

The
SPOKES

Founded 1958



Volume 45 Number 5

June 2003

Official Publication of the MG Car Club Western New York Centre



Sue Ryan-Kron sees us off at the Poker Run

Next Meeting -

**June 19, at the Burgundy Basin Inn 6:30 PM
1361 Marsh Road, Pittsford, NY**



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

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

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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 is on the front

The Spokes

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Courtesy of Allen Hess

BRUDNO AWARD/LIFE MEMBERS

Desi Benet	George Haynes	Dave Chase	Alex Kopen	Joe Tierno	George & Nancy
Herschell	Gil & Betty Langswager	Richard & Bethel Powers	Dave & Barb Wild	Steve Fitch	Jim & Wendy Priestley

MEETINGS

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534 Board meetings are held the first Thursday of every odd numbered month, please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.

To be written.

Later, Leon

Meeting called to order 7:40 PM.

Previous months minutes accepted.

New members & guests: None.

Treasurers Report, John Baum says we are in "Good shape".
"Same as last month".

Regalia, Dave Chase is in Carlisle.

SPOKES, Leon Zak, articles due 5/22. DUES IS DUE!!!,
\$30 for year.

Activities, Joan Heaney, details elsewhere in this SPOKES:

Next couple of months look like:

6/1, Car Show at Fingerlakes racetrack. First Sunday in June
(as always).

6/21, Garden Tour, Elaine Hess, 5858-381-9796

6/25 Autocross at MCC, see George Haynes.

7/17 45th MGCC ANNIVERSARY Party. Joan Heaney.
585-624-8182.

7/20 Steak Roast, Rally & Funkanna.

Web site, Scott Perry, Tune up clinic now up on the site.

Car Show, John Baum, tickets are available now 2 for \$5
(half price-all proceeds of advanced sales go to MGCC).

Posters are available now. We will also have a peoples choice
award this year for the favorite car of the folks attending.

Ads still available for sale in our show flyer. Call John Baum.

We need judges Chris Williams is arranging 315-926-5079.

Post show party again hosted by Eileen & Chris Williams
(maps available). Stuffing party at Wilde's, as usual, the Wed.
5/28, before the show. If you want something added to the
package get 1000 copies to Dave a week before the stuffing
party.

Seeking volunteer to answer the MGCC phone voice mail. If
you are interested call Steve Sangster @ 585-657-6032.

Takes about 10 minutes a month except just before the car
show when it could take a couple of hours a month.

Watkins Glen update from Dave Wild. "Open Roadsters
Tour" still has openings.

Car & Parts for sale:

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

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

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

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

Meeting closed 8:15.

Respectfully submitted,
Joe DeBlaere, Secretary

NEW COFFEE CRUISE NITE

Small Cozy Coffee Shop
"Chesapeake Coffee Co"
98 West Main Street
Victor NY

Sat June 7 Jazz band 6 pm

Sat June 21 Bluegrass 6 pm

Free 12 oz brewed coffee with any purchase.
This way you could get a sandwich, dessert or
a brownie or pastry and coffee also.

There is also an ice cream shop across
the street for those that are interested in ice
cream.

Hope to see some of you there.
Remember it is a cozy place.
Room for 24/30 sit down inside.
Decent size lot for cars. Will be fun.

Joan Heaney

May 2003 Attendance

Mark Gibson	Ellen Baxter	Bev Mack
George Greene	Carl Baxter	Michael Mack
Allen Hess	Jeff Miller	Leon Zak
Roger Gubther	Matt Callahan	Joe De Blaere
Lyn Smith	Harritte	Joeanna De Blaere
George Shetterly	Hokenson	Ken Heusler
Gil Langswager	Leroy Hokenson	Chris Williams
Betty Langswager	Julia Hess	Jim Priestly
Dave Wild	Steve Sangster	Carl Webeck
Gene Faust	Pat Sangster	Steve Stewart
Anne Faust	John Baum	Peg Haefner
Alan Costich	Laurie Scribner	Scott Preston
Bob Abels	Doug Scribner	Al Fink.
Dan Suter	Joe Fazio	
Brian Fallon	John Thompson	Guests: Ivan
Dick Giambri	Mable Case	Nausieda
Sharon Perry	Marlene	
Brooks Schneider	Rzebkowski	
Jeff Kath	Elton Schultz	
Paul Heaney	Wally Roworth	
Joan Heaney		

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Checks made out to MGCC - Joan Heaney

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624 8182 - Prior to July 15

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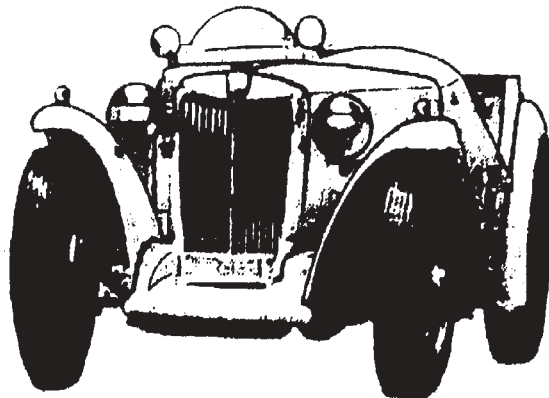
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WNYMGCC/58 Main Poker Run Road Rallye

by Sue Ryan-Kron

May 3rd turned out to be a beautiful spring day, perfect for a road rallye through the country side, and country it was! The challenging route took 17 cars (6 MGCC cars and 11 of our friends) through the winding roads of Orleans County following the Oak Orchard River. Participants were asked to drink "potions", fish, sing, climb a tower and answer riddles to obtain cards for their poker hand, one of several ways to earn points.



Ask Dick & Marlene about gas pumps....

There were the usual mishaps; a breakdown, missed turns, cars getting lost, drivers assuming they knew where to go versus using the clues, cars getting lost and cars getting lost! The first car in was more than a half hour past the expected time and many were longer than that. Calls were made between the folks working the rallye and we were afraid we had all 17 cars lost somewhere out there.....all in all everyone made it back for an evening of good food, good drink, lots of prizes and fun!!!



Sue, Henry and a Winner...

Buckets of goodies along with trophies were awarded to the top 3 and as always there was a "best effort" award for the team that came in dead last! None of the winners happened to be MGCC members but we are recruiting, all are becoming rallye enthusiasts!

Henry and I would like to thank the MGCC members who ventured out for the day and being such great sports about all of it! We would also like to thank our family members who helped out with their creative sides at the various stops and a big thank you to Jon and Marc Marcello at 58 Main, who provided the location with food and drink and donated a ton of prizes!



We started, we finished, no divorces....



Go ahead Glen, give'em a push ...

Riter

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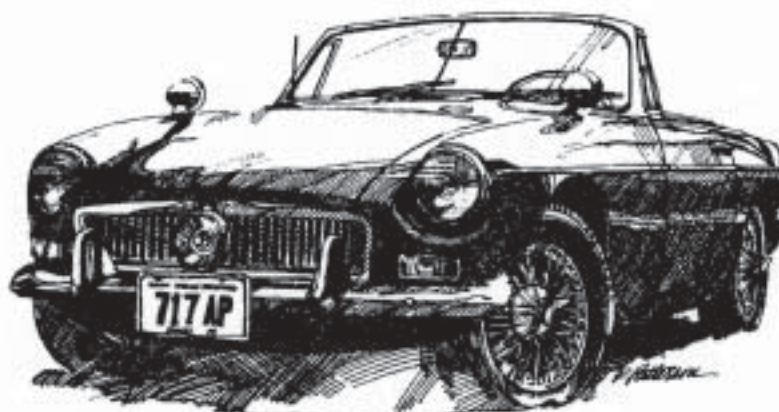
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Jay Lockrow

QUIZ TIME!!! Get out the pencil and paper and lets see if you have been paying attention , doing your homework and reading up on automobiles over the last few years. I haven't run a quiz in a long time and so I felt one was due. It also separates the true enthusiasts from the hangers on and lets me know who in what club is reading MOWOG. This particular quiz will run in about the June issue of your newsletter and like always I will supply the answers and the various winners as soon as I can tabulate the hundreds of entries. Tear this out or make a copy and send me all the answers.

Jay Lockrow
4492 Grandview Ave.
Hamburg, NY 14075

Last time we had an entry from New South Wales Australia. Where will the furthest entry come from this time??? All set? Lets go!!!!

1. Many cars, like MG, have letters for names. What do these letters stand for in these car names?

- a. AC _____
- b. MG _____
- c. HRG _____
- d. GN _____
- e. ERA _____
- f. BMW _____
- g. TVR _____
- h. BSA _____

2. Captain Archie Frazer-Nash developed and built the automobile named after him. Which of the following is correct for the cars name?

- a. Frazer-Nash
- b. Frazer Nash
- c. FrazerNash
- d. Frazernash

3. Duesenberg was built in what country?

_____.

4. Name one car company besides Morgan that built a three wheeled car ? _____.

5. Did an imported car ever win the Indianapolis 500 mile race? _____ If so name one _____.

6. If you had a car called a Denzel where was it made and what components did it use? _____.

7. What was the name of the Jaguar company before it became Jaguar. What did they make and why was the name changed? _____.

8. Was the Type 54 Bugatti straight eight twin cam engine a copy of an American Miller or was the Miller a copy of the Bugatti? _____.

9. HAL was a famous brand engine name in American oval track racing. They were built by Harry Hosterman who everyone called Hal (hence the name). How did he get his start, doing what and for what purpose?

_____.

10. You own a motorcycle with a JAP engine. Where was this engine built ? _____.

11. Name a car built in Ireland besides the Delorean?

_____.

12. In 1935 George Eyston managed a team of MG PAs for the Le Mans race. What was the name of the team and what was the unusual feature?

_____.

13. A car built in Buffalo won a famous race in 1908. What was the car and where did the race start and end?

_____.

Want some extra points name the driver? _____.

14. You own a British MG Magnette saloon. Would you be welcome in the British Saloon Car Club of Canada, the British Car Club of Western New York, the MG Car Club of Western New York, or the Buffalo Octagon Association?

_____.

15. You are looking at a Jeep built for the US in WWII. What company built it? _____.

16. What are desmodromic valves in an engine?

_____.

17. Morris Minor made a model called the traveler. What would we call it on this side of the pond?

_____?

18. Offenhauser, Miller, Crosley and Bugatti had one common feature in engine design. What is it?

_____.

19. Tazio Nuvolari won the 1933 Tourist trophy driving what kind of car? _____.

20. What do you like best about MOWOG and what are your favorite type of articles? _____.

45th ANNIVERSARY CELEBRATION



August 17, 2003

1958 - 2003

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 3 John Martin
 6 Latty Goodwin
 7 Ken Stickle
 9 Patricia Philip
 10 Gwen Harris
 10 Patricia MacDonald
 11 Charlotte Wright
 12 Ben Barlow
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 14 Ellen Baxter
 22 Matt Callahan
 24 John Baum
 24 Keith Price
 25 Leonard Solomon
 28 George Shetterly, II
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 21 Gil & Betty Langswager
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**CONGRATULATIONS
TO ALL!!**

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**CONGRATULATIONS
TO ALL!!****JULY BIRTHDAYS**

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 30 Cheryl Asmuth

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 1978 MG MIDGET

Many Garden Tours

Due to a number of converging circumstances the date of
the MG Garden Tour is changing to August 24th.

"I have too many yellow flowers in my garden"
August 24

This Sunday drive will begin at Rhonda Rizzo's garden
245 Black Walnut Drive, Rochester

We will then tour to nurseries with inspirational gardens including:

Sara's Nursery ✿ Brockport

Van Pulty's ☼ Greece

Palmiter's ☼ Avon



In the meantime, for those who are interested,

June 21st ✿ 10am to 4pm

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SATURDAY, JUNE 14th

Show Hours: 9:30am – 3:00pm
Lunch 11:30am – 2:00pm

*All equipment on hand will be
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Miller - Induction Heating
Nitto Kohki – Drills and Punches
OKI – Fabrication Tools
Oxo – MIG Guns & Feeders
Sait - Abrasives
Smith – Oxy/Fuel Apparatus
Tillman – Personal Safety Apparel

RAIN OR SHINE

It was one of those “defining moments.” Joe DeBlaere and I, mostly Joe, had “undone” all that could be undone that had once been attached to the engine and transmission of the B. With a couple of turns of chain around the transmission, and a hoisting eye under a head bolt, we’d picked the engine and transmission off the engine mounts and had begun to slide it forward in the first steps of the “Dance of the Heavy” it takes to actually get them out of the car. Some cranking on the load leveling bar helped “trim” the load so that we could get it to hang at the right angle to clear various obstructions. Just when it looked like we were home free, we just happened to notice that we were hoisting the front end of the car along with the engine each time we took a “pump” on the engine crane hydraulics. It made sense, of course, because it had been just a tad too “easy” up ‘till now.

With the ‘95 down for a head gasket and resurfacing, which has, by the way, turned out to be a really ugly job, and a long work list of “other” stuff to get done, including an alternator replacement on the ‘80 pickup and figuring out why the Mercedes seems to act like it has a vacuum leak (probably because it does) I’d finally hollered for help and Joe came to my rescue. He’d done most of the work getting the engine free while I fooled around with my Daughter’s car which had inconveniently just failed a State Inspection because one of the calipers had frozen and one pad was starting into the rotor. (Let the record show that I also broke a bleeder valve on a wheel cylinder while replacing the pressure regulator for the rear brakes, necessitating an unplanned trip into town while Joe continued to undo things.)

By the time Joe was ready to make the pull, I’d turned my Daughter’s car out of the shop and was well into undoing stuff attached to the ‘95’s head, so I could get that off and see why it appeared to be no longer flat. I’d managed to get as far as getting the air chamber in my hands when Joe announced he was ready. What happened next was that as we came off the mounts, we managed to slide that nice little horizontal rib at the bottom rear of the B’s block under the engine mounts. And, by the way, it didn’t seem as though a trip under the mounts was real avoidable, given the vertical clearances we had with the engine still well back in the car. Well, obviously the solution was to just remove the mounts.

Uh, right. So here’s how it really was. One of the mounts was “hidden” above the steering shaft, and the other had decided that its contract to hang onto it’s mounting stud had been terminated. And, of course, just to make it a little more “fun,” the nut was frozen to the stud, and it was pretty clear that with the engine in the car there weren’t many ways to get heat to the nut, much less hold onto it, in an attempt to free it. I could almost hear the offending mount cackling in the background. “Undo this!” It seemed to say.

So, as stated above, it was one of those defining moments. For maybe all of a couple of minutes we talked through the options. There were three. Cut the mount, cut the mount and cut the mount. It was a tough choice, but it seemed like the only realistic option was to cut the mount. Well, heck, the mounting stud was loose at this point, and that meant the mount had to be replaced anyway. Convinced that we weren’t about to do anything we’d lose sleep over, I reached for my friend Mr. Sawzall. A cut, a few pulls, a few trims and a few lifts later, we had the engine and tranny hanging in the air outside the car. Problem solved – for now.

That was, of course, not quite the end of the story. My engine stand, which I bought used a number of years ago, was probably designed to fit a smallblock Chevy (what some folks would have us believe is The Standard Engine of The World. Little do they know....) As we held the B’s engine up to the stand, with the engine still on the crane, it turned out that not many of the mounting holes at the back of the B’s engine would mate up with the mounting bolts on the stand, and by the way, the available holes at the back of the engine were also a little small for the mounting bolts. I fabricated one bracket out of some angle iron I had lying around the shop, which dealt with the two upper mounting bolts, but then we ran out of smaller bolts and time. Some time real soon (honest,) I’ll get back to this and finish up two more brackets to deal with the lower side of the stand.

So – the engine is out of the B, and the tranny is on the floor under the car. I’ve been a little sidetracked by this head job, mostly because in the EFI version of the Toyota truck engine, there are more wires and hoses attached to the thing than on two or three carbureted versions combined. I thought computerization was supposed to simplify all of this. Apparently, the computer needs a little more information beyond “here comes TDC again,” but man, this one is ugly. However, I now know that the head simply warped, and I have a conviction that the warpage was ordained from before I even bought the truck.

The ‘95 is the one that I bought used off a dealer’s lot outside Philadelphia and drove home a couple of years ago. When I got it apart, it became clear that someone had been in the engine before me. Actually, this isn’t real surprising, since the engine showed some serious staining in the head, which typically comes from very dirty oil and serious overheating, and typically with that much grunge and heat there are bound to be problems. What struck me first was that the timing chain dampers were broken off. These dampers, both plastic, are supposed to sit in the chain compartment and serve two purposes. They protect the timing cover from abrasion by the chain, and they also form a cradle to set the camshaft sprocket in when the head comes off. Speaking from experience, it’s pretty easy to break these dampers off cleanly right at the top of the block, particularly if they’ve been overheated, while removing or installing the head. Whoever had preceded me in the ‘95’s engine had also tested that.

One of the dampers was so badly broken it was just not there. There were, however, two nice grooves being worn in the front cover by the timing chain where it was dragging because the damper was gone. I’d been seeing what looked like aluminum particles in the oil when I did changes, but I knew there were no aluminum wear parts in the engine, and so I attributed them to maybe some residue in the catch pan from when I changed out the oil in the tiller, or some other aluminum block engine. After all, where could the aluminum be coming from? Now I had the reason, but I also had a quandary.

To properly replace both of the dampers, the front cover needs to come off. However, I can attest from experience that this process can add at least a couple of weekends to what should be a dippy little head gasket job, because there’s a lot more stuff to undo from the front cover. It’s also still true that there continue to be other

demands for my time this season, what with the lawn starting to grow again and the gardens needing to go in. It looked, however, like there was a chance I could replace the one damper I really needed to replace without pulling the front cover. It would be risky, but the reward would be a lot of saved time, and the downside risk was that I might have to go fishing in the oil pan.

Before I removed the camshaft sprocket, I shot a little orange paint onto the timing chain and sprocket, and when it was dry I used a fine point marker to put two very clear marks on the chain and on the sprocket so I'd be sure to put the engine back together with the correct valve timing. I don't know for sure if the 22RE Toyota is an "interference engine," but I'm not real anxious to test it either.

I actually got both bolts out without dropping them, the remaining pieces of the old damper recovered and the top bolt installed in the new damper. The bottom bolt, however, was clearly going to be a pain. It was beyond my reach with just fingers, so I put the bolt in a small pair of needle nose vice grips and inserted it into the hole which was a good 6-7 inches down from the top of the block with the head off. Then, using a screwdriver to hold the bolt in place from above, I attempted to release the vice grips, hold the bolt in place and turn it with a long handled wrench and see if I could engage the threads.

Well, it was an OK plan, but of course this turned out to be a little easier said than done. I lost the grip with the screwdriver and dropped the bolt once, but the timing chain caught it and I was able to use my long thin "grabber" to get the bolt back. "Well" I said to myself, "that wasn't so bad." The second time I dropped it, I reached for it again with the grabber, but this time I nudged it first and the bolt slithered out of sight and into the oil pan.

The air in the shop got "a little blue." Then I went out and mowed the lawn for the rest of the day. There do come some times when I need to just put the tools down and slowly back away....

The next day I dutifully took the pan down, or at least as far down as it would go. To get it all the way down, I would have had to disconnect and remove the suction pipe and strainer leading to the oil pump. Visions of "field stripping" the engine while it sat in the truck danced in my head. I managed to get the pan down enough that I could reach up and fish around until I found the bolt. This time, after I dried the oil off the bolt, I left the pan down in case I dropped it again. Of course, with the pan down, the bolt went in and engaged the threads on the first try. Go figure. This has to be some warped form of "truck humor."

The reason I think the head warpage was ordained is that when I got the head off, I discovered that whoever had last reassembled the engine had used some form of sealer under the head gasket, probably because the head had been warped once already. The tyro that put this one together, however, managed to close off a couple of water passages between the head and the block with the sealer, which then "set" and left the passages permanently closed. The result, of course, was hot spots in the head. To make matters even better, the passages that were closed off were right where the exhaust ports are located. There was so much carbon buildup on two of the headbolts they wouldn't even come out of the head until I wirebrushed the threaded ends extensively, and to even turn one of them to loosen it I had to use a

"cheater pipe" on the 1/2 inch breaker bar out to about 3 feet. I was plumb pleased when I got that bolt out intact, and needless to say, I've replaced it with a fresh one, along with it's "partner in carbon."

Overall, the previous reassembly looked a little amateurish. Perhaps done by someone a little short on knowledge as well as funds. After my machine shop guy in Williamson made the head flat again, I put it together with head the gasket "dry" just like the gasket instructions said, and for good measure I chased all the threads in the block with a tap prior to starting re-assembly to try and get a uniform clamping pressure along the entire head. I also "rolled" the head on in 4 turns for each bolt, in the sequence and at the torque specified in the shop manual for the engine. Maybe this time I'll get it right. There were so many wires and hoses, I resorted to tagging them as I took them off, so aside from making sure they're threaded through the maze of intake manifold pipes, the rest of the reassembly should go OK. By the way, in the process of doing this job I realized that a 3 by 5 card with a wire tie punched through it makes a pretty decent wire or hose tag.

Once I get the '95 out of the shop, I fully intend to start breaking down the B engine. I'd like to get it to Van's before the 4th of July week, so that I have some time to make up a parts list and maybe even start some body work that week. We will see about this. In the meantime, I've ordered the alternator for the '80. My guys at the parts store tell me that if the one I bring for exchange is a Beck Arnley, it has a lifetime warranty and the new one will be free. I'm thinking that the alternator on the truck, which is a replacement from original, might well be a Beck. Here's hopin', 'cause I have a feeling, based on the color of the oil I originally drained out of the B when I bought it, that the engine work on the B will be "non-trivial."

Never a dull moment, as they say. That's OK, though, 'cause there just isn't time to be bored. Summer is almost officially here. We've been pretty swamped around the Acres with ice storm cleanup, Spring mowing and other things, but we've promised each other that we're taking one day over some long weekend to go driving. Maybe a long, leisurely run down to Knapp Winery for brunch or lunch. Or maybe an aggressive run down and a "stroll" back. Sounds like a plan. I'm really looking forward to it. Everybody have a great June.

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Well, almost.

Some of you may remember the 1969 movie, *The Italian Job*. It starred Michael Caine, Noel Coward and Benny Hill. Michael Caine played an ex-con with a plan to steal gold bullion in Turin, Italy. The real stars of the movie were the 3 Mini Coopers, loaded with the gold. These cars elude the police during a fantastic car chase through the streets of Turino.

This May 30, the new version of *The Italian Job*, will be in a theatre near you. Different actors and a modified screenplay (by folks named Powers) may not be as good as the original, but there are Minis, new BMW Minis, not VW's.



Doug Scribner (Mini City) said the movie was almost remade a few years ago with VW's. This time, BMW provided many Minis and many Euros to get this movie to the screen.

A few weeks ago, in Mendon, there was a version of *The Italian Job*, well almost. It starred a real Italian, Joe Tierno, a new Mini Cooper-S owned by Nedra McElroy, and a Healey 100-4. Bob McElroy drove the Mini to a drivers and crews luncheon and Joe drove his 100-4.



After lunch, it wasn't long before we three had our own dash through the back roads from Mendon to Canandaigua. Joe and I each drove the BMW and Bob the 100-4. Naturally something like this would never get out of hand with three mature guys like us.

Joe took the first stint driving the Cooper-S and since the speedo isn't in front of the driver, he can be forgiven for a few quick blasts to the left of the "Ton", in 3rd! He was looking at the tach and it was only reading 5,000.

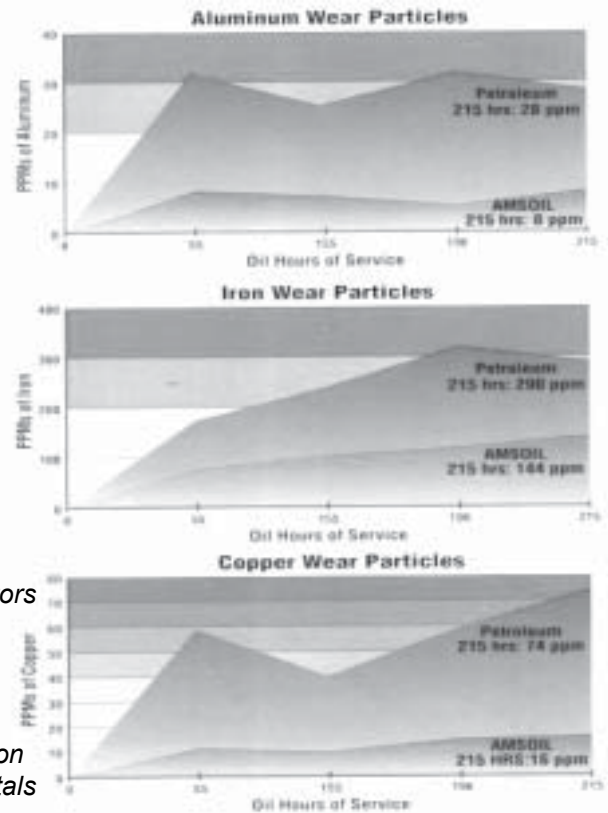


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Aluminum, iron and copper are good indicators of wear in an engine. These three graphs show how the AMSOIL-equipped engine compared to the conventionally-equipped engine over 215 hours or service. AMSOIL reduced aluminum wear by 71%; reduced iron wear by 50%; and reduced copper wear metals by 78%



Buffalo Octagon Association

by George Herschell

The Buffalo Octagon Association will be celebrating their 20th Anniversary on June 28, 2003 with a combined Car Show and Dinner Dance, and we have been invited to attend. It will be on June 28th at Gallo's Grove in Como Park, Lancaster. The car show will start at 9:00 AM and the car show entry fee is \$5.00 per car. The dinner dance beginning at 6:30 PM will be at Grand Central Station on Main Street in Clarence NY. The cost of the dinner dance is \$20.00 per person. It would be a nice gesture if we could support the BOA as they are always very good about supporting our car show. For more information and reservations contact either:

Kathy Gioffre
 4972 William St
 Lancaster NY 14086
 716-983-9380

Howard Marien
 485 Meadow Dr.
 West Seneca NY 14424-1517
 716-675-0460
hjmarien@aol.com

FYI Silicon Brake Fluid

Re printed from Safety Fast

The following is a letter that was printed in Safety Fast Magazine of the MGCC in the UK. It might be of interest to our members.

"I would like to comment on Steve Gyles letter and postscript regarding brake fluids.

Silicon brake fluid was never meant to be used in daily road cars. Rather it was designed for high speed, high heat braking environments found on race cars and aircraft. True, it is not non hydroscopic but that does not stop water from getting into the braking system on older cars without remote fills and sealed reservoirs. The water is there. It simply puddles out in all the low places and causes corrosion. My experience with silicon is that the rubber problem is very real and will lead to grief. The brake light switch problem caused by the silicon fumes migrating through the rubber diaphragm of the switch and corroding the copper spring contact plate and switch contacts.

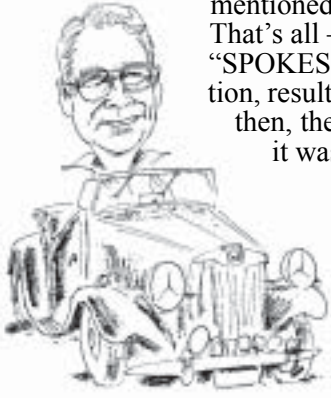
The best solution is to replace the silicon, flush the system and use a high grade regular brake fluid."

Steve Neal

This might prove interesting and merit some thought for all our members.

Well, here we go again. Looking through "SPOKES" for June, 1963, I find almost no information to help me write an article. Here's where a good memory would help, but it's certainly not mine, and Betty's no help either. But the show must go on so here goes.

A summer party at Chuck Heindl's farm was scheduled for June 6th. That was mentioned in the Chairman's Column. That's all – mentioned. No where in the "SPOKES" is there any write-up, description, results, or anything else. I guess back then, they figured everyone was there so it wasn't necessary to include it.



Anyway, Betty and I and the boys were there and had a good time. Chuck opened up his house and pool for the whole day. We had hot dogs and hamburgers and all the picnic trimmings that go with them. There was a keg of beer and lots of soft drinks.

Just about everybody from the club along with miscellaneous guests were there, probably close to 100 people. Chuck's home was on West Bloomfield Road, just north of the county line. He had several acres and some barns. His pool was 20'x40', in-ground, with

a wide patio around it. There was plenty of room for swimming and lounging. I can still picture Chuck standing in the shallow end, in his lederhosen, with a soggy hot dog in one hand and a beer in the other. He had slipped (or been pushed) in. But he was forever the gracious, (if not grumpy) host. The party did get a little rowdy at times, and certainly always entertaining. Some of our members and a few guests were members of the Rochester Music Theatre group, so they were used to entertaining. Chuck did this for several years, so I don't know if this was the first or not. We always had a good time and I may be describing more than one picnic. For a while, anyway, it was one of the great club events of the year.

Another mention was of the June meeting. It was apparently a long and controversial one. The autocross was discussed at length. It would cost at least \$200.-\$250. for insurance alone. Then the cost to grade the course would be another \$200. It was finally decided to postpone the event until possibly September sometime. The hillclimb was also discussed. The townspeople did not feel they were prepared to commit to it. There were not many club members willing to step forward, so the idea was tabled. At least we were solvent. The treasury had over \$100. After all the bills were paid from the Invitational Rallye.

So there you have it, a report from the MG Car Club, forty years ago.

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CHAIRMAN's CHATTER By Tom Sergent May's meeting had a record- Eighty (80) British sport car enthusiast in attendance. They drove in MG's, TR's, AH's, MOG's, one TVR and a Porsche driver. What a sight! It was a lively meeting but leave that WWII siren at home! This month's meeting will be on Friday, June 24th. Al Costich will handle the meeting dinner reservations and will also do the Spokes business advertising. This is within his talent's., Gil and Betty Langswager have accepted the post of GOODWILL AM-BASSADORS.(They started back then and are STILL doing it). Club members can now purchase gold name tags from Steve Fitch, our regalia chairman. Lastly there are 20 to 30 new members. Please take time to meet and welcome these car buffs to this wonderful club.

ACTIVITIES- Vince and Cynthis Capaccio. The Belhurst Castle Brunch. Starting at the Eastview Mall where cars and owners were milling around as if in anticipation of some ritual of long ago that has lost meaning. Maps were distributed. On the road what a thrill it was! Touring to Geneva In the company of so many club cars. As you came to the crest of a hill you could look in your rear view mirror and see a road full of MG's and related cars following you. More impressive was the gentleman who stopped raking and stood watching, struck by the majesty of our passing on this sunny and warm spring day. The Dix's from Horseheads and the Burke's from: Liverpool met the 40 MGCC members and guests for brunch. The food and service was excellent complete with a cream cheese sculpture of a car. After brunch the tour went to Dan and Pat's Geneva Foreign and Sport. "T" shirts catalogues and other goodies rounded out the visit. The entourage went to the lake and then took a leisurely drive home. The 5th Annual Tuneup clinic was a great success with 10 cars being worked on from changing rear springs, fluids and carburetor work, all with the help of George Haynes, John Thompson and Gil Langswager sharing their carburetor experience. The Victor Car Show was a success. The Wild's Stuffing party contributed to order and they hosted the "Wind down" party after the show. It was a very relaxing place to go to to brag about new trophies or near misses. A Progressive Brunch and Garden Tour was scheduled for June 27th. To visit and admire the varied gardens, homes and garages that our members had agreed to share. Steve Fitch hosted the annual Gymkhana at the Xerox parking lot and then we visited the Capaccio's for a Pizza party.

Thoughts on XXI or Maybe I will come in 3rd. By The Tinker Toad. You always say that you will be ready for this thing, but here it is three days to go and you are wondering if it is worth preparing the car for the show. Worse than that this year the outlook for the weekend is...Rain. Rain, Rain...at least it won't snow!. A wash and wax, complete detail job after driving to the stuffing party and getting a little muddy. The weather is no better so wipe down the wheels, arrange the trunk, store the chair and picnic under the car and open the bonnet. Helped parking the cars and getting the classes organized. Back to the car, grab a sandwich and take a closer look at your class. That one is nice, paint is much better than mine but my wheels are better. You hope the judges miss those imperfections in yours and see them in others. Awards= Why does it always take so long to get to your class?. You keep thinking "I should really get 3rd this year!" After many hours your class is announced. Third place is announced,

could I have made second? Second place is announced- oh well, another year without a plate. First is announced and you are surprised at the new pronunciation of your name. Am I taking someone else's award or was that really me they called." Thanks to all who helped me in both major and minor ways. Without you I would not own a "Show Winner". Maybe next year I will come in third.

2nd Annual TRI-CLUB Picnic. Its a 5 club picnic- Toronto, Buffalo, Rochester, Cleveland and Detroit. Sunday June 13, 1993 at Brock Memorial Park, Queenston, Ontario, Canada.

13th Annual; FINGER LAKES car show on June 27, 1993 at the M.C.C.

Philadelphia's FAIRMOUNT PARK VINTAGE GRAND PRIX' Planning on 150 mag-

nificent race cars running in 5 separate competitive races each day and will be held on the oldest active road circuit in the United States. Come celebrate our 85th anniversary. The return of Auto Racing to Philadelphia-June 26th and 27th. This will be along the Schuylkill River and Expwy.

AMERICAN MUSCLECAR 7 CLASSIC SHOW.

Sunday, July 18, 1993 at Bill Gray's Restaurant in Penfield. Co-sponsor Greater Rochester Mustangs & Fords Car Club. All makes and models were welcomed.

June and July REMINDER CALENDARS, with all of the dates and activities..

BURY ME IN AN OLD MOWOG PARTS BOX. By Jay Lockrow. In the last few days I have ignited the fire under those, besides myself, who are in charge of getting things going on the 1993 Vintage Tour put on by the SCCA and, this year, Southtowns Motor Club. This for several years has been one of my favorite events of the season This is also a particularly easy day to remember because it is also the birthday of a great automotive writer, need I say more? The comradeship of this event is what seems to keep bringing people back year after year. And it promises to be bigger and better than ever before. The tour usually lasts about two hours and is around 50 to 60 miles. My daughter and I ran it last year in the blazing hot sun in the TC and she is already climbing all over me as to when it will be this year. Awards will be increasing from best British, best German, best Italian, best American and some others. Added will be oldest car, car most in need of restoration, dirtiest car, most unusual stolen car and probably a few more. For instance a 1937 Tatra could be assured of the oldest, most unusual and best Czechoslovakian car. Without a wash it could be the dirtiest and most in need of restoration. No Tatra, try your Skoda. Everyone gets a dash plaque. A picnic award will keep the girls busy. There may be an award for a special hat and it will be useful if it is like last year. Heather, Beverly and I sure hope to see you with or without your vintage machine.

BEHIND THE GARAGE DOOR. Part 5 By Allyn Wagner. After a "blizzard" hiatus and oncoming spring and a garage tour I decided it was time to clean off the frame and get it painted. After getting the car off its wheels(major effort because I wanted to keep it mobile at all times). Started on axle and springs. Amazing that the bolts on one side come off easily but one bolt on the other can take an hour. Eventually that part of the job was completed. I needed a large assortment of wrenches and heat. A propane torch may be small

but with a big hammer things loosen. Took the frame in for sandblasting and when I picked it up I brought in the axle and other components. When these are picked up my moral should be improved while putting it together.

17th UNIVERSITY MOTORS SUMMER PARTY at the Douglas Walker Park in Grand Rapids, Michigan on August 20-22, 1993 Featuring Original Owners. In conjunction with VSCDA vintage races.

OUR SUNSHINE PAGE The usual good job done by Nancy Herschell.

SKYLINE SOIREE By Gene Faust. It was Mid April and was time to start packing for our 1993 T Register trip down the Blue Ridge mountains through Virginia, North Carolina and Tennessee

This being our third trip we felt like pros. We knew what luggage and how to pack it. We have learned over the years what tools and parts are required. Previous trips were in mid summer but this trip the weather was nearly freezing. The TD leaks a lot of air through the roof and side-

screens and no heater. We loaded up with sweaters, hats, gloves and a blanket and hoped for the best. As it turned out we encountered several cold windy days but stayed fairly snug and warm. The gathering point was Front Royal, Va. Which we reached after a non eventful 10 hour

drive and found a TC that needed a voltage regulator and TF that was having overheating problems. The first day tour, stopped at White Post Restorations, tour there was conducted by Billy Thompson. It was a fairly large restoration shop with over 20 employees. They restored any make of car. No MG's but 3 XK Jags, an authentic Bugatti pedal car, just being finished. Most of the work was frame up restoration on cars not normally considered collectable. Typically first owned cars being restored for sentimental reasons. Examples-A mid seventies Caddy and a Plymouth Station Wagon - work costing much more than their value. 5 people work on rebuilding brake cylinders full time. The next day heading south on the Skyline drive we passed a TF which was unable to get up the first grade due to ignition problems. We hoped it was not an omen of things to come, Skyline is twisty, hilly and single lane each way, few passing areas and 35mph limit. This early there were few cars other than the 65 crazy MG's. We were able to set our own speed and might have exceeded it a few times. As advertised the scenery was outstanding and we stopped to gaze down at the Shanandoa Valley at several outlooks That day found a newly restored TD had brake problems and a TC a broken axle shaft. Moss was contacted about 6pm and UPS had the parts in by 8:30 next morning. Next day visited the Luray Caverns, a first for us. It was worth the time and money-it was quite beautiful and the guide was entertaining and informative. Added bonus-a car museum that had surprisingly good collection, including a Cord, Hispano Suiza, SS Mercedes and a Bugatti. Next day cold, wet and windy. The lodge looked down on a pretty lake. Our afternoon was spent reading and watching the wind and the rain on the lake. Next morning we found 2" of snow on top of and in some of the cars. Over the next several days the weather moderated. We made many side trips and spent night in lodges on top of the ridge with grand views. The accommodations high light was at the 150 year old Martha Washington Inn in Abingdon, Va.. We stayed in the Napoleon suite with 16 foot high ceilings, canopied bed, 12 foot high dresser, gold plated bathroom fixtures, etc. On a couple of side excursions the TD was in 2nd gear and 15 mph. Highest point- Mt. Mitchell (over 6600 feet). That was 8 miles in 3rd gear. High point of the trip -Asheville for 2 nights in the

Grove Park Inn. (.9 miles under cover in same building to the lobby which was football field size with a 50 foot ceiling and two walk in fireplaces. We will not mention whose cream colored TD roared up to the lobby entrance with a grand flourish and then decided not to restart in full view of a battalion of doormen, porters and spiffy onlookers. The tour of the Biltmore estate took all day not 3 hours anticipated. It was a castle complex with banquet halls, ballrooms, extensive service quarters, formal gardens, winery, a four mile winding driveway from the gate to the house (with all of the trappings of a European manor house). In short Anne and I thoroughly enjoyed it. The tour ended at Gatlinburg Tennessee, which was a honky tonk town (ala Lake George village and Niagara Falls rolled into one). Next two days we headed home on Interstate 81. With the 4.55 rear axle ratio we were able to stay with most of the traffic. A nice drive in two days. An enjoyable trip and now we have to start thing about next years trip to British Columbia.

WATKINS GLEN VINTAGE RACE WEEKEND Friday Sept 10 thru Sat night. Listed the rooms available. WHEN THEY'RE GONE THEY'RE GONE. See George Haynes.

MIAMI VALLEY CLASSIC HISTORIC RALLYE October 22-24, 1993 in Cincinnati, Ohio.

DEMOCRAT & CHRONICLE Wed. Nov 1934. On the better driving and accident records in England compared with those in the US. An example was 27 year old driving under the influence and in a dangerous manner. Pleaded guilty on both charges-Fines 50 lbs Sterling on both counts, and suspended from driving for 10 years. In the US a \$500 fine and 10 years license suspension would be most unusual. But perhaps something of this order should be considered.

BRITISH INVASION OF STOWE, VT. By George Herschell Usual trip goes to Watertown, then Lake Placid, on to Essex. From there we task the ferry across Lake Champlain to Vermont going through Shelburne and Burlington to the Interstate and Waterbury (Home of Ben and Jerrys ice cream factory. Stopping there is a tough thing, but someone has to do it. Then 10 miles north to Stowe. Additional information is available. The Invasion is a three day event full of activities, classic cars. Concours Judging Awards, Polo Match and too many other things to mention The British Invasion III will be held on the third weekend in September (Same each year). With the foundation we have established this will surely be the highlight of the British Car Circuit for 1993.

The VINTAGE GARAGE Letter from Michael Gaetano, Executive Committee. Will once again provide two cut-a—way Rolls-Royce Engines for viewing and NEW in '93 will bring the HMS Sherman, the Rolls Royce Half track from the Moive Desert "Lawrence of Arabia". Considering a Sothby's Auction, Technical seminars and possibly Club or Competitive event on Sunday or merely the best Club presentation at the Tailgate Picnic Competition on Sunday. We thank you for your interest and participation i the Brit Inv. Weekend and welcome your inquiry and suggestions.

ATTICA FIRE DEPT. 7TH Annual Car Show on Sunday, August 22 1993. at the Memorial Park, Exchange St. Attica, NY. 20 Classes Judged by Participants.

New Members. This was the month and year that 20 new members joined the club. It is interesting to note that John and Marjorie Baum, Billy & Jessie Cates, and Jeff Moulton. were included on the list and are still active.

There were over 5 pages of Items for Sale. Many Cars and lots of parts. This issue of the Spokes had 38 pages. The club certainly was busy.

MGCC AUTOCROSS I MAY 25, 2003

By Wally Roworth

Class Participant/Car	Best Time	1 st Run	2 nd Run	3 rd Run
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MGB

Allen Hess MGB '71	1.0478	1.0478	1.0503	1.0522
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Under 2 Liter STK

Tom Glanville Toyota MR2	1.0103	1.0169	1.0103	1.0153
Bill Glanville Toyota MR3	1.0213	1.0310	1.0213	1.9234
Shannon Glanville Acura '91	1.0382	1.0628cc	1.0245	1.0382
Jim Duclos Miata '02	1.0421	1.0856oc	1.0856	1.0421
Hutch Hutchinson Miata '91	1.0519	1.0956	1.0681	1.0519

Under 2 Liter PREP

Ted Hershey Miata '92	0.5975	1.0175	1.0172oc	0.5975
Bob Harris TR/Spitfire '76	1.0247	1.0247	1.0581c	1.0247
Julia Daykin MGMidget '72 1	0.0344	1.0953	1.0516	1.0344
Brian Fallon Miata '92	1.0494	1.0803ococ	1.0581oc	1.0494
Mark Kelly Datsun 510	1.0543	1.0641	1.0500c	1.0543

Over 2 Liter STK

J. Roberts Chevy IROC-Z	1.0103	1.0103	1.0171	1.0060c
David Palermo Datsun 280	1.0328	1.0328	1.0960C	1.0668
Kirk Joy Chevy IROC-Z	1.0747	1.0221oc	1.0265oc	1.0747

Over 2 Liter PREP

A. Magagnoli BMW 23 '97	0.5675	0.5712	0.5731	0.5675
Alex Horvath Porsche '80	0.5382	0.5913c	0.5832	DNFcc
Mark Carden Datsun 280 '75	1.0403	1.074oc	1.0403	1.0260cc
Kimberly Carden Nissan '88	1.0606	1.1207	1.0556c	1.0606

MINI

Ben Barlow Mini '62	1.0363	1.0725	1.0453	1.0363
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Overall

1 - Anthony Magagnoli	0.5675	6 - Bill Glanville	1.0213
2 - Alex Horvath	0.5832	7 - Bob Harris	1.0247
3 - Ted Hershey	0.5975	8 - Dave Palermo	1.0328
4 - Tie Tom Glanville	1.0103	9 - Julie Daykin	1.0344
4 - Tie Jeffery Roberts	1.0103	10 - Ben Barlow	1.0363
5 - Steve Stewart	1.0197	11 - Shannon Glanville	1.0382

In 1933, the MG Factory entered a team of three cars in the famous Italian Mille Miglia race. This race was a grueling 1,000 miles over regular roads running counter clockwise and forming a figure eight. The start was in Brescia, to Parma, through Bologna, to Pesaro, Ancona down to Rome. There it started back through Sienna, to Firenze, through Bologna to Treviso and back to Brescia. The course crossed the Apennines three times, always on roads occupied by busses, trucks and passenger cars and horse drawn carts. It was truly a grueling race for both car and driver. In 1933 the three MG's were the brand new K-3 Magnettes driven by Capt George Eyston and Count G. Lurani. The second car was driven by Lord Earl Howe, and H.C. Hamilton., while car number three was piloted by Sir H Birkin and Bernard Rubin. These were factory fresh untried cars that the MG factory had put a great deal of faith in. The final out come of that race was that the MG driven by Eyston/Lurani came in first in the 1100 cc class and Howe/Hamilton car came in second in that same class. It was a magnificent outing for MG and the Italians were wild in their praise of the cars and their drivers. It was even more rewarding seeing that the MG's had defeated the highly favored Italian Fiat entries.

The Mille Miglia ran from 1927 through 1957 and in 1958 there was a terrible crash where 12 people were killed which brought an end to the original Mille Miglia that year. However, the Mille Miglia is being run once again only this time as more of a rallye and not the out and out "foot to the floor boards" race it had been. (it says here) This "race" or "rallye" whichever you prefer draws some of the most rare and desirable automobiles running that route once more. However, there have been a few changes. First the course is no longer a figure eight but rather a large clockwise loop from Brescia through most of the city's mentioned but with overnight stopovers for the cars and drivers. It is not uncommon to have 700 applications with the final number pared down to 350 entrants. The organizers are most critical in their choice of entrants giving special consideration to cars that originally ran the race.

I was shocked and dumbfounded when I got a call from Dean Butler, from the MG T Register, asking me if I would like to co drive his K-3 Mquette with Peter Markowski from RPM Motorsports (in Vermont) at this years Mille Miglia. Peter had run the Mille Miglia before and was familiar with the roads and the many obstacles that were to be faced so hesitatingly (?) I said yes I would love to. I met Peter in New York and we boarded the Lufthansa flight to Frankfurt with a connection to Malpensa Airport in Milan. Arriving in Milan we took a motor coach to Brescia and our hotel that had been arranged for by Dean. I don't know how many times I couldn't believe that I was here in Brescia and would be co driving one of the cars that had made MG History.

The following morning (Tuesday) we awoke early and got to meet the car and had a chance to take it for a few hours of practice runs. We needed to get familiar with the workings of this car and also practice with the Wilson Pre Selector gear box. This is the same gear box that gave Nuvolari so many headaches at the Tourist Trophy race in England. (which he won by the way) You select the gear you want at any time, but it is not engaged until you operate the clutch. Alex Hounslow told me that Novolari said to him during that race, "you work the levers and I'll work the

pedals". Practice runs went quite well and I only had one or two small miss cues with the gear box. Wednesday was another day of practice and it was interesting to drive out of Brescia on the same road we will be using on the starting day. (Thursday) We drove it in daylight but on the day of the race, it will be in darkness. So we were careful to make many mental notes of the directions and road conditions in good light. Thursday will be different.

Thursday dawned with some clouds in the sky but dry for the most part. There must have been some rain during the night as there were still some puddles along the side of the roads. The temperature was in the low sixties but mid seventies were forecast for the rest of the day.

Scrutineering was done on Thursday starting in the morning and lasting most of the rest of the day. You get your car and head for the Piazza della Vittoria for these checks which are more an exhibition of the cars than any real technical inspection. There is no reason to start the car as it is not going anywhere at more than a snails pace. Enthusiastic spectators help push the car along to the square that is lined with thousands of race fans eager for a look at the cars and drivers. Rallye instructions, paperwork, promotional materials and gifts are all distributed and the drivers are given only a few hours to digest all this before the start of the "race". That evening the first leg of the event begins, a 150 mile dash to Ferrara. The first car off is at 10:00 P.M. and then the rest of the cars are sent off at 20 second intervals. Our start time was 11:20 P.M. We drove up the ramp to the starting line and were waved off in a flurry of cheers and flag waving. (This had nothing to do with who we were or what we were driving as all cars were greeted with this expression of enthusiasm.) We had decided that Peter would take the first turn at the wheel and as we roared down the street we made sure our headlights were on as some of the cars forgot to do this. It was just as well we did as by the time we got to the end of the town we were suddenly plunged into a world of blackness. After all the lights and cameras in Brescia, this sudden wave of darkness was a shock to say the least. Everything was going well and the weather was still dry but cool. About a half hour out of Brescia we got a few sprinkles and thankfully that was all it was because in the K-3 there is no rain protection. We arrived cold and damp in Ferrara which was capped by an amazing drive into the center of the town across a red carpet with cheering spectators lining both sides of the road. We managed to get to our hotel and bed for some much needed rest. (the total was just over 3 hours of rest.)

Friday morning finds us on our way to Rome through San Marino, Arrezzo, Assisi and the dreaded Appennines.

The countryside was gorgeous with Peter doing most of the driving and me being allowed to take in the scenery for a bit. The climb into the mountains was interesting to say the least as it was just getting to dusk. The car struggled a bit but managed to pull its way through. It was dry but COLD in the mountains with snow drifts still on the sides of the road. The road itself was dry but the drifts gave one reason to be cautious. We came down out of the mountains at about 8:30 P.M. and were cold and tired. Not too far along we found a small coffee shop that was being patronized by some of the rest of the drivers and we decided to do the same for a few minutes. I took over the wheel from here and drove the rest of the way into Rome. I am not overly fond of night driving to

begin with, and this was a real challenge for me but one that became an obsession, which I vowed to conquer at all costs. It's amazing what one can do when you put your mind to it. The car was running well and I did find that even in the dark I was able to hold the 70 to 80 miles per hour we had been trying to average. Of course Peter was a tremendous help by giving me all the encouragement I needed and coaching as to when to brake and down shift, for the maximum advantage for the car and our times. The arrival at Rome was most a interesting thing as the cars were herded into a large parking area on the outskirts of the city and then escorted (about 40 of us) through the outskirts of the city over cobble stone streets past many famous landmarks and into the parking lot of the host hotel. All this being done at breakneck speeds with much fanfare and sirens blaring to the cheering of the spectators. It was a pageant to say the least and a high speed one at that. It was good to finally get out of the car and get a chance to stretch and get the kinks out of our bodies. Sleep beckoned but first we had things to attend to before getting some much needed rest. There was oil and gas to fill and check out everything. We decided to put in a new set of spark plugs for the following days dash to Brescia. This would be a real challenge as it was about a 450 mile run with Saturday traffic to contend with. We got to bed quite late and I immediately was off into unconsciousness. After what seemed like a few minutes we had to get up, shake the sleep out of our systems and get back in the car and be ready for the last dash to the finish.

Saturday morning, and we are on our way for the final leg to Brescia. We made a fast run up the motorway until we were back on the secondary roads once again contending with Saturday morning traffic. The K-3 didn't take too kindly to the slower speeds and whenever we got the chance we would accelerate to just "blow out" the buildup. The escorts by police were a great help and I am sure no one ever got through Italian traffic as easily as we did. Peter took over the wheel later and drove the difficult stretch through the Futa and Raticosa passes. The day was overcast but again thankfully it was dry. Again as we got in the mountains it got cold and the drifts were still evident.

In Bologna we changed drivers again and I drove through that city and also Modena, seemingly getting faster and faster with every mile. The finish line was getting closer we knew, and the desire to finish and get some rest was beginning to wear on us. The cars seemed to get into groups and there was a good deal of passing. (some of which left me with a cold chill down my spine)

Here I was driving one of the most desirable MG's ever produced, and one that was worth a fortune at blinding speeds on Italian roads and I didn't even own the car. I put that thought out of my mind immediately. We were screaming down the road when I saw a Zagato bodied Alfa Romeo 2.3 ahead and decided that this was the time to really give the English car its burst of glory in Italy against an Italian car. The road seemed clear and I accelerated until I was alongside. We continued side by side for what seemed like forever, and I decided that this was the time. I pushed my foot down as far as I could and listened as the K-3's six cylinders growled and screamed at the Alfa. I was just about to get back in line after passing him when somewhere off in the distance I heard a female voice calling "Mr. Herschell, Mr. Herschell, can you wake up"? I opened my eyes, and blinked to find I was in the recovery room at Rochester General Hospital just coming out of the anesthetic from my previously scheduled surgery. "Did you have a good sleep" she asked? I mumbled something incoherent and finally after a drink of water. I asked why she couldn't have waited a few minutes longer. When she asked why, I told her I was just about to finish the Mille Miglia. "Milly who" she asked. I closed my eyes for a minute again but it was no use. The Mille Miglia and Italy were gone. I'll never know if I managed to stay ahead of the Alfa and I didn't get a chance to see and hear the cheering crowds at Brescia, but I'm sure they were there. I just wonder what they thought when they saw a K-3 cross the finish line with a navigator and no driver. I'll never know and neither will they. But that's the way it goes sometimes in this fickle world of auto racing. But it still was

The **(DREAM)** Adventure of a Lifetime.

A WORD OF THANKS

by George Herschell

Nancy and I would like to extend our thanks to all for your cards, phone calls, visits, and offers of any help in general during my recent "tune up and repair" surgery. Everything worked out fine and the doctor told me he didn't find anything octagonal inside and contrary to popular opinion, my blood is not British Racing Green. However he did find one malfunctioning part that was labeled "Jos. Lucas", which he said he repaired. From the "feelings" in my side I'm sure he used the prescribed Lucas method of a "well placed bash with a stout hammer" to affect that repair. Worked for me. Again our thanks to all for your kindness.

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CALENDAR OF EVENTS 2002/2003

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

May	June	July	August
10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I	1 Vintage Car Show 19 Meeting	6 Autocross II 17 Meeting 24 Kids day - Glen 20 Steak Roast/Rally	17 45th MG Anniversary Party 21 Meeting 24 Garden Tour
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
January	February	March	April
8 Board Meeting 15 Meeting 18 Wine & Cheese	8 Sweetheart Brunch 20 Meeting	7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	11 Brunch Run 15 Meeting

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