter what the outside temp is. I noticed this time it went to almost halfway before it dropped back to where it normally sits. My thoughts then were "Geez, the only time the temp has done anything different was last year on the way to Carlisle when there was a leak in the radiator." I wrote about that incident - how I stopped and put water in it and then we put Bars in it and it was fine. - OH DAMN! "I put water in it" where the key words there. I also made a mental note to drain it and refill it with the proper antifreeze mixture.*

*Well I checked, and the note was still there, right in my brain where I left it and didn't read it again after I put it there.*

*I was headed to the dentists office in Seabreeze. I pulled over and checked it - no leaks, temp had dropped to it's normal level. But I had no heat yet. I went to the dentist. I figured that while I was in there the residual heat in the engine compartment would thaw the heater hoses and it would all warm when I came out. And it was and the ice then melted fromt he windshield as I drove over to Kurts Garage on Hudson. I borrowed his anti-freeze gauge and measured what was in there - good to 28'. Whatta ya know - those things work. I thought it was in the high 20's that night. I drained it and filled it with 50/50. No leaks have sprung up, temp gauge acts like it always did. I was lucky, very lucky.*

*I went somewhere yesterday, it was 1'. It started great, and heat was there in a couple miles. I again thanked the auto Gods for that one.*

*Mental Notes - It's not that I forget them, I don't think I've ever forgotten one. The problem is I don't remember them in time!*

*Activities - We're dang full on activities this year. Don't forget to check the dates in the Spokes ads just in case there are any changes. Thanks to the Heaneys for a find job.*

*I apologize for not getting the calendar out sooner, next year I'll start earlier. While I'm on the subject of the calendar a couple things - first - any ideas and feedback would be appreciated. Next - Wallys car - let me put an end to the rumors - NO Wally didn't convert his Chrome Bumper B to a Rubber Bumper, at least not in reality. But - it may appear that way photographically. Somehow between the two of us we got the photos screwed up. The finished car shown is not Wallys, it's Gallagers. Ouch.*

*Later, Leon ...*

*P.S. - Wally and I both made mental notes to get the pictures correct. Boy are we in deep doo doo.*

# MGCC Meeting Minutes January 16, 2003

Our first business meeting for the MGCC Western New York Centre for the year 2003 was held at Burgundy Basin Inn. The new board was installed and in place. The meeting was called to order at 7:40 PM, and a quorum was declared.

The minutes from the November, 2002 meeting were accepted as written. No new members or guests.

John Baum gave the Treasurer's report. Dues are due. No dues paid-no SPOKES after 4/03.

Dave Chase presented Regalia and has a few classic MGCC jackets left, compliments of Betty Langswager. Dave is also the reservationist for Carlisle Weekend this year.

Leon Zak spoke for SPOKES. Get the articles to him by next Thursday, 1/24 is the deadline. The calendar is on its way.

Joan Heaney provided the Activities report.

1/19, Wine & Cheese + valve cover racing.

2/9, Sweetheart Brunch at Basile's. \$8.95

3/2, Steak Roast & auction.

3/30, Old Toad.

4/13, Brunch Run (Mt. Morris dam).

5/3, Road Rally.

5/10, Tune up clinic

5/23, Autocross1.

6/1, Car Show.

6/?, Garden Tour.

6/6, Autocross2.

7/20, Road Rally & Steak roast/funkana.

7/17, 45<sup>th</sup> Anniversary party.

9/20, Tune up Clinic.

9/21, Autocross3.

9/28, Brunch Rally.

10/12, Fall tour.

10/19, Autocross4.

10/25, Halloween Rally.

11/9, Garage tour.

11/mid., Brunch Run.

12/6 Christmas Party.

John Baum gave a car show report. The car show will be a one-day event held on the first Sunday in June. A committee has been formed with the Lions Club, objectives shared. We'll be offering T-shirts for sale at the show this year (about 100). We'll also have a program, about 40 pages, with sold advertisements inside as well as car show layout maps, etc. He need help-please volunteer your time for this important event. Specifically, right now he needs a data base cleanup person, folks to sell ads for the aforementioned Program, T-shirt sales person. Volunteers call John at 872-3697 or his cell phone at 752-6153.

Scott Perry did the website report: site is online and a new one is in the works!!!!

Old Business: None.

New Business: A "British Car Repair" class is offered at Adult Ed. in Buffalo.

DUES IS DUE: \$30.

Cars and Parts for sale. 78 MGB 4 speed W/OD, \$2200 OBO, days phone 394-5580, evenings call 396-1664.

Door prizes were awarded, and the meeting was called at 8:30PM

Respectfully submitted,  
Joe DeBlaere, Secretary

## Attendance for January meeting:

Gil Langswager	Jim Hogan	Dave Ott
Betty Langswager	Vivienne Rizzo	John Simonson
Barb Wild	Rhonda Rizzo	Hollis Hames
Dave Wild	Tim Rizzo	Steve Stewart
Dave Chase	Dan Goodwin	Ted Hershey
George Haynes	Brian Smith	Scott Perry
Bob Tescione	George Herschell	Sharon Perry
Matt Callahan	Nancy Herschell	Bob Harris
Pat Sangster	Cheryl Baldwin	Rob Houseknecht
Steve Sangster	Bill Baldwin	Wally Roworth
John Thompson	Suzanne Glanville	Paul Wheeler
Joeanna DeBlaere	Bill Glanville	Ben Barlow
Joe DeBlaere	Joe Schultz	Laurie Scribner
Joan Heaney	Lane Boughton	Doug Scribner
Paul Heaney	Don McConnell	Al Fink
Jim Priestley	Dan Suter	Elton Schulz
Susan Krobusek	Dick Rzepkowski	John Baum
Bruce Krobusek	Marlene	Chris Baum
Barb Zak	Rzepkowski	Dick Powers
Alan B. Costich	Allen Hess	Brian Fallon
Leon Zak	Elaine Hess	Allyn Wagner
Pat Hogan		

## Activities Report

The year 2003 has started and we are off to a great year. There are at least 20 activities for the club. This includes all social activities, auto cross and the tune up clinics. There will be 3 rallies. Some will be included with others events, some will stand alone. There are 2 formal events, the 45th anniversary party and the Christmas Party. Some of the old standbys are still taking place, such as the March event at the Old Toad.

I would love to take all the credit for the events, but it is the club members who agree to run an event or to give a helping hand that make things run smoothly. Again I would like to thank all those who volunteer to run an event or help someone who is chairing an activity. It basically makes my position one of coordinator, and coordinating this year has been a relatively easy task. There are some interesting events planned and I am hoping that all who attend have a great time.

Take care and hope that all had a great holiday season and are looking forward to a fun filled, prosperous and healthy 2003.

*The Heaney's*

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# British Car Day July 14, 2002 Cincinnati, Ohio

*Allen Hess*

When my parents moved to Cincinnati area, our summer visits often coincided with British Car Day sponsored by the Ohio Valley Austin Healey Club and the British Car Club of Greater Cincinnati. The show's location provides a unique opportunity to the entrants - access to the Edgewater Sports Park Dragstrip. Parked among the large variety of the British and European cars I expected to see were also two pre-war MGs, a Singer, and Triumph Renown. Engine swaps and V8s seemed to be more prevalent than in the past. Here are some photos of some not so ordinary British cars.



1934 Supercharged MG NA



MG TD grille on a . . .



Big block Chevy Hot Rod



Daimler SP250, 2.5 litre Hemi V8



MGB with Mazda RX7 rotary engine



A racey looking MGB



A life size version of the Mini City logo



Morgan with Rover V8



TR6 with 4 cylinder turbocharged Ford and big tires



TR7 bodied dragster



TR7 with really big tires



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In January of 1963 Bill Hackman took over as Chairman. That relieved me of my two year stint and left me without an office, hooray! But of course I had to have something to do so I agreed to layout the "Western NY Invitational" rallye. , huh?



was an excellent choice. He of many talents. In fact, ompts me to write this now, iding out that Gene Hackman ist received a "Lifetime Achievement Award". Bill was Gene's uncle and very proud of that. Bill was a writer for the Rochester Times Union. At least that was his day job. Of course that didn't hurt when our club needed publicity. Back then all

motorsports got good coverage in the papers, thanks to Bill. He was a "take charge" kinda guy. He knew a lot of people in all walks of life. He was easy to know. He was very artistic. His apartment was interestingly decorated with

pieces of art and fine antiques. We had some great club parties there. He could do most anything so he built a cabin in the hills down near Dansville. It wasn't an ordinary cabin but one built on stilts. It was quite modern in design and commanded a terrific view of the surrounding hills and valleys. He decided to have a hillclimb as a club event. It meant getting permission from the town to use the road that ran up the hill to his place. It wasn't even a paved road but it was a town road. It was ideal, with a fairly steep grade and lots of sharp curves. Permission was granted and the event was held. Bill got a real kick out of doing that. He also laid out some pretty interesting rallyes through the years. He was a real car guy, always having something interesting to drive. The one I remember most is his Alfa Guiletta Sprint coupe. (Dick Powers has one now) I think he also had a Jaguar sedan at one time. He was always at the Glen with a press pass and knew everybody there. He was a great asset to the club. If we had had a "Brudno Award" then I'm sure he would have gotten it. But of course he was a contemporary of the Brudnos and every bit as interesting.

We had a good time back then just as we do now. Most of the people were different but that indefinable something that is the MG Car Club was there then and is still with us forty years later.

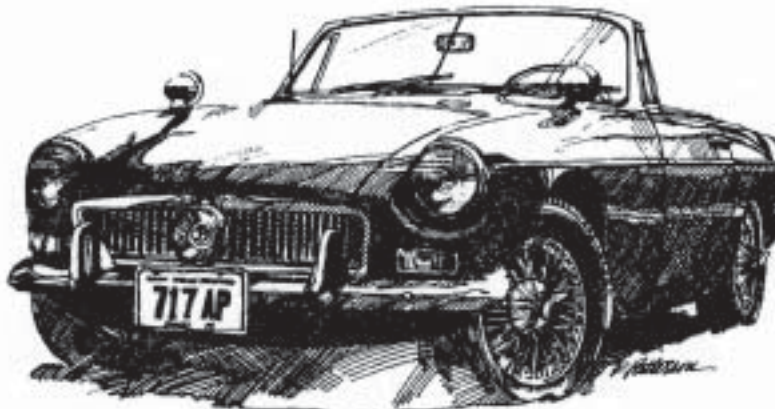
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A very long time ago my father with all his wisdom told me “there are two things you never argue about, Religion and Politics”. I have tried very hard to follow his suggestion but now feel that another must be added to those two taboo subjects. That subject is “what is the correct shade for British Racing Green.

This came home to me just recently when one of our members asked me for the color code number of my MGB. I provided that number and got a call a few weeks later asking if I could take a look at the car because he felt the color that he was getting was not the same as on my car. I went and looked and sure enough it was considerably more yellow than my color. I had taken my can of “left over” paint so they could get a sample and match the color to it. This was done and to the best of my knowledge the car is the color the owner wanted which is “my” color.

But during this little exchange a number of things came to light that were and are still confusing to me. I began to look up colors and descriptions when two numbers provided by the MG factory surfaced in conversations. Those numbers are GN 25 and GN 29, both called British Racing Green by the factory. I have an original folder from 1964 with actual paint chips and GN 29 is a very dark (and slightly bluish) green. When I had the color mixed for my car as it was being restored in 1988 the shop gave me a sample of this color as the color I wanted. It was not so I went to the Moss catalog and looked up their description for the color. Moss listed two British Racing Green colors, GN 25 described as “medium dark green” and GN 29 as “medium dark yellow green”. When I had the two greens dipped out on samples the numbers were just reversed with the 25 being the yellower green and the 29 the darker one. This was in keeping with the color chip I have. However, the paint codes in the Moss Catalog were reversed. This came up again in the recent discussion and I decided to go to the book “The Original MG B” by Anders Clausager. Now things got more confusing than ever.

Clausager lists GN 25 as being available in 1962 and 1963. GN 29 the “Dark British Racing Green” is listed as from 1963-1970. He states that the British Racing Green GN 25 was introduced in 1962 but was “replaced after a

few months, reputedly at the request of the export department, by a darker British Racing Green.” When I checked his paint code numbers and compared them to the Moss catalog, the darker color Du Pont number is 8194 and the lighter more yellow is 8193. This is directly opposite to what is in the Clausager book.

So now something is not quite correct somewhere. I bought my MG from the original owner, Bob Philip bought his MGB new, as did Dick Powers. All three cars are the same color, they are all later than 1963. BUT all three cars are identical in color which is the GN 25 or the lighter and more yellow of the two greens.

So where does all this leave us? I guess what I am recommending is for you follow these few suggestions along the way if you are getting your car re-finished.

**First:** Decide on what color you want. If it is not an original color and you have a sample of the color you want take it to a paint dealer and have him mix a small amount for you. Test it out to make sure it is the exact color you want. It may cost a few dollars but in the long run it will be money well spent. If it is not the shade you want, you have only bought a small amount and it can be corrected.

**Second:** If it is an “original” color follow the first step.

After what happened in the case I described, even the books are in disagreement as to formulas and numbers.

**Third:** If someone gives you the mix number, follow the first step. Do you see a pattern here?

**Fourth:** If you have a mix number from a particular dealer, try to use that dealer to mix your paint. All mixes are supposed to be the same but it doesn’t hurt to eliminate any possible variation in mixtures.

**Last:** If you have a color code number, and it is for lacquer, and you are getting enamel or acrylic, the color may vary. So again, go back to step one.

In closing, Clausager’s book lists seven different greens used on MG B’s and three of them are called one form or another of British Racing Green. So when I am asked what is the correct shade of British Racing Green I simply have to reply:

**The Correct Shade Is In The Eye Of The Beholder**



## OPEN HOUSE AT VAN’S MACHINE SHOP

Arrangements have been made with Bill VandeWeghe, Owner of Van’s Machine Shop, for a tour and demonstration for the MG Car Club on Saturday, March 15, 2003. Bill has hosted our club several times in the past few years, and it has always been interesting and well-attended.

Plan to begin at 9:00 AM at 118 Genesee Street in Rochester, one block south of Main Street and behind St. Mary’s Hospital. Bill and his guys will discuss and demonstrate all aspects of engine machining and rebuilding.

To gage response, please sign up at the February meeting or call me at 872-6536.

*If there is sufficient interest, we can begin with breakfast nearby at 8:00. George Haynes*

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## British Car Repair Course

“Elton Schulz would like to make you aware of a British Car Repair course taught by Jim Pelleteri at the Burgard Vocational High School, 400 Kensington Avenue, in Buffalo. This is a 26 week course over two semesters that covers all phases of restoration of mechanical components on all makes of British built automobiles. It includes electrical troubleshooting, SU carburetor rebuilding, engine overhaul and performance tuning, and brake and suspension and driveline maintenance. Basically you work on your own projects with guidance from Jim. Elton attended the fall semester and highly recommends the course. The downside is that it's quite a drive to Buffalo, but car pooling could solve that.

The class is held Tuesday evenings from 6:30-9:30 p.m. The Spring semester has already started, but it's not too late to register. Course fee is \$125 per semester. You can register by showing up at class. For more info, contact the Burgard website at [www.upskill.org](http://www.upskill.org) or call Jim Pelleteri at 716-861-1663.”



## **“SWING INTO SPRING AT THE TOAD”**

**March 30, 2003 —  
5:30 pm till ..**

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**Dick Powers and Laurie  
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front porch listen to the rain on the roof as it runs into the  
gutter and through the downspout. You'll soon forget you're in  
the middle of the city. Inside the cozy, woodsy cabin you'll  
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## FEBRUARY BIRTHDAYS

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 5 Robin Christ  
 6 Gary Agosti  
 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  
 12 Pat Stahl  
 13 Louis Le Brun  
 13 Ned Paulsen  
 15 Michael Palermo  
 16 Ed Haefner  
 16 Eve Manca  
 17 James Franzen  
 17 Cheryl Baldwin  
 17 Jane Kirchgessner  
 18 Geoffrey Briggs  
 19 Denny Trask  
 20 Fred Miller  
 21 Henry Kron  
 21 Gil Langswager  
 22 Stephanie Haynes  
 23 William Baldwin  
 23 Linda Lytle  
 23 Pam Porter  
 25 Sam Squiers  
 25 Krystyna Todaro  
 26 Steve Philip  
 27 Mary Ann Mance

**HAPPY BIRTHDAY EVERYONE!!**

\*\*\*\*\*

## WELCOME NEW MEMBERS

**Ben & Leah Lee**

102 Birchwood Drive  
 Schenectady, NY 12203-5604  
 1977 MGB

**Aaron Spink**

112 Linwood Avenue  
 Warsaw, NY 14569  
 585-786-0035

## FEBRUARY ANNIVERSARIES

12 Joseph & Linda Higley  
 14 Dave & Nancy Chase  
 16 Ken & Sharon Stickle  
 17 Gerald & Jane Kirchgessner  
 19 Dennis & Mary Costich  
 20 Tom & Ann Lenweaver  
 20 Joseph & Paulette Schultz

**CONGRATULATIONS!**

## MARCH ANNIVERSARIES

2 Sayle & Kathy Temple  
 14 Billy & Jessie Cates  
 15 Irving & Bernice Black  
 17 Gerard & Linda Odenbach  
 17 Elton & Patti Schultz  
 21 David & Lynne Schindler  
 28 Virgil & Gertrude Potter  
 30 Marty & Jean Mucher

**CONGRATULATIONS!**

\*\*\*\*\*

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**Douglas & Cindy Jack**

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 1958 TRIUMPH TR3A

## MARCH BIRTHDAYS

2 Wally Roworth  
 2 George Slack  
 2 Sayle Temple  
 2 Lyn Smith  
 3 Wendy Van Vliet  
 4 Bill DeVos  
 5 Lee Blair, Jr.  
 5 Richard Powers  
 5 Sue Pittenger  
 5 Stacey Van Denburgh  
 6 Marlene Bartasevich  
 8 Karna Palermo  
 9 Richard Manzolati  
 10 Al Fink  
 11 Lane Boughton  
 12 John Cook  
 12 Thomas Glanville  
 13 Audrey Davis  
 13 Kay Johnson  
 14 Terry Welch  
 17 Dave Chase  
 17 Gail Borycki  
 18 Nick Masi  
 18 Don Moodie  
 19 Robert Antonelli  
 19 Bill Johnson  
 20 Gene Faust  
 20 Burt McMinn  
 20 Robert Keppeler  
 22 Cheryl Marginean  
 22 Laurie Scribner  
 23 Kathy Boughton  
 24 Carl Baxter  
 25 Dennis Costich  
 25 Bejan Iranpour  
 25 Richard Manca  
 25 Jim Ostrander  
 27 Gordon Ruston  
 27 Jim Walsh  
 27 Susan Kath  
 27 Dawn Mehserle  
 28 Arne Lindquist  
 28 Gertrude Potter  
 29 Joseph DeBlaere  
 30 Karen Herendeen

**HAPPY BIRTHDAY EVERYONE!!**



Winter would seem to have arrived with a vengeance this year. The Phoenix Acres all-purpose-farm / plow / utility truck has done yeoman service this year keeping the driveway open, and I'd have to say that without it this year we would have had "a problem." It's worth noting, however, that the truck has extracted a few small penances for this service, which given its age I suppose I can live with. That doesn't mean, however, that I always agree with its sense of "truck humor."

The clutch hydraulics began to fail late one night as I was touching up the drive after work. The symptom was that I wasn't getting clean disengagement of the pressure plate from the clutch disk, or in layman's terms I was inadvertently grinding gears each time I shifted from First to Reverse. I also noted that the shifting effort to go into First had increased, since I was now relying on the syncro collars to stop the input shaft. I made sure that nothing stupid had happened, like a floor mat bunching up under the clutch pedal and maybe limiting its travel, and then concluded that I was developing a bad master cylinder, or a bad slave cylinder, or both. Speculating that whichever one I addressed first would prove to not be the problem, I decided that the only reasonable course of action was to replace or rebuild both.

It was easy to get a new slave cylinder, and the price was only a couple of bucks more than a rebuild kit. That was an easy answer. A new master, however, was really expensive compared with a rebuild kit, and to make matters more clear the entire cylinder was special order, whereas the kit was in stock. Done then. Ordering the new slave cylinder and a master cylinder rebuild kit, I picked them up shortly after noon the next day and headed for the shop.

With the diesel hammering in the background and the heaters going full blast, I eased the truck into the center shop bay with the blade on. Thanking myself for having used liberal amounts of anti-seize compound "once upon a time," the slave cylinder was off and the new one on in virtually no time. Bleeding it down "just in case," I tested it and sure enough, the problem was still there. Apparently, the Law of Adverse Inversity still holds.

With a bit more time and a bit of luck, I managed to get the hydraulic line to the master cylinder loose and the master off. Rebuilding the master turned out to be just a bit more interesting, however. It turned out that the bore in the master is so small that even my two stone hone didn't fit. Well now – that would be an "issue." I stood there in the shop and stewed on this for a while and then reached for my flat file. Using the file against the backs of the stones on the hone, I did finally remove enough metal to get the hone to fit. Of course, I also managed to file my way right through the hole on one of the stones where the little cotter pin goes that holds the stone on the hone. Needless to say, I was real careful to not pull the hone back too far as I was honing the bore, since I had a very clear vision of a small and almost undetectable stone launching itself across the shop and into deep hiding somewhere.

Re-assembling and re-installing the master, I bled the system down again and determined that yup, this problem was fixed. I put the truck back on line again, which was a good thing, and about a week or two later concluded that a distinct "ping" I was hearing from under the truck when starting from rest, and the rattling and banging I was sometimes hearing, was coming from the drive shaft somewhere.

Putting the truck partially into the shop with no heat on, I crawled under and was suitably horrified by the condition of the rear U-joint on the rear drive shaft. Of course. To make matters worse, the Christmas Holidays were approaching, we were anticipating 15 of Eileen's family plus ourselves for a formal, sit-down dinner on Christmas Day, and we were leaving for Wisconsin on the 26<sup>th</sup>. I plowed very carefully after that, even during the heavy snow on Christmas Day.

When we returned from Wisconsin after a fairly uneventful run in the '95 4-Runner, I "shopped" the plow truck in earnest. Again thanking myself profusely for using anti-seize compound the last time I'd had the drive shaft out, I dropped the shaft this time in about 10 minutes and headed for Fleet Pride, formerly known as Universal Joint Sales. I had to call George Haynes to find out what had happened to them, since I couldn't even find a phone book listing that began with "Universal."

The folks at Fleet Pride were outstanding, as always. They turned my drive shaft around in about half an hour, and I had the truck back on line again that afternoon. Good thing, too, since it hasn't stopped snowing since. Kudos to them as well for putting in joints which were greasable. The last two I'd had put in were sealed, but with the minimal use the truck gets they're too exposed to the elements, and prime candidates for corrosion unless greased regularly.

Then – just when I thought the truck was ready to settle down to become the super-reliable workhorse I need it to be, it failed to start one morning. More correctly, it failed to keep running. With the accelerator pump working, it does come right to life after a few hard stomps on the accelerator. Only thing was, it caught, ran and died. Feeling speculative, I tried some ether, which was good enough to get it to run for a little while, but not sustainably. "Oh oh," I thought. "Frozen gas line or tank. Shame on me."

The temperature the previous night had been sub-zero, and my theory was that I'd missed getting enough dry gas into the tank, and the combination of a non-breathable shelter, a bit of snow on the ground inside the shelter, and a less than full tank had ganged up on me to put more condensation in the tank than I'd been able to deal with. Now I'd have to pay the price.

Doing the terrible thing I sometimes have to do, I used the starter to move the truck from the shelter into the shop. Ya know, there are tangible advantages to clinging to an "all manual" fleet. It was so cold, and with the battery partially depleted already from the morning's efforts, I actually had to put the battery charger on the air cleaner, and "fake down" an extension cord that would unwind with the movement of the truck so I could have enough juice to make the distance – and it's only about 50 feet of travel.

It was a Friday night, and fortunately the snow had temporarily stopped. That night I tried to heat the shop for a while, and then since it was getting late and I didn't want to disturb the neighbors, I shut the diesel down and went to one heater overnight.

On Saturday morning the truck still wouldn't start, but there was still snow on the blade, even though the truck was sitting in a "heated" shop. Clearly, I might have warmed things up a bit, but if I had a big block of Ice in the tank it would take a fair amount of heat to change it back to water. I ran heaters and tinkered with other stuff for the better part of the day. By Saturday night the truck still wouldn't start,

but we had an event to go to, so I left two heaters running this time, positioned under the truck directed at the tank and the fuel lines as they headed towards the front.

By Sunday morning, with snow predicted for Sunday afternoon, I was getting concerned. The truck still wouldn't start, and by now most of the snow on the blade was melted and the surfaces I could put my hands on, like the underside of the tank, were at least not bone-chilling. Taking time out to pay the weekly bills, I set out to attack the problem. I'd been simply cranking the engine looking for fuel pressure, but if the definition of insanity is continuing to do the same thing while hoping for a different result, I was pretty close to needing to be committed.

The first thing I did was take my brake bleeder and see if I could simply suck fuel up to the fuel pump inlet from the tank. Seeing fuel appear in the collecting jar, I moved the suction point and verified that I could suck fuel through the pump. The next thing I did was disconnect the fuel pump discharge hose from the carburetor and, using a length of extra hose, try and blow through the float valve.

And there I stopped. Maybe the float valve was stuck, or maybe there was a fine screen in the float inlet that was plugged. Whatever the cause, this was looking more and more like an "Old Truck" problem, as opposed to a cold weather problem. I tried heating the float chamber with one of the electric heaters, but that had approximately the same beneficial result as scratching one of my ears. Clearly, something wasn't right.

Carefully doing a partial disassembly of the carb as it sat in the truck I was able to pull the air horn off the carb and inspect the float chamber. It was, as I'd suspected, bone dry. We just weren't getting gas. Carefully removing the float and the needle from the valve, I blew through the fuel line and was rewarded to see a small cloud of "gray stuff" come out of the valve body. What was that gray stuff? Beats me. Could have been some form of deposit from the days when the carb float bowl would regularly go dry from disuse, or maybe it was little ice pellets. Whatever they were, they were gone and so was my fuel line blockage.

Carefully re-assembling the upper part of the carb and the choke linkages, I cranked the truck again. By this time the plugs were out, and when I sniffed the engine room the sweet sharp smell of gas was a welcome experience. With the plugs in, she caught, ran and kept running. What a GOOD feeling that was. After I was convinced we were OK, I went out and touched up the driveway. Good thing, 'cause we got another inch or two later on that day.

In some of my fooling around with the truck on this most recent problem, it seemed to me that the fuel filter was dry, and remarkably clean. Now – gas these days is a lot more clear than what we used to get as unleaded, and there aren't many miles on that filter. However – I'd replaced the gas tank a few years back, and it could be possible that I'd done a dumb thing when re-connecting the tank, and somehow (I would like to think this is really unlikely) bypassed the filter. Since the answer can only be revealed by pulling the bed off the truck, I just simply added another filter up in the engine room where I can see it and reach it. When the weather warms up I'll decide what I want to do about the original – if anything.

I'm also pleased to report that the truck started again on the following Monday, but it does appear I need to "take a turn" on the automatic choke operator. Must be it did a

rotation when I had it off and I missed it, but the accelerator pump will do for a week or so until I can re-shop the truck. There are very tiny hitch pin clips holding some elements of the choke linkages together, and dropping one of them either to the ground, or into the carb throat, would fulfill the promise of another mis-spent weekend. This is a task best done in a heated, windless space.

For now, at least, we're back plowing again. When was the last time we had a Winter like this? There are stories for grandchildren lurking in here. "When I was your age, son, I walked 5 miles to school barefoot in the snow, uphill both ways...." Somehow, it feels better telling about it than experiencing it first hand. Just a little. Everyone have a great February and Valentine's day.

## **Chinese Basket Auction**

### **Following the close of the Business Meeting April 17<sup>th</sup> Proceeds to Benefit Endowment Fund**

#### **If you would like to bring a basket filled with goodies**

You think someone may enjoy, they will be placed on auction. These baskets can be any theme. Ideas for basket themes are automotive, books, food, gourmet coffees or teas, garden tools, Kitchen items, plants, puzzles, toys, toiletries, Or whatever you think might be fun.

Holiday themes are also fun, such as Easter, Christmas, 4<sup>th</sup> of July, Birthdays...etc.

All members attending will be able (if they so choose) to purchase tickets to place into containers in front of each basket. At the close of the event a tickets will be picked for each basket. The lucky person who has

their ticket called  
Will leave with a basket full of fun.

If you have any questions please email or call Joan Heaney [pheaney@att.net](mailto:pheaney@att.net) or 624-8182  
Your call will place you under no obligation to provide a basket.

# FRAME REALIGNMENT

by *Jim Colegrove*

Along with great Get Well Cards from many MG car club members, I also got a different kind of card from George & Nancy Herschell saying "Don't think of it as being in the Hospital for another Operation ! Think of it as being Recalled to the Factory for an Adjustment !" It got me to think of it all in a completely different view.

You may recall my first Frame Realignment was way back in August 2001. Since I had not been able to drive for over a year, my wife (Gail) had asked the Doctor to please fix my back so I could enjoy driving my A H Sprite again. But apparently the Doctor I had then was not very knowledgeable about English Sports Cars. He must have assumed that all English cars are alike so he apparently aligned my back for a Rolls Royce (based on the bill). You can imagine my "pain" due to such a drastic error and unfortunately the operations were not successful.

When I recently switched Surgeons, I was lucky enough to find a Canadian (closest thing to a Brit that I know) and he knows his British cars. So four weeks ago the new Doctor took out all the "stiff upper lip" hardware from my back and reinserted new "rods" & "screws", plus realigned it all for an A H Sprite. I learned from him that they really do have a surgical table that can be adjusted to pre-curve your spine (stomach side down) before they lock it all in place with "new hardware" – just like for cars – really.

After the operation, I knew all was going well when I noticed a puddle of "oil colored fluid" under my hospital bed. After the 4 required days on the "engine diagnostic analyzer", the Physical Therapist (Chief Mechanic) took me out for a "brief spin" and issued me a "good as new" inspection

tag. I was fully operational and raring to go (slow). My wife has been fully in charge of my striped frame rebuilding time, while at home – thanks hon!

Thanks to ALL the MGCC friends that sent cards & well wishes - I can't tell you all how much they all helped getting "over the rough spots in the road to recovery" !!! I'll see ya all in the spring – it will be me in the red, convertible blurrrr

## CLASSIFIEDS

It's definitely a Classic 1976 MGB in Mint Condition, fully restored interior and exterior. Ferrari Red exterior with butterscotch leather interior. Needs no work at all, just needs to be driven! Asking for USD\$12,000. Elliot King, Jamaica, NY 1(718)658-8704

1952 MGTD : Cream color. This is an older incomplete restoration with what looks to be an amateur respray done at a later date. Engine appears to be in fine shape, doesn't smoke or use water. There are a few things that are not correct but they don't detract from the enjoyment. New tonneau installed Amco style luggage rack, stainless exhaust system, and new green leather interior purchased but not installed. Asking \$9500 or best offer. Please call for More details. 585-889-1473 or email to [mgbill@mgsclub.com](mailto:mgbill@mgsclub.com)

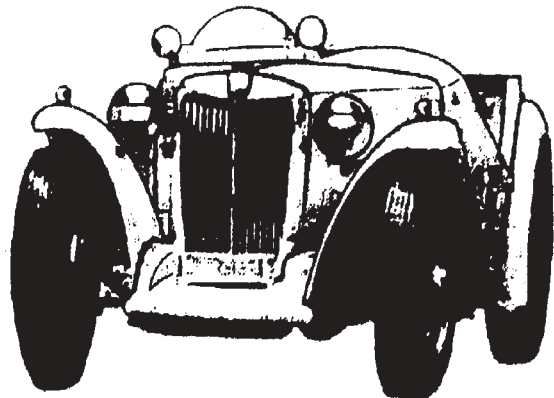
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## MG's Racing Into The Night At Sebring And Rochester Connections Too

In the Spring of 1950, Alec Ulmann ('48 Watkins Glen chief steward), Sam Collier and SCCA's Bob Green, met at Hendrick's Field, a former B-17 bomber training base. The location of the airfield was near Sebring, Florida, and the three men discussed plans for an American endurance race similar to Le Mans. The course would use the runways and many of the connecting service roads and would be a 6 hour "Little Le Mans" to take place on December 31<sup>st</sup>. Things were much simpler then.

A little Crosley Hot Shot won that race on index of performance. MG's did well, with TC's finishing 5<sup>th</sup> and 6<sup>th</sup> overall and 1<sup>st</sup> & 2<sup>nd</sup> in class. Co-driving the 6<sup>th</sup> place car with Bill Milliken, was Frank O'Hare of Rochester, NY. Jim Kimberly, in a 166 Ferrari, actually covered the most miles, but was placed 2<sup>nd</sup> overall on index. Ferrari drivers never like to finish second to anything, especially a little Crosley. By the time the next race happened in 1952 (now 12 hours), the car covering the most miles was the overall winner along with winners in different performance classes.

In 1953, Sebring became truly international. It was now the first FIA (International Automobile Federation) Sports Car World Championship event of the year. This status made the 12 hour race extremely important to all the factory teams that were competing for championship points. The "Win on Sunday, Sell on Monday" philosophy was just as true then for Ferrari, Porsche, Mercedes, Jaguar, Aston Martin, Alfa Romeo and little MG, as it is today. Competing in and possibly winning an international sports car class championship was proof that your car was a true sports car.

Endurance races, like the Sebring 12 Hour, Le Mans 24 Hour and the Targa Florio demonstrated the worth and superiority of one product over another. This was not lost on MG, and the American market was the biggest in the world.

For MG, there was no real factory Competition Department until 1955. All racing was done by "private entrants" with some getting more behind-the-scenes help than others. At Sebring, T series MG's and MG Specials did well and in those early years, Fred Allen, from Rochester, successfully campaigned the Sacred Octagon. Fred was a good MG racer, sold MG and Jag, and eventually owned the first local VW dealership, F.A. Motors.



1956 MGA Team

In 1956, the MGA was new to the sports car world and racing. Abingdon had announced the MGA just before three of the cars ran as EX 182 "prototypes" at the June 1955 Le Mans race. The March 1956 Sebring race saw 3 MGA's entered by Hambro Motors, New York importers, and Fred Allen was one of the team drivers. The MGA's did so well that they won the "Team Prize" and sold a lot of cars in '56.

This pattern was repeated many times, with the MGA's becoming "official" British Motor Corporation (BMC) factory cars at Sebring. In 1961, MGA 1600 "Deluxe" coupes finished as high as 14<sup>th</sup> overall and 1-2 in class. These cars were Twin Cam chassis, but with the pushrod engine in stage 6 tune. It was found that the pushrod engine was better than the twin cam.

A vintage racing friend of mine, Jim Weissenborn, raced a 1960 ex-Sebring Twin Cam in SCCA club racing. Jim told me the car overheated and had many vibrations because the clutch and engine weren't balanced properly. Once they put a 1622 pushrod engine in, the car was more reliable and faster! The Twin Cam engine they took out has been at the bottom of Skaneateles Lake since 1962. (Twin Cam guys, wait till the ice melts.)

In 1963, the MGB had replaced the MGA, but at first it didn't do as well. Both Sebring cars had engine problems and DNFed. After that, MGB's, Midgits (1<sup>st</sup> in class in '68) and MGC's did well at Sebring, even though the MGB had stiff competition from Porsche.



The best pre 2002 MG finish at Sebring was 10<sup>th</sup> overall in 1968 by a special MGC-GT. Known at Abingdon as the MGC-GTS, this car had an alloy body with in-car adjustable torsion-bar suspension and a 200hp 6 cylinder engine with alloy head and triple Weber carbs.

Abingdon wanted to produce enough to run in the GT class instead of as prototypes. The plan was to sell the GTS through dealers as cars you could buy and race with little modification sort of a very potent MGC GT version of the



### MGA MKII Deluxe.

This was the last of the racing MG's from Abingdon. The GTS raced again at Sebring in 1969. After that race, British Leyland, new owner of MG, closed the MG Competition Department. What fools the anti-MG folks at BL were.

Let's fast forward to 2002, Sebring's 50<sup>th</sup> Anniversary. BL and Triumph are gone and Jag is part of Ford. Who appears back at Sebring. . . MG, with help from Lola. The car was 3<sup>rd</sup> fastest in practice and after 12 hours, the MG /Lola EX 257 finished 7<sup>th</sup> overall and 1<sup>st</sup> in class. MG & Sebring, together again.

There is one last Rochester/Sebring/BMC connection. Doug (Mini City) Scribner has the "aluminum" roll bar from the Mini that won its class in the '67 3-hour race run prior to the Sebring 12 Hour. An aluminum roll bar, why didn't I think of that! Wouldn't have had to lose 30 pounds.



Suggested Christmas Present for any MGCC Member  
MG/Lola EX 257



# THANK YOU!

Well it is hard to believe but we are now into planning events for 2003. I do hope that all who attended events in 2002 enjoyed them.

I would like to thank all who worked on events in the past year. Without your help we would not have had such a successful year. There were many activities and many hands behind the scenes.

## January

*Wine & Cheese with  
Valve Cover Races*  
Suzanne & Bill Glanville  
Tom Glanville  
Pat & Steve Sangster  
John & Chris Baum

## February

*Brunch Run*  
Dave & Barbara Wild

## March

*Steak Roast & Auction*  
Activities Chair  
Jim & Sue Herschell  
Steve Phillips  
George Haynes  
John Baum  
Joeanna & Joe DeBlaere  
Doug Scribner  
Jim Priestley

## March

*Pub Event Old Toad*  
Desi Benet

## April

*Brunch Run*  
Activities Chair  
Chris Williams  
Eileen McMahon

## May

*Tailgate Picnic*  
Activities Chair

## June

*Garden Tour to Buffalo*  
Allen & Elaine Hess  
Tim & Rhonda Rizzo

## July

If I have left anyone out please accept my apology. I tried to write down and remember all that worked events last year but the memory is the first thing they say goes and I think mine got up and went years ago.

In January we will have the ever popular Wine and Cheese Party and Valve Cover Races. This will take place out in the Chili area on January 13. In February we will host a Sweetheart Brunch. During the month of March we will have the Steak Roast & Auction and at the end of the month the English Pub event. April will be a good month to shake those cobwebs, so we are planning a nice Brunch Run or Tour. We are changing the May Tailgate Picnic to July and will include a Funkana at that event. We have added a Rally back with the August Steak Roast, and hope to have an additional Rally added during the summer months.

As usual, if there is anyone who would like to run a brunch or tours, or has an idea of a place they would like to include in these events, please call. If you would like to chair any of the events, I would be glad to work with you on them.

## Tour and Picnic

Carl Webeck

## August

*Steak Roast & Funkana*  
Betty & Gil Langswager  
Jim & Sue Herschell  
Steve Philips  
Dave & Gracie Ott  
John Baum

## October

*Fall Tour*  
Tim & Rhonda Rizzo  
Dave Avery  
Paul Wheeler  
*Halloween Rally*  
Jim and Jan Langswager  
Betty & Gil Langswager  
Barb Wild  
Joan & Paul Heaney  
Barb & Leon Zak

## November

*Brunch Run*  
Activities Chair  
*Garage Tour*  
Al Costich  
Paul Heaney  
Charlie Elam  
Bill Glanville  
Bill Bethune  
Don McConnell  
Jim Priestley  
Pat Sangster  
Steve Sanster  
Elaine Hess  
Pat & Steve Sangster  
Marilyn Rzeszkowski

## From the Activities Chair

**YEAR ROUND EVENTS** Not directly under the activities chairpersons.

## Tune Up Clinics

George Haynes

## Auto Cross

John Manuel  
Dot and Wally Roworth

## Watkins Glen

Party  
Elaine and Allen Hess  
Stacy and Arnold Vandenburg  
Rooms  
Desi Benet

## British Gathering at Grand Island

Scott & Sharon Perry

## Car Show

Charlie Searles  
Everyone in the club

## Impromptu Cruise Nights

Al Costich  
Dick Powers

## Impromptu Pub Nite

Dick Powers



## Car Show Report

### John Baum & Steve Sangster Co-Chairs

We have begun putting the 32<sup>nd</sup> Sports Car and Vintage Auto Festival on track for June 1, 2003. Plans are being put together for a successful show. In the next few months the committee chairs will be working together to make it happen.

One of the objectives we are developing is a Festival Program. This program will be distributed to all show entrants and approximately 2500 will be given to spectators. In the program we will publish the history of our club, invite new members, and have a space for the Lions Club to do the same. We will also include a field map.

We are developing plans to increase participation in the car coral for car dealers and professional restorers. This participation will increase awareness of the show and bring in more rain or shine money.

This year our brochures and other publications are going to have a new look, along with the Show t-shirts. Speaking of t-shirts, this year we are going to have souvenir t-shirts for sale in a limited quantity.

### HELPWANTED

**Data Base Manager:** We need someone to head up a group of people to develop a list of spectators for future emails and postcard mailings. This would involve handing out a form to spectators asking for email address and/or mailing address so we can provide them with information regarding future shows. After the show they would then update a mailing list.

### T-Shirt Sales:

To sell the T-shirts at the show

### Program Ad Manager:

Someone to head up the sales of ads in the program and seek some sponsorship for the brochures and flyers that are to be mailed this year. This would entail going to business contacts and selling them on getting involved with an ad that will reach 3500 or more people with a common interest in collectable cars. Possibilities are members of the club, business contacts, restaurants, and auto related businesses. The ads range from 1/4 page at \$50.00 to \$350.00 for the back cover.

### Field Marshal:

To take charge of laying out the field prior to the show, at the day of the show making sure that the layout is abided by. Taken by Doug Scribner (but I am sure he is looking for help)

### Please Contact:

**John Baum 621-8910 or [john77577@aol.com](mailto:john77577@aol.com)**  
**Or**

**Steve Sangster 657-6032 or [sangster@rochester.rr.com](mailto:sangster@rochester.rr.com)**

585-436-4554

John Erwin Jr.  
ASE Certified  
Master Engine Tech.



**Van's Machine Shop**  
Complete Parts Department



118 Genesee Street

Rochester, NY 14611

# Bury Me in an Old Mowog Parts Box



*Jay Lockrow*

Happy New Year MOWOG fans. If you have been reading this column since its inception in 1989 you will realize that we are entering our 14th year of automotive highlights, lowlights, drivel and just plain baloney. Readers seem to enjoy the column so go out to your refrigerator and celebrate with a nice large glass of your favorite beverage. Drink to the hope that I can hang on for another 14 years. In case you are not aware we have been syndicated for several years. This column goes to "Spokes" of the Western New York Centre MG Car Club. The "Breakdown" of the Buffalo Octagon Association. "The Oil Spot" of The British Car Club of Western New York and since November "The Oily Rag" of the British Saloon Car Club of Canada. Mowog is now internationally syndicated. Pretty impressive huh? That and a dollar might get you a cup of coffee at Tim Hortons.

You wouldn't think there were enough people interested in all this old trash for me to write a column every month but my fan base just keeps growing. Any clubs interested in receiving MOWOG get in touch with me at Jaylock@localnet.com there is no cost, (darn) Enough chatter and on the topic on hand.

In the early part of November I was on a route about seven or eight miles from my house that I don't use very often driving along minding my own business. Brian had got me on this wild goose chase and he first showed me an old mid 50 Mercedes sitting in the brush. Behind it was a real old car of some sort. At first I thought it was a Model A Ford but it had artillery wood wheels which the Ford never had. It was not a Model T either, wrong kind of wheels. My guess was an old Buick. Farther down the road we spotted an old Jaguar mk VII or VIII. and stopped. We looked at what was mostly a big hulk of a car pretty much stripped of anything useable. Next to it was a chassis of some sort terribly rusted but



## East Shelby Indoor Automotive SwaP Meet

Feb. 23, 2003, Admission is \$3, under 14 is free. Hours are from 9AM to 3 PM. Take East Shelby Rd. off Rt. 31A at Millville between Albion and Medina and proceed to the East Shelby fire hall. Tables are \$20 per 8 ft. Food provided by Ladies Auxiliary. Call Dave Green @ 585-798-0445 for more info. Proceeds to benefit the East Shelby Fire Dept.

looked like some sort of early sports car. It was very light but not enough left of it that we could tell what it was originally. We turned around to get back in the car and across the street sitting in the yard was a black Riley saloon of the early 50s. It was in the middle of the week and there didn't seem to be anyone around so we decided to come back later. There was a pretty good sized barn and in a lean-to on one side of the barn there were two cars covered up with plastic tarps plus something else covered with a blue tarp. The weather has not been conducive to look at vehicles outside so we have put off returning for some time. I'm hoping for a nice day so we can make the trek and discover who owns this treasure and see if he knows about the local British car clubs. The black Riley seemed to be a parts car so I'm expecting something exciting when we get inside. Maybe he even has an ERA in the barn. Yeah right! (ERA used the early Riley engines)

So the search continues and if you readers are anything like me you are forever glancing behind old barns, sheds or houses in the hope of finding that elusive vehicle. A few weeks back I was over in West Stockbridge visiting my stepmother for a few days. Every time I leave the main highway and take the road to her house I always look to the left. For the several years I have made this trip there has been and old Land Rover sitting in one yard. A few years back there was the remains of a Berkeley but that has disappeared in the last year or so. The guy that lives there has another Land Rover that he drives and it is one of the early series with the headlights in the grill and back from the front wings. He works right there in town and I believe might run the hardware store. Once several years ago there was a very nice MG TC sitting in the yard and I stopped and asked a few questions. Never did get to talk about either the Land Rover or the Berkeley but he realized I was not just making conversation but somewhat knowledgeable. So keep your eyes open and keep looking. You never know, besides it's all part of the fun.

## Discount at Napa Autoparts

Al Costich made arrangements with Napa Autoparts so members of the MG Car Club get a discount on purchases. Next time you need some parts - go to Napa. Tell them you're a member and get your discount.

*Thanks Al!*

## Thank You from Dave Chase

I would like to thank the Bruno award committee for the honor of being selected for the Marv Bruno Award 2002. It was a total surprise and left me completely speechless. I want the club to know how much I enjoy their friendship. There is not a better bunch of people that I would want to be a part of. Thanks to all of you for making the Western N. Y. MG Car Club something special to me.

*David Chase*

The colored cover had a picture of 8 or our club who attended the Queenston Ontario gathering of the MGCC WNY center, Buffalo Club and Toronto club held after the June 1992 Victor Show. The Jan. Issue recapped the first Garage tour, November 1992. Garages visited: Al Costich, George Haynes, Dave Weiss, Jim Priestly, Webster's Genis Emporium for cider and doughnuts, George Herschell and Mark Kaplan. Then to Cookie and John Lombino's for Pizza and a Bill's game which they had set up. The December Holiday party at the Depot in Pittsford entertained 80 some members. Anne Faust turned the reins of the club over to Cindy and Vince Capaccio. She thanked the club for its generous support of the "Caps for Kids" Program. Wine and Cheese at the Newport Yacht Club. A two page article on Automotive Art by George Herschell, A page and a half on the MK II New England Mountain Adventure also by George Herschell, Jay Lockrow's Bury Me in an Old Mowog Parts Box told about his first visit to the VSCCA Pittsburgh Grand Prix at Lime Rock Park in October 1992, Nancy Herschell's Sunshine Page, 1993 Out-of-town Event Schedule (12 Events), Jim Hogan's Article why he retained so many of his old car magazines, George Sidline's two page article on "Nathalie & the MG" (Rebuilding a really sad MG), Jim Hogan's two page article on "Preventive Maintenance" and an article By Stephen Lowe about the "States aims for high-tech emission tests by '95 was all presented in January, 1993.

The Colored cover of The February SPOKES showed Dick Powers and Joe Fazios MGA's. The Information stream was led off by Chairman Tom Sergeant. He announced the beginning of the BOB PHILIP SCHOLARSHIP as an MCC student support program. Ms Jessica Levy, Director of Auto Tech Dept at Monroe Community College gave a most interesting talk to thank the club for this student support. She was a flat-rate Technician (Grease monkey) then a teacher and then on into administration project. She said that the students get jobs, some going into management and some own their own Auto Facilities. The Feb. Meeting will hear about insurance by Joe Fazio. (He claims to have been in insurance for over 200 years). John Pressnell reported on the Home Club's string of disasters. Chairman Will Corry quit last April, 1992. In June much of the Vintage Register left the MGCC to set up the Early MG Society. The Donnington meeting reported a 40,000 pound loss. The attempt to set up an MGCC of North America was yet another. A club insurance scheme had unsatisfactory control of the budgeting and this venture. It resulted in 8,000 pounds being written off. In the fall the Board stood down and elected all new members. Ron Gammons, Chairman. Paddy Wilmer, Safety Fast Editor was the only survivor. Ron Gammons said "...We've had an absolutely awful 1992, but the club will go on, and it has a bright future in 1993." Geoff Radford, former Vintage Register chairman and founder-member of the break-away club said, "The Early MG Society has been a resounding success, and is here to stay, but we want to co-operate fully with the reformed Car Club." My three page Secretary's Report indicated how active things were. In brief. The November 1992 minutes. Ted Hershey handed out the Rough WNYCENTRE MEMBERSHIP DIRECTORY. This is to be handed out as a finished product at the Holiday party. (As you know it was a superb piece of work). It would be a great thing if it could be updated and reissued. Anne Faust commended Annabelle Tescione and Sue Keppler for the ROARING success of the Halloween Rallye. Bob Tescione gave a talk on tracing a cars geneology through obtaining a copy of the Production Certificate. This frameable document gives accurate data of the car, its major components and other details. Joe Tierno joined

the MGCC at Bob Tesciones behest.

The January Minutes advised that NAMGCC might happen in eighteen months and that the Nuffield Trophy point system will be spelled out and re-presented. Activities reported by Cindy and Vince Capaccio, the Wine & Cheese party at the Newport Yacht Club on Irondequoit Bay, plans for the Gourmet Champagne Brunch at the Rochester Yacht Club on the Genesee River. Plans for the Gourmet at the Old Toad, on Alexander Street, hosted by Desi Benet and plans for the Steak Roast and Auction at the White House Lodge in the Webster Park on Lake Ontario. Jay Lockrow's Bury Me In An Old Mowog Parts Box was about a wall hanging given to a friend of his. 40" wide and 30 " high. At the top were crossed British and French flags, other decorations. In the middle is the carved front end of an Aston Martin International, better known as the LeMans model. The sign reads "Aston Martin, Winner Rudge Whitworth Cup LeMans 1932". The bottom reads "Aston Martin Ltd. Feltham Middlesex." This car won the Index of Performance in 1932 but the Rudge Whitworth Cup remains a mystery. Another article said that Stirling Moss opened the new MG Hdqtrs in Cambridgeshire, Great Britain. (14,000 sq. ft.) A club spokesman said, "This is the culmination of a dream. Twenty years ago we didn't realize the club would grow to the size it has." -Robert Daines. "Rover to build "Budget MG" Leaked reports suggest that the new MG will be a smaller version of the RV8 and that they will release the affordable MGB when the top brass feels that the market can bear another sorts car. The sales goal was 25,000 cars a year. As to how the new MG would look the report only stated that it would be a two seater drophead with an up-to-date-suspension setup and styling. Purists will be pleased to hear that the MG will be rear wheel drive. -Robert Daines. Then Nancy Herschell Sunshine Page. A February update of the New England Mountain Tour II by George Herschell.

Allyn Wagner wrote Part I of "Behind the garage door" He described the condition he found his TD in after 30 miles and two hours road time in 15 years and sitting in his garage for 6 years. Engine rolled over easily, Brakes were ok. His real job was to remove the body. Found poor wiring. Needed a new loom. Body was basically ok. ( To be continued) George Herschell's Part Three of "Automotive Art was six pages long and really interesting. His concentration was on cutaway drawings and some of its better known practitioners. Shown were the following: A K-3 by Max Miller, The Gardner MG Record Car by S.E. Porter, A 1956 Gordini F-1 by Theo Page ( He also did a marvelous rendition of "MG Old Number 1, too big to reduce), An MG TC by James Allington even showed the interior cutaway of the engine. His own Ferrari and a Coventry Climax engine were both shown in cutaway by James Allington. Last was Peter Helck's Locomobile was presented as done by the man who is considered the absolute master of the cutaway drawing. - Yoshihiro Inomoto. John Forrester had a 26 question-puzzle "CARS FROM 'A' TO 'Z' ". Then the answers were on the following page, Lastly, Peter Egan wrote "Side Glances"- CAHOOTS. It tells about looking for a rustfree MGB and happening to find it at a friends home. The latter was considering selling it at just the right time. It had only 200,000 miles on it. Engine was rebuilt at 100,000. After the years storage under a Piper Cubs wing it was roadable, started easily and drove nicely. It had had a good life of proper maintenance and had been started regularly. It is now (1993) in Wisconsin instead of California. Interesting story. These were both interesting copies of the SPOKES , as they usually are.

# WESTERN NEW YORK CENTRE MGCC

## CALENDAR OF EVENTS 2002/2003

January	February	March	April
2 Board Meeting 16 Meeting 19 Wine & Cheese	9 Sweetheart Brunch 20 Meeting	2 Steak Roast & Auction 6 Board Meeting 15 Vans Machine Shop 20 Meeting 30 English Pub	13 Brunch Run 17 Meeting
May	June	July	August
10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I Tailgate Picnic & FnKna	1 Vintage Car Show 19 Meeting 14 Garden Tour	6 Autocross II 17 Meeting 24 Kids day - Glen 20 Steak Roast/Rally	17 45th MG Anniversary Party 21 Meeting
September	October	November	December
4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Brunch Run	12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	6 Board Meeting 9 Garage Tour 20 Meeting 30 Brunch Run (?)	6 Holiday Party 15 Leon tries to get the 2004 Calendar out on time

For more information visit our web site <http://www.mgcarclub.com>

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