

# The ***SPOKES***

*Founded 1958*



Volume 45 Number 3

March 2003

Official Publication of the MG Car Club Western New York Centre



**Punxsutawney Phil says: "Not yet GEORGE!"**



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

*The Marque of Friendship*

# 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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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

If you have a sticker next to your address on this issue of Spokes - then we have not received your dues and this is the LAST issue you will receive.

Invoices will not be sent, the sticker is your last notice. Please send your dues (\$30) to:

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**Errors and Omissions: In an effort of fairness:** I try to give equal opportunity to both errors and omissions. Why, I even sneak in a misspelling once in a while.

And don't forget - if you find a misspelling, you get the Spokes free with your paid membership!

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### 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

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### 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

*The signs of spring have arrived, not out there in the 20' weather, but in our club. The preparations for our car show have started. Of course if you've volunteered to help with a part of it, you know this. But then if you haven't I'm sure you're saying to yourself "Just whom do I connect with to be a part or the car show and help out and do my part?" Well then, this is the place to find that out! Call Steve Sangster at 657-6032 or John Baum at 621-8910.*

*I just got back from visiting my step son, Lorenzo, in Milan Italy. Travel prices are running pretty low right now, and if we end up involved with Iraq, travel may not be a good thing for a while. I've never been to Europe before. Oh, I also didn't tell him I was coming. The look on his face was worth it, I got - "Oh hi", pause, "Wait, what are you doing here?" He speaks Italian extremely well, me extremely little. It worked well though, I smiled and pretended I had a clue, and a couple times I think he said to his friends, in Italian of course, "Don't worry, he doesn't have a clue."*

*Lorenzos main mode of transportation is a 450cc dirt bike. He plays jazz saxophone and a few nights he played so I went with him. The ride too and from was the exciting part. Sitting on the back of a 450, I got to hold his tenor sax with one hand, the edge of the fender with the other, 3:00 in the morning, a light rain, stone and asphalt streets sprinkled with trolley tracks. I didn't fall asleep during the ride.*

*I've took some pictures and there's a little article later in this issue about my automotive thoughts about the trip.*

*The day after I got back, I got a call from Dan over at Kurts Garage saying there was a change in plans - he was going to do the body work on the Volvo for me in the late spring. I figured this would be good to get it out of the yard while I worked on the driveway, the garage, the yard. You would think it would be a good thing to have those plans moved earlier by 4 months. Only problem was I put Volveeta on the cement pad behind the house. Seemed like a good idea till now. There is now 50' of 4 months of snow, thaw, freeze, thaw, snow, freeze between the cement pad and the street. Ouch!*

*First try was to plow some of it so we could pull/drive it out. Wrong. The plow got 20' into the yard, broke through the ice layer into the wonderfully non-frozen 8" tilled, non frozen mud yard. It only took 2 1/2 hours to get the plow out. That night while viewing the mud pit we made I got an idea. The next day I got 4 sheets of plywood and Barbara and Gabe put the plywood down, I backed over it to the edge, then moved the first sheet to the back and moved 4 feet more. It took a while but it worked.*

*Next month I'm going to start the scanning of photos and images for our 45th Image CD. I've had a few volunteers but there are openings for more. What I need is to have you spend a couple hours scanning photos and saving them to the computer. If you don't have the equipment or know how, NO PROBLEM. I have more than enough computer equipment, I'll show you how to do it, I'm here during the day and evening, you can pretty much pick your time, One 3 hour stretch would do wonders.*

*Later, Leon ....*

# MGCC Meeting Minutes February 20, 2003

Meeting called to order 7:40 PM

New members & guests-none.

Treasurers Report, John Baum says "Things are good", club is in better shape than this time last year.

Regalia, Dave Chase, has the name tags folks ordered in the past. He will also be the contact if you want a room for the Carlisle weekend (5/15-18).

SPOKES, Leon Zak, articles due in 2 weeks, he's off to Italy for vacation. DUES IS DUE!!!, \$30 for year. If unpaid March will be your last SPOKES issue.

Activities, Joan Heaney, details elsewhere in this

SPOKES: Next couple of months look like:

3/2, Steak roast & Auction

3/15, Van's Tour

3/30, Old Toad

4/12, Brunch Run (Mt. Morris)

4/26, Day to call for rooms at the Glen for Sept. Calls to start at noon.

4/17, Basket exchange

5/3, Rally

Car Show, John Baum, needs a Sales/Program Manager to coordinate selling ads in our new brochure for the show. We need you!!!! Call John at 585-872-3697 or cell phone @ 585- 752-6153. Ads will sell for \$60, 1/4 page. \$100, 1/2 page. \$150 full page and will get 5000ish "car folks" coverage.

Webmaster, Scott Perry, has new home page operational.

Watkins Glen update from Dave Wild. The old track, all 6.6 miles of it, is now on the historic registry and a new open roadster only category will be added to the touring options for the weekend—more to follow.

Old business, none.

New business, none.

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.

Carlisle weekend, 5/15-18, George Haynes noted if you have parts for sale or you want to buy particular items please let him know. 585-872-6536 (See SPOKES). Rooms will be reserved by Dave Chase 585-334-6826.

Prizes awarded.

Meeting closed 8:30ish.

Respectfully submitted,

Joe De Blaere, Secretary.

Respectfully submitted,  
Joe DeBlaere, Secretary



## DUES ARE OVERDUE!

## PLEASE SEND IN TODAY



## February Attendance

Bob Tescione  
Gil Langswager  
Betty Langswager  
Alan Costich  
Dave Wild  
Barb Wild  
Linda Bethune  
Bill Bethune  
Jeff Kath  
George Herschell  
Nancy Herschell  
Lane Boughton  
Brian Fallon  
Sharon S. Perry  
Scott Perry  
Chris Baum  
Pat Sangster  
Steve Sangster  
Vivienne Rizo  
Tim Rizzo  
Rhonda Rizzo  
Cheryl Baldwin  
Bill Baldwin  
George Haynes  
Ken Stickle  
Dave Chase  
Matt Callahan

Doug Scribner  
laurie Scribner  
Brooks Schneider  
Beverly Mack  
Michael Mack  
Barb Zak  
Leon Zak  
Marlene  
Rzepkowski  
Dick Rzepkowski  
David Engdahl  
Jim Priestley  
Elaine O'neil-  
Hess  
Allen Hess  
Don McConell  
Wally Roworth  
Elton Schulz  
Stacey  
Vandenburgh  
Ed Avery  
Ellen Baxter  
Carl Baxter  
jim Davis  
Doug Jack  
Steve Stewart  
Chuck Elam

Dan Suter  
Bob Dupre'  
Joseph R. Schultz  
Gwenn Poulton  
Nickn Poulton  
Joeanna DeBlaere  
Joe DeBlaere  
Bill Glanville  
Joan Heaney  
Paul Heaney  
Dave Ott  
Arnold Van  
Denburgh  
Al Fink  
Dick Powers  
Bob Harris  
Carl Webeck  
jennifer Gleason  
Allyn Wagner

## Activities Report

Hopefully "Spring Weather ?" is here as you read this. This year has been fun from a standpoint of activities so far, heck, we're even enjoying snow. Retirement makes living in Rochester easy, when you do not have to clean cars and drive to work each day. Of course we always manage to go to events tho, no matter how bad the weather.

Events to date have been well attended and it always appears that everyone is having a good time. Vans Machine Shop tour and the Old Toad outing are coming up this month and the sign up sheets are full of names of members planning to attend. We have a very exciting tour of Letchworth planned by Tim and Rhonda Rizzo for April. Tim and Rhonda always plan very interesting events, and this seems to be one that should not be missed. There are not many times you will be able to go right onto the dam.

The other thing I would like to remind everyone is that at the end of 2003 we will be stepping aside as activities chairpersons. If you are interested or thinking about helping with one activity or working at coordinating all of them for a year or two, please speak with us at a meeting or call 624-8182. There are already activities in the planning stage for 2004. Paul and Joan Heaney

*The Heaney's*

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It is mid February and still snowing like the beginning of January. I am about ready to climb the walls but I do not want to go out into the blasted cold. This is the time of year I begin to wonder if spring will ever come. Will someone please turn up the heat ut there!

Anyway I went to the Buffalo Auto Show last week to see what the manufacturers had available for 2003. I probably will not buy any of what is available but it is fun to look and have a few laughs. If you remember last month I gave a dissertation on the gimmicks that prevail on new cars and what I thought of many them. Mostly they are just gimcracks to raise the price of the vehicle and to make people think they had to have the latest and the greatest of these items. After attending the auto show my opinion has not changed. I watched as some of the concept cars were shown to the public with the marketing spiel in full force. They are trying there best to make car's idiot proof but the cost is going to be prohibitive. Bring back a car that makes me think when I drive it. No never mind, I think I will just hang on to the cars that I have and let someone else purchase the gimcracks.

On the bright side there were several good looking cars on the stands. The one that I liked the best was the new Mustang. It had a strong resemblance to the 1965 fastback coupe and was most attractive. It was fitted with 20 inch wheels and low profile tyres. Very sleek and racy, if this could be purchased just the way you wanted it would be a great car but I am sure they will load it up with the nonsense.

This particular show was the 100th anniversary of the Buffalo Auto Show and they worked in a few classics to give the show a little diversity and flavor. I particularly liked a 1967 Mercedes Benz 250S. This was in original condition except for a repaint. A lovely automobile that I might have

taken that over anything in the place if offered. At least I could change the sparkplugs on this one.

Also on show was a delightful 1913 model T ford. This was a magnificent restoration and a national first prize winner. Another choice car was a Pontiac GTO of about 1969. This was in pristine condition without a mark on it anywhere. There was also a GMC pickup of about 1950 and a 1948 Buick with the long fastback, not my first choice but a car in lovely condition. On one side were a 1930 Packard, Pierce Motorette and a curved dash Oldsmobile. The beast thing about all three of these cars is they are all eligible for the London to Brighton where nothing else in the show was. The Packard was reputed to be the car that crossed the United States in 1903 or 04 on a \$25 bet, beautifully restored and very choice. The Pierce was the one owned by Jim Sandoro and the Oldsmobile by a private collector here in Hamburg.

I looked long and hard at the new Hondas but have not made up my mind yet when I will purchase a new car. The one I am running now is only nine years old, just becoming broken in.

There were Suburban Ussault Vehicles in great number. One of things that spoiled my whole day was that there is now a Porsche SUV. Is nothing sacred? I suppose they make great winter cars but are there not enough of these things. I sure hope the Porsche is safer than some of the others.

When all was said and done there was something for everyone at the 2003 Auto Show. If you like sedans there was a huge choice along with SUV, pickup trucks, several convertibles, a few station wagons and a few that were a little bit of all put together. The only areas I though was lacking were sports cars. I wonder if we are a dying breed?

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## Poker Run Road Rally

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A fun drive through the country side.  
Following clues to pick up cards to build  
the best poker hand you can. More details  
as the date gets closer.

**Saturday MAY 3rd**

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## CARLISLE IMPORT CAR WEEKEND

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The Carlisle Import Flea market and Car Show in Carlisle, PA will be held May 16 thru 18, 2003. As usual, MGCC members have reserved vendor spaces for selling surplus British car parts (well, OK, we'll even sell non-British parts). If you have parts to sell (or buy!) and cannot attend the weekend event, call George at 872-6536 or Alan at 482-2695 and arrange to get your parts to us by the weekend before (May 10-11) so they can be loaded prior to our departure early Thursday, May 15. We request that anything for sale be free of rust and grease and that you give us some idea of what price you will accept.

If you would like to join us at Carlisle and need a motel room, please call room coordinator Dave Chase at 334-6826 or email him at DFChase@Frontiernet.net. Rooms fill quickly, so call soon!

# Forty Years Ago

by Mr. Gil

In 1963 our status as a Centre of the parent MG Car Club was prominent. We were world renowned. Russell Lowry was general secretary and solicited and expected monthly contributions from all Centres throughout the world for the club publication, "Safety Fast". Doug Scribner called this to my attention by giving me a copy from 1963. In it, among reports from the New South Wales Centre, the Melbourne Centre, and the Rocky Mountain Centre, was a report from our own secretary, Jeanette Sheldon. I'm going to quote it verbatim:



"There was still plenty of snow in the Rochester area on 3 March—as there was in Britain this year—and the Centre's Winter Trial on that date was a snow bound autocross over an oval course about a third of a mile around.

No less than 100 cars were entered for this chilly event, which seems to have been a great success, and the comfort of those not actually on the track was looked after by the Centre's own bus, which dispensed warmth and hot coffee all day. The organiser was Chuck Heindl and he also provided the venue, on his farm. We don't know the name of the winner (except that he is the Centre Treasurer), but Jack Wegman was second and Norman Webb, third. A tenpin bowling contest between the local Triumph club and the Centre resulted in a win for the M.G.C.C.—a jubilant comeback after last year's defeat. Best scorers for the Centre were Gene Hondorf and Jeanette Sheldon. Incidentally, we

see that at 8:55 every Sunday morning, the local radio station broadcasts a bulletin of the latest rally information—cancellations, changes of starting point, and so on. What a good idea—but it could never happen here!"

Note that it was written in Russell Lowry's decidedly British way. He read every report, then wrote his own commentary for every Centre. There were probably three or four pages on the Centres every month. We really felt a part of the Club then. The winner of the trial was Rod Curtis, driving a VW bus. I don't know why Russell didn't have that information. Jack Wegman was driving his TR3 and Norm Webb was driving a Renault Dauphine. Just for fun let me list the kinds of cars that competed, and there were more than one in most makes. Sprite, TR, Simca, Renault, MG TD, MGA, MGB, Mini, Hillman Minx, Corvair, Sunbeam Alpine, Porsche, VW, Daimler, Austin Healey, Valiant, BMW, Peugeot, and Corvette. There were 100 entries, more than one person entered the same car, so it wasn't 100 cars. Anyway, it was a great time and it was recorded in a publication that was read around the world.

Something else we were real busy on in March was the upcoming Western New York Invitational Rallye. Rod Curtis, the event chairman, came up with the idea of "Scuttlebutt". This was a news flyer on the event which he put out about every month, not just in "Spokes" but sent to other clubs and posted in places where sports car people gathered. It gave information about the rallye, what type, how timed, what equipment was needed, who to contact, how many entries so far, etc. It really got the story out there. And of course we had our monthly rallyes and social functions. Yes, we were busy and having fun.

Well, that's what was going on in the MG Car Club forty years ago.

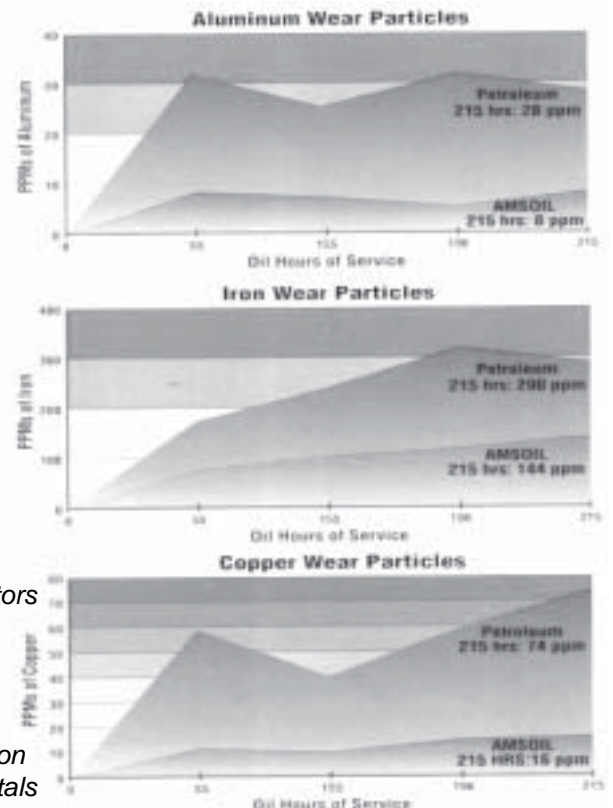


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# The Vehicles of Milan

*by Leon Zak*

I'm at the corner of Via Torino and Via San Maurillo and in the middle of all the traffic noise, the trolleys going by, the people talking, I picked out a sound I knew. I looked around and down the street it comes - a Harley. I could hear it before I could see it through the traffic - the thump, thump, thump, thump only a Harley makes. And in the world of whiny 4 cylinder gas economizing car engines, motor scooters and 450 dirt bikes, it stood out like a sore thumb. And it was American.

I had been visiting my step son, Lorenzo, in Milan, Italy for the past few days. I was paying attention to the vehicles around me. There were a few constants - they were small, 4 cylinders prevailed and they were all over the place. They rule was - if you could fit it in there, it was OK to park there. The meridians between the street lanes and trolley lanes, the space between the street and the sidewalk, the sidewalk if it was wide enough, all over the place. If it was a bike, they were lined up next to the cars parked at the curb, or between the cars. The shot below shows how they pack up. The space was just filled by a bike before I took the shot.



Except for the cabs, the car below was pretty much the normal size.



There was a new comer - the Smart Car. It is a two seater that is available in many choices of colors and styles. It has an engine made by Mercedes. I went to talk a test drive on a Saturday but there was a two and a half hour wait, so we decided to skip it.





They were all over town - many used for advertising like the new Volkswagen bug was when it was first introduced. They were in camouflage paint, pastels, neons. You can get any combination of interior colors and exterior colors. That only proved that in this international city of high fashion, not everyone had good taste.

They looked to have decent pickup. I checked the web sites and they are computer limited to 84mph. The interior was made for 2, but looked very roomy. I talked with one person that owned one and they agreed, it had a bit of storage space, but was really aimed at being a city car.



There is a roadster available. I didn't see one there, but I found a picture on the web. It has a nice style to it and the price is around \$18,000. I wasn't able to find more details specs on engine size, torque, and the like.

The Italians are a very brave people - there were some driving Citrons and didn't even seem embarrassed to do so.

The names of their cars were interesting - the Yaris, the Clio, the Twingo, the Innocent. And best of all, could imagine the terror that would be stricken into the heart of a Mustang or Cobra driver when sitting at a light a Panda pulls up next to them!

I saw many service garages as I walked around town. I noticed that almost 100% had tile floors and were very clean. They were also small, 1 to 2 bays max.



An interesting thing I noted was how dirty the city was - not trash and papers, but a coating of dirt that coated everything. We would take the bike out wiping the seat off first. Then park it at night when we got back. The next morning at 8 it would have noticeable coating of dirt again. I mentioned this to Lorenzo and he told me that they still used leaded gas. Unleaded was available, but most places had 2 levels of leaded, one level of unleaded. They're scheduled to stop using leaded sometime in 2004. That, and most everyone smoked everywhere but on the trolleys, trains and buses, made the air have this feeling of constant dust in the air. While I was there they were doing the alternate license plate entrance to the city. On some days only odd numbered plates could drive in a particular area, the other days even numbered plates. It wasn't because of the age of the cars - I literally saw one rusty car. The only gearhead I met while there was driving a 1974 English Ford wagon. Ouch! The majority of the vehicles were less than 7 or 8 years old. The cabs much less than that. They had touch screen controls and the readouts of how far you've traveled, the cost and time of the trip was displayed superimposed on the rear view mirror.

There were many of the new Mini Coopers around, just a couple older ones. 1 Old bug style Volkswagen, only a couple of the new ones. Mostly they were Fiats, Fords, Smart Cars, Citrons. No MGs. This were not many sports cars.



There was this one (above, a Fiat), a couple BMWs and that was it.

I rode the trolley quite a bit, using a map to get from place to place. I eventually found it easy to get around. There were bus loops, trains and trolleys that allowed pretty good access to anywhere in the city. The reason I said eventually was because I spent the first couple days not being able to find anything without a lot of missed stops and wrong directions. I mentioned this in a discussion with a few people and they couldn't understand why. I said it would be easier if there were street signs. They laughed, then explained that the street names were etched, usually directly in the corner stones, or on brass plates, of almost every corner building, about 18 to 20 feet up. Oh, and they also have first names with them. I just wasn't looking up high enough. This bit of information did make a big difference in getting round. I've always found knowing where you are made it easier to know how to get to where you want to be.

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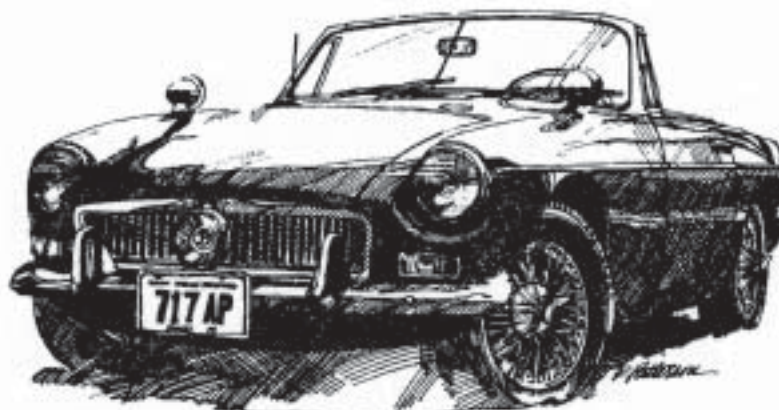
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The tour of Van's Machine Shop and Engine Rebuilders is Saturday, March 15, 2003.

The tour will begin at 9:00 AM, at 118 Genesee Street, one block South of Main Street in Rochester, behind St. Mary's Hospital. For those who have not put their name on the Sign-Up sheet, please call me, George Haynes, at 872-6536.

*Some attendees are meeting at the Busy Bee Restaurant, 124 W. Main Street, near Plymouth Avenue, for breakfast at 8:00 AM.*

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Last summer at a Cruise Night in Fairport I was brought up short by a young man and our ensuing conversation. He asked me if I was George Herschell and when I told him I was, he said "you designed my car". I looked at him, with what must have been a really dumb look, and said I didn't understand what he was talking about. He then asked me if I remembered Victor Motor Coach Company. Immediately the light began to come on in my otherwise dim brain. I was taken back to 1982 when MG TF's were built in Victor. Yes you read that right. Victor Motor Coach built MG TF's in their shop in Fishers New York and I did design a body for one of their cars. But I am getting ahead of myself. The design came later. But the MG TF's had a direct connection to our Western NY Centre .

In the early 80's there were a lot of replicars around and a number of those looked like TD's. They were VW powered and you could tell one from a mile away by the many tell tales that branded them as replicas. I wasn't too keen on them at all and heard the most idiotic comment at the RIT show one year about them. I had our TD on display when a man came along with his female companion and told her, "these are MG's but I really don't like them because they look too much like the replicas." He had no idea how close he came to being "road kill" with that comment.

Dan and Rich Columbo, Mike Perry and Brian Metcalfe, had been building wooden bodied replicas of the Model A Ford woodies in the mid 70's under the name of Victor Replicars. The cost for these replicars was around the \$20,000. The idea of an MG TF came to them and they purchased a basket case from MG CC member Al Isselhard. (Club connection 1) Al had purchased the car and never got around to doing anything with it. It had a good solid body, which is just what was needed to form a good set of molds. First they assembled the car then disassembled it to get measurements and the parts needed for the molds. The chassis were built from scratch and in many ways were an improvement over the original. The cars were designed to accept the MG B engine, drive train, and much of the running gear. Wheels were the same size as the original but with 60 spoke wire wheels, and the brakes were discs as used on the MGB. The body panels were so well done that they could be interchanged with the originals and fit perfectly. The door hinges were purchased from the company that made the original hinges for the TF. The rest of the car was as good a reproduction of the original car as could be made. Interior, top, grille, etc were all exactly as original. But the big difference was in the weight. 1650 lbs. compared to 1930 lbs. for the original. Add to this the fact that the "new" TF had a horsepower of 95 bhp vs. 57 bhp and one can see what a vast improvement this was over the original car. One of the biggest distractions to the original appearance of the car was the dash (sorry facia) board. It was modernized with a complete set of instruments including a gas gauge which the original did not have. (The original had a "fuel warning light").

The cars were available in kit form for \$7400. Or as a completely finished, drive away car, for \$16,500. Not too bad when one considers the price of a restored TF at the time was about \$20,000.

I had a chance to get to the factory on a number of occasions and was very impressed with the quality of the workmanship and also the detail in keeping the car looking as close to the original as possible. From a distance (without seeing the interior) one would be hard pressed to tell the TF 1800 (as it was called) from the original TF. From the rear the only give away was the exhaust pipe which was on the opposite side of the car from the original. My visits to the factory were benefi-

cial to both the people there and myself because we traded ideas and I learned as much from them as they did from me, and my knowledge of TF's and suppliers of parts.

In total they built and sold about 100 cars and Don Stahl (MG CC connection 2) founding member of the WNY MG CC owned one. He drove it on the first New England Mountain Adventure and had a ball with it. With the power to weight ratio and the torque the car was really something to drive. Rich brought one to the T Registers meet in Virginia Beach and the folks there were amazed with the car. Rich was demonstrating the strength of the fiberglass and at one point literally walked up the left fender over the hood (bonnet) and down the right fender. Almost everyone was impressed but there were a few die hards who could not accept replicas, and they have the right to their opinion. Personally, I thought the folks at Victor Antique Auto did a remarkable job and kept the fact uppermost in their minds to keep it all MG. It was a good way to recycle a B whose body had suffered the ravages of rust and rot and have a classic looking sports car that was still an MG.

Some time later they changed their name again to Great Lakes Motor Cars Corp. It was about this time that they decided they would like to build a coupe and asked me if I had any ideas. I immediately thought of the Airline Coupe and designed a body along those lines. At the time Dick Gordon, Dan's brother in law and a former MG CC member (connection 3) had his MG TA Tickford at the shop, and we decided the windscreen assembly could be used as a pattern for the one required for the Airline Body. They began work and then somewhere along the way decided to widen the body and lengthen it to seat four people. This was about the time I lost track of them due to my increased work load and lack of "disposable time".

They did complete the car and I saw it (in person) for the first time last summer at that cruise night. The lines are still there but I feel it lost something when it got stretched and widened. But then that's my opinion and probably biased because I drew the original concept. The TF was a logical source for an Airline Body because the flow of the fenders matches the flow of the original Airline Body. When the car was finished they produced a brochure and called the car the "Phantom". I was a little disappointed when I read the brochure though because they mention the styling and the theory that went into the car and to quote, "Depending on your automotive background, the Phantom may at many times resemble a 34 Ford, an early Bugatti, or a Talbot". Never once is MG or the Airline Coupe mentioned, which is what the body was patterned after. Oh well so it goes.

I heard later that after the company disbanded, the molds went to Canada and then Naylor Brothers in the UK started to produce the same type of replica. I also heard that at one time someone in Penn Yan had the molds but I never bothered to track them down.

It was an interesting time and the "TF's" were interesting replicas or rather "modern MG TF 1800's". I have no idea of how many are still around or where they might be. It would be interesting sometime to search out them and find out how they are doing. It was a interesting venture and I give Victor Antique Auto all the credit for producing a remarkable automobile that looked good, performed well, was well built and was something truly unique.



Well, it finally happened. There I was, pulling happily out of the parking space on a Sunlit Thursday afternoon at my place of employment when "Old Reliable," the '84 4-Runner, just died. My first thought was that maybe the automatic choke was acting up, so I stomped on the throttle a couple of times and hit the key. Of course, the engine came right to life.

"Cool!" I thought. "Must be a new symptom cropping up to give me an entertaining pastime this weekend." Notching it back into first, I blipped the throttle and eased the clutch out again and attempted to "motor on." At least until the engine died again. Which, of course, was RIGHT THEN.

I stomped on it again and it caught again. This time, just about the time I managed to get the shift lever fully engaged in first, it died again. I was beginning to see a pattern here. My experience was suggesting that we were beginning to "circle the drain," but I pressed on with stomps on the accelerator and engaging the starter until all it would do was just crank.

As one might suppose, "We were not amused." By this time I was well out into the lane between spaces, so I made an awful face for quite some time and backed it up into an open space on the starter. While I was doing this, I half expected that the engine would catch, only because I was carefully backing up to the concrete base of a lamp-post.

It was, however, as the saying goes, Deader than Dead, or perhaps, to paraphrase Dickens, it was "Deader than Marley." On the upside, at least there were a fair number of other folks still around, and the best news was that Eileen hadn't left yet. Calling her from my cell phone, I solicited a ride home. My thought process was that the symptoms and the failure mode suggested that the fuel pump had decided it needed some "time off," and had elected to start now. With some luck, I might be able to get a pump the next day, ride in with Eileen Friday morning and swap pumps in the parking lot Friday afternoon. If I'd had something in the current Collection with a little more "grunt," I might have given consideration to renting a car dolly or trailer and dragging it home, but this would have to be, unfortunately, a "lot job."

Has anyone else noticed that many plans that actually do turn out to be good start with flawed assumptions, which need to be rectified? No exception here. It was cold, and getting darker. In a temporary burst of rationality, I began to weigh my options. Work out here in the parking lot, in the wind and the cold, or flatbed it home. Cold, flatbed. Warm shop, cold. Flatbed, dollars. Picking up the cell phone again, I reached for my wallet and pulled out the number I keep there for a towing service. They threw me a price, and I said in effect "c'mon down." I'd elected to trade dollars for a warm shop to work in. Could be I'm getting a little soft here.

The flatbed was a full size rollback with almost enough room for two 4-Runners, on an International chassis with a Detroit diesel. It sounded like it meant business as it pulled into the lot and lined up for the load. Two large guys popped out of the cab and loaded up Old Unreliable in no time. Bumming a ride in the center seat, I piled into the cab and we were underway enroute Marion with the '84 hitching a ride on the bed.

Now I think flatbed car carriers are pretty cool, and from time to time I think that maybe one would be fun to own. As a result, I paid some attention to the one which had come to rescue me. The last time I needed a flatbed was several years ago when the Z died just out of Geneva on the Thruway, and I elected to flatbed it off to a place where I could get a new battery to replace the one that clearly wasn't charging, despite the lack of much warning from the dash instrumentation. That time, it was also an International chassis, but the cab of that rig was pretty "rude and crude." This time, it was a brand new chassis, and the difference was striking. The seats were comfortable, the dash gauges, heater controls and illumination were equal to any current pickup or SUV, and the ride was actually pretty good. Things must be good in the towing business....

We had a little "Fun with Flatbed" when we got to Marion, since the wheelbase of the flatbed was just a tad long to make all the turns we needed to make in order to pull into the driveway, turn around up at the head end, and back up the slope to the apron behind the garages so we could drop the '84 close to the doors. At one point, the driver had the flatbed well and truly stuck on some snow melt which had frozen, but he managed to get it free and up to the spot where I wanted them to unload.

With the temperature continuing to drop, I put the truck in the shop on the starter and called it a night. Saturday morning, after letting the shop warm up, I replaced the fuel pump with one I'd picked up Friday night on the way home. The pump sits up on the right front side of the head, pretty much easily accessible except for one bolt which is best turned using a swivel drive. While I had the fuel lines off, I verified that there was gas in the line coming from the tank, and also that I could blow through the line to the float chamber. The whole evolution took all of about an hour or so, including a time out to unload groceries from Eileen's trunk. Letting it crank for a while to re-fill the empty float chamber. I "pumped it up" and cranked it again. It went around about another two or three full revolutions, caught and settled down to the smooth idle it's supposed to have.

To be sure I once again had an "accredited" ride, I made sure the cell phone was charged and used the '84 to take the old pump back to the parts store. It carried a lifetime guarantee, so in the end all I was out was the cost of the tow. The truck ran great, so it would seem as though this problem is "over." The plan is to keep driving the '84 to and from work, and save the '95 for the longer Road Trips. This time of year, I also don't mind keeping the '95 out of the salt, either.

The thing was, the tow charge was a tad painful, or as someone once described, an "out of pocket experience." Watching the guys load up the '84 and unload it, I was struck one more time with the thought that this seems, from the outside, a fairly straightforward process. More than once I've had an urge to take a vehicle somewhere and drop it, while having the ability to "continue on." Once again I wondered if a flatbed of my own be a good thing some day.

That, of course, was Saturday. Sunday, on the way to the Steak Roast and Auction this year, we passed (one more time) an elderly rollback flatbed for sale up in Williamson. It could readily fit the bill to do the occasional rescue action, as well as to move things to and from the Macedon barn, at least until the time comes that we can get our own barn up.

I mentioned this to Eileen, who in an overwhelming fit of practicality pointed out that I could probably “eat” the cost of multiple tows from Downtown to Marion for the price of a used flatbed.

She’s right of course. Besides, it would more than likely come not as a working, ready to go flatbed, but as a project flatbed. Now I sort of like project vehicles, but I do feel as though I should make some tangible progress on the B before taking on anything else. And then, of course, there’s the Healey after that, and one of these days I should really think about maybe finishing the bodywork on the plow truck. Seems like I have enough project work to last for a while.

On the other hand, this is a pretty good fantasy. Maybe some day, if all the conditions are right, I’ll go get myself my own flatbed. In the meantime, I’ve got one more project to wrap up on the house, which is plumbing a new cold water main for the hose bibbs which bypasses the water softener and the filtration system. After that, I have every intention of starting on the B. I have a neighbor who’s a vehicle mechanic for one of the larger employers in town. One day, when he stopped by, he mentioned that he paints. I’ve seen some of his work, and it’s not bad. I’d like to get started on the B and then invite him over for a quote. Hey – ya never know.

In the meantime, there’s this flatbed up in Williamson. Seems to me dreams are good things to have. There’s this strong temptation to call the number displayed on the truck and at least ask about the price. Of course, I shouldn’t do this. After all, if I go “get closer” to it I’ll likely want it. This might not be a good short-term strategy, even if the long-term indications could be good. Repeat slowly after me: “I will be strong. I will not do this. I will be strong. I will...”

I still think dreams are good.



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## **BRUNCH AND DAM! TOUR Saturday April 12, 2003**

Meet at 9:30 A.M. SATURDAY April 12th. at the shelter on the NW corner of Chili Ave. and Howard Rd. Approx. 0.8 miles East of Rt. 390 Enter at light on Howard Rd., Shelter BEHIND Shops. (Where the Fall Tour ended last year).

Brunch at the  
Genesee River Restaurant 11:00 to 12:30

Tour of Letchworth Dam at 1:00. 25 people max.  
per tour. Tour takes about 1 hour.

We can take pictures of the cars on the Parapet.  
Second tour of Dam if needed.

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## **RESERVATIONS FOR** **WATKINS GLEN WEEKEND**

To help facilitate room reservations in an equitable fashion for Seneca Lodge during Vintage Race Weekend, the following will be the procedure for year 2003.

Applications for the rooms will be taken starting Saturday at Noon on March 15. Any calls before then will not be accepted.

CALLS ARE MADE TO DESI BENET  
(585) 271-8178

Members only must occupy rooms that are allocated by Seneca Lodge to the MG Car Club. If any member is unable to occupy their room, the room should be turned back to Desi Benet, making the room available for club members on the waiting list.

Those not abiding by these requests will be unable to reserve rooms through the club allocation in the future.

## **CLASSIFIEDS**

My father-in-law is long time retired and has very reluctantly agreed to sell his 1952 MG TD. He is the 3rd owner and has owned the car since 1955. It is yellow and is in completely original condition, including a Judson supercharger installed when the car was new. It is in very good condition since it has been kept inside since it was purchased by my father-in-law. There is 35K miles on the car and it has a luggage rack and side windows. What is this car worth? I'm thinking of selling it on ebay. Any help you can give me in helping my in-laws out (I need all the help I can get in that department!!) would be greatly appreciated. You may respond to this email: [wfpak@widomaker.com](mailto:wfpak@widomaker.com) or call me at 757-874-7196 at home or 757-532-8100 on my cell phone. I live, and the car is garaged in Virginia.

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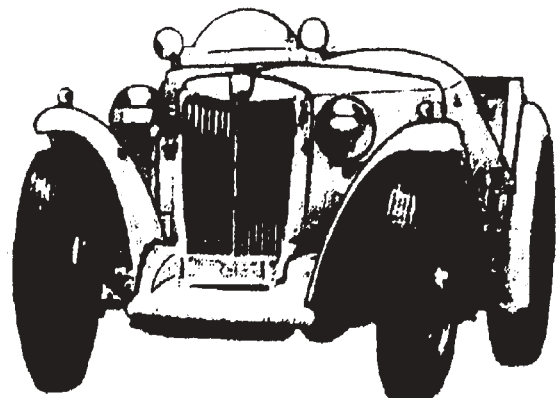
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About a month ago I was at the **International Motor Racing Research Center (IMRRC)** doing research for my last *Backfire* article about MG's racing at Sebring.

It occurred to me then, that many in the WNYMGCC may never have visited the facility or don't even know that it exists. For the record, the IMRRC is attached to the library in Watkins Glen, at 610 South Decatur St.



I fondly remember attending a celebration at the IMRRC that coincided with the 50<sup>th</sup> Anniversary of racing at the Glen in 1998. At that event I had a chance to meet Striling Moss and his *charming* wife. That's an Afterglow I'll remember forever.

The IMRRC had it's beginning in the mid-70's in the old town library. Children in Watkins Glen, seeing many race cars and drivers in the town for the SCCA and FIA events, asked Mary Durland, the librarian, for books on racing. Someone donated \$1000 to the library and Mary used that money to purchase the first books about racing.

In 1987, the present library was built, primarily through the efforts of Jean Argetsinger, wife of Cameron Argetsinger, whose vision started racing at the Glen in 1948. At that time, Miles Collier's widow, Isabel Collier Reed, funded the Sam and Miles Collier Alcove, providing a place for the growing motor racing collection. Over the next few years, many people donated their racing collections and memorabilia. Soon it was realized that a larger facility, dedicated to motor racing, was needed. Jean Argetsinger once again took up the challenge and as a result of her efforts, we now have the 5000 square foot International Motor Racing Research Center.

Everything is here: books, articles, programs, racing art, video's and racing memorabilia relating to all forms of the sport. A 40 seat viewing room and the "Collier Room" complement the two story atrium used to display a featured car and the many "open to the public" *Center Presentations* the IMRRC has throughout the year.

Our own George Herschell had his artwork featured at a presentation and also had his beautifully detailed model car collection on display too. Six of George's drawings (all print #48 in deference to 1948, the first year of racing at the Glen) are part of the permanent IMRRC collection.

The nice thing about the IMRRC, is that it's not static. It is a truly interactive center that you can experience any time you are at the Glen. Mark Steigerwald and Glenda Gephart are there to assist along with historian and friend of the WNYMGCC, Bill Green. They were a great help to me when I did my Sebring research and when I brought a number of Morgans Across America folks there for an unscheduled visit.

If you are at the research center early enough, you may



even get a glimpse of Cameron Argetsinger, President of the IMRRC. I say glimpse, because Cameron was so busy the day I stopped in, I was lucky to get a few minutes of his time to discuss the upcoming 50<sup>th</sup> Anniversary of the Collier Cup in 2004. He hasn't slowed a bit since he started it all in 1948.

One other thing about the IMRRC, is that you can be a part of it. For as little as \$25 (tax deductible) you get their



great newsletter and know you are helping this worthy cause. They have other levels of membership, all the way up to \$2500, if you like. You can also buy a “Memory Brick” to honor someone, event or organization. Our WNY Centre has a large brick commemorating the All MG Races of 1959-60. I have a small one remembering my Dad, who brought me to my first race at the Glen in 1951.

The International Motor Racing Research Center is a



neat place. There is something for everyone and it would make a great location for a club event.

For more information: call 607-535-9039, visit them at [www.racingarchives.org](http://www.racingarchives.org) or write to them at 610 S. Decatur St. Watkins Glen, NY 14891-1613.



Bob Snodgrass TC, photo by Michael T. Lynch



Glenda Gephart and Mark Steigerwald



Crosley Hot Shot – Winner of the 1950 Collier Memorial

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 2 Sayle Temple  
 2 Lyn Smith  
 3 Wendy Van Vliet  
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 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!!****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!****APRIL ANNIVERSARIES**

3 Duane & Carol Garner  
 3 Daniel & Latty Goodwin  
 11 John & Gail Borycki  
 12 Joseph Kozloski & Linda Perkins  
 13 Gary & Carol Newman  
 21 Lex & Terrie Sleeman  
 30 Al & Barb Fink  
 30 Suzanne & Robert Keppeler

**CONGRATULATIONS!**

♦ ♦

**WELCOME NEW MEMBERS**

**Michael Claprood**  
 47 Draht Hill Road  
 Elmira, NY 14901  
 607-733-3935  
 1962 MGA MK II

**Michael & Pamela Tojek**  
 301 Smallwood Drive  
 Snyder, NY 14226  
 716-839-5531  
 1974 1/2 MGB

**APRIL BIRTHDAYS**

1 Dan Demers  
 1 Linda Spencer  
 2 Marcy Teger  
 3 John Coleman  
 4 Robert DeRider  
 4 David Johns  
 5 Gerald Kirchgessner  
 5 Nick Poulton  
 7 John Thompson  
 7 Tricia Lucchesi  
 8 John Cracchiola  
 10 Elton Schultz  
 11 Stephen Stewart  
 13 Bert Maggio  
 14 Jordan Emerson  
 14 Marty Mucher  
 14 Phyllis Wagner  
 15 Mark Gibson  
 15 Kathy Walsh  
 16 Bill Rampe  
 17 Carolyn Barlow  
 19 Bill Bethune  
 19 Nancy Least  
 19 Paul Schroeder  
 19 Alice Le Brun  
 20 Elizabeth Freeland  
 21 George Haynes  
 21 Robert Tescione  
 21 Harriette Hokenson  
 24 Paul Heaney  
 25 Bob Johnson  
 27 Billy Cates  
 27 Mark Porter  
 28 Glenn Goodridge  
 28 Joyce Pegoni  
 30 Fia Lilley

**HAPPY BIRTHDAY EVERYONE!!****SPRING IS ON ITS WAY!!**



# 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.

## **Please Contact:**

John Baum 621-8910 or john77577@aol.com

OR

Steve Sangster 657-6032 or sangster@rochester.rr.com

## **HELP WANTED**

### **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 someone posted at the entrances of the show to provide entering spectators with a small form asking for email address and/or mailing address to provide information regarding future shows. Also ask how they became aware of the show. After the show update our mailing list.

### **T-Shirt Sales:**

To sell the T-shirts at the show

### **Program 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 ¼ 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)

585-436-4554

John Erwin Jr.  
ASE Certified  
Master Engine Tech.



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



118 Genesee Street

Rochester, NY 14611

# The SPOKES TEN YEARS AGO - March 1993

*By Wally Roworth*

The cover is for the first time in a long time without color. It consisted of different sized wheels scattered around with activities, bikes (new and old) a '75 MGB Tourer, a VW, a golf cart, an early convertible and Seat Belt. The facilities for color were lost when the Chairman retired and took his color copier with him.

There was chit-chat between the Buffalo Octagon and our club for more contacts, that year. This was the year that the voice mail facility became operational. Gil and Betty Langswager agreed to become the club Historians. As 35 year members in '93 they had participated in most of the clubs history. I think this may have been the start of the 20 Years Ago column. At the Board of Directors meeting the Brudno Award was revived. This award is given to the MG family (later modified to include a family member if it was appropriate) who had shown a long term continuous involvement for the MGCC and in particular., supportive towards our members. Club dues were \$20.00

My Secretaries Report covered many of the Chairman's Report items. It did mention looking at Packett Landing for the future meetings. Members MGCC Business cards were made up and distributed. Ron Gammon's letter of change at the Home Club was read. It explained and answered many questions and was hopeful for a better 1993. Activities chairs- Cindy and Vince Capaccio reported on Wine & Cheese at Newport YC, George Haynes- Watkins Glen reservations. Mendon Pond Park Family Picnic, Steve Fitch's Gymkhana (held in the Xerox

parking lot), Garage Tour, Geneva Gourmet, Rochester Yacht Club Brunch (Anne Faust) and Desi Benet's Old Toad gathering and Joe Fazio set up the Brookwood Inn for the Holiday Party

(\$17.50). Joe Tierno, Treasurer mentioned Bill Direnzi- had the only Sabra (Isrial) TR-3 on the East Coast, (Ted Hershey will add to his Directory). Half of the club still owes this years dues, Gordon Armstrong Offered the use of his Twin Cam in the Track Master Vintage Races. And we still have money in the bank. The first listing of the meeting attendees was in this March issue.

Activities reported the Rochester Yacht Club Brunch on a snowy and ominous day. The food was enjoyed by all and Anne had videos of their England Trip. There was a discussion on the use of sports cars in the winter.. The Capaccio's spoke of wanting to push the envelope of using the cars through the year. Wendy Priestley, hosted the Rustlers Roust (4th Gourmet). Naomi Wadsworth hosted the brunch at the Big Tree Inn in Geneseo. Her garage was visited to complete the day.

Bury Me In An Old Mowog Parts Box by Jay Lockrow talked about the Clunker bill in the State Legislature. This didn't allow space for the collector car hobby. He wrote a letter pointing out: First the old car hobby is probably a great deal larger than many people might think.

For example visit The Antique Automobile Club of America's National Fall Meet at Hershey, Pennsylvania. They would probably be amazed at the thousands of people attending this event and the thousands of vendors in the flea markets. This was just the antique car hobby. There were also performance cars, sports cars, race cars nostalgia cars and several others. These cars were and are serviced by the parts and restoration business that has an enormous number of people employed. The loss of their businesses and jobs would cost the

government huge amounts of revenue. After-market flea markets were and are also enormous. This would have a large impact on the government's revenue. He pointed out the contributions made to activities like Camp Good Days, Lions Club donations to local fire companies, schools and local mercy flight organizations and dozens of others. Most old cars are driven 1500 miles a year. Jay's two cars both are driven less. Yet a herd of cows in a field will produce more methane gas in a couple of days than half a dozen old hobbyist's vehicles in a year.. He pointed out that stopping legislation before it has become law is far easier than after. His thoughts can apply to some of the things we may be faced with.

Nancy Herschell's Sunshine Column reflected the March birthdays and anniversaries.

A note on the Watkins Glen Vintage Race Weekend and an Auto Name Nostalgia Test covering most all of the manufacturers and their model designations.. (An interesting challenge).

Allyn Wagner wrote Part II of Behind the garage door. During the early 70's restoration there were parts of cut off bolts still frozen in rusted captive nuts and more holes drilled to accommodate some off size combinations. The floorboard area had used very few original holes.

Floor boards were dry rotted. Rear interior shelf and side curtain box were held in with sheet metal screws. The frame appeared in solid condition. Needed Witworth wrenches to get the bolts out of the tub. (Not removed earlier). Spent quite a bit of time clearing cables, lines, steering column and starter, choke and carburetor connections. Four people lifted the tub on the second try and cleared the carburetor. Tub went on a dolly for easy maneuvering and storage. A wooden brace - cowling to back of car and doors secured the tub. Following was. Future cleaning and making an inventory of required parts,

March meeting Speaker was George Haynes: Tires, balancing, alignment and all matter concerning rubber against the road.

George Herschell's 4th part of Auto Art had a picture of "1911 Grand Prize, Savannah. David Bruce-Brown's Pit Stop" (Casein on Board) . Showed replacing rear tire. This was an example of Peter Helck, MASTER of Automotive Illustration. Peter is probably one of the best known master artists of portraying racing cars and his knowledge of them and races was astounding.. First "The Checkered Flag" (Scribners 1961) was illustrated in sepia tone reproductions. The second "Great Auto Races" (Abrams 1975) was in full color. A fantastic volume- a tribute to his knowledge and technique. Both are out of print. If a copy surfaces it is a costly find but well worth owning.

Born in 1893, just in time for the invention of the automobile, and as a teen he had a ride with Al Poole, who had ridden with Joe Tracy in the Vanderbilt Cup Race. 70 years later Peter

had the car he had ridden in, a 1906 Locomobile "Old Number 16", in his garage. The cutaway in last months Spokes was of that car.

He had formal training and then went into being a free lance artist. Al Poole helped him to get into auto races around New York where he painted each race. He studied under Sir Frank Brangwyn who taught him how to put so much life and rhythm into his paintings.

In 1944 he was asked to paint a Vanderbilt Cup Race. He chose to use his 1906 Old Number 16. Pricing started at \$500

and apparently wound up at \$1000. Fancy buying one at that price, today.

George had the opportunity to visit Peter and his wife, Priscella at their home and Peters Studio in Millertown, N.Y. George saw the works in progress, the collection of other artists and his extensive collection of model cars. The ride in Old Number 16 was deferred and never happened. Peter had asked George to bring some of his drawings, on the visit. He even asked for a couple to add to his collection. Further unbenownst to George, Peter had "greased the ways" for publication in Road and Track. They exchanged Christmas cards for many years. The last one advised George of Peters stroke and his hope to get back into painting soon. It never happened as he died shortly after that.

The volume of his work is staggering. He was not only an illustrator but a historian. He had a phenomenal memory. He told George, during their visit, about a request to have two Loziers leading in lap 10 painted. He told the client that it was not possible because both of the

cars were out of the race by lap 10. In response to Georges indication of an interest in MG's he told him about Nuvolari driving the K-3 Magnette in the 1933 Tourist Trophy Race. His winning speed was 78.65 MPH for the 478 miles. Peter did a beautiful painting of that race with Nuvolari leading at Dundonald. He also did the first cover painting for the first Watkins Glen Program in 1948. The K-3 record was finally broken in 1951 by Sterling Moss in his 3.5 Jaguar.

Swede Pault, of Auto Art in Sharon, Connecticut, aptly describes the monumental importance of Peters work: "Helcks depictions of the automotive age, its sporting heritage, its heros and culprits, its profound(sp) effect on the way we live, from its daring inception to the present, constitute an artistic documentary without precedent".

Final comment: "One of Peters signed etchings hangs proudly in our home and I will treasure it always and remember that afternoon in Millerton NY, when we met, and became friends with the "master".

## A Challenge from Betty

Taken from the Today and Tomorrow Magazine, Winter 2002-2003 Issue. Betty Langswager sent this in. Betty says "Good Luck, and one clue, rhyme a little." Fill in the blanks using mostly car parts.

Alice and her beau one day,  
When riding in his \_\_\_\_\_.

Her beau was fat, his name was Frank,  
And he was somewhat of a \_\_\_\_\_.

It was too bad he wasn't smarter,  
Because he couldn't work the \_\_\_\_\_.

She showed him how, the little dear,  
And also how to shift the \_\_\_\_\_.

Although he tried with all his might,  
He couldn't seem to find the \_\_\_\_\_.

Away they went, but something broke,  
'Twas just a measly little \_\_\_\_\_.

He fixed it with a piece of wire,  
Then something popped - it was the \_\_\_\_\_.

"Dear me," cried Alice, "that's too much."  
Then something happend to the \_\_\_\_\_.

And next poor Frank, unlucky dub,  
Just grazed a rock and smashed a \_\_\_\_\_.

She tried to stop him, but alas,  
She ran her hand right through the \_\_\_\_\_.

The steering wheel got out of whack,  
And Frankie hit a \_\_\_\_\_.

---

WE GET MAIL FROM ALL OVER!

HAVE WE GOT YOURS YET ?

DUES ARE DUE NOW!

---

They crossed a brook, but missed the ford,  
And sank down to the \_\_\_\_\_.

"Oh Frank, " cried Alice with a squeal,  
"I think we're going to lose a \_\_\_\_\_.

They climbed a hill, and then 'twas seen,  
The tank contained no \_\_\_\_\_.

They coasted down toward the lake,  
But Frankie couldn't work the \_\_\_\_\_.

Both climbed out, and poor old Frank,  
Bought gasoline and filled the \_\_\_\_\_.

And gathered up from road to field,  
The fragments of the broken \_\_\_\_\_.

He fixed the engine tight and snug,  
But had to use a new \_\_\_\_\_.

Just then he slapped at a mosquito,  
And dropped a wrench on the \_\_\_\_\_.

'Twas useless then to sweat and toil,  
Nothing would run except the \_\_\_\_\_.

They journeyed home with Frankie pushing,  
While Alice sobbed upon a \_\_\_\_\_.

She'd not forgive, she vowed with scorn,  
Till Angel Gabriel Blows his \_\_\_\_\_.

So poor Frank's hopes were doomed to blight,  
And Alice married \_\_\_\_\_.



# WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002/2003

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

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	12 Brunch Run 17 Meeting
May	June	July	August
10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I	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

***If you have a sticker below - YOUR DUES RAN OUT - this is your LAST issue of Spokes!!!!***

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

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