

The
SPOKES

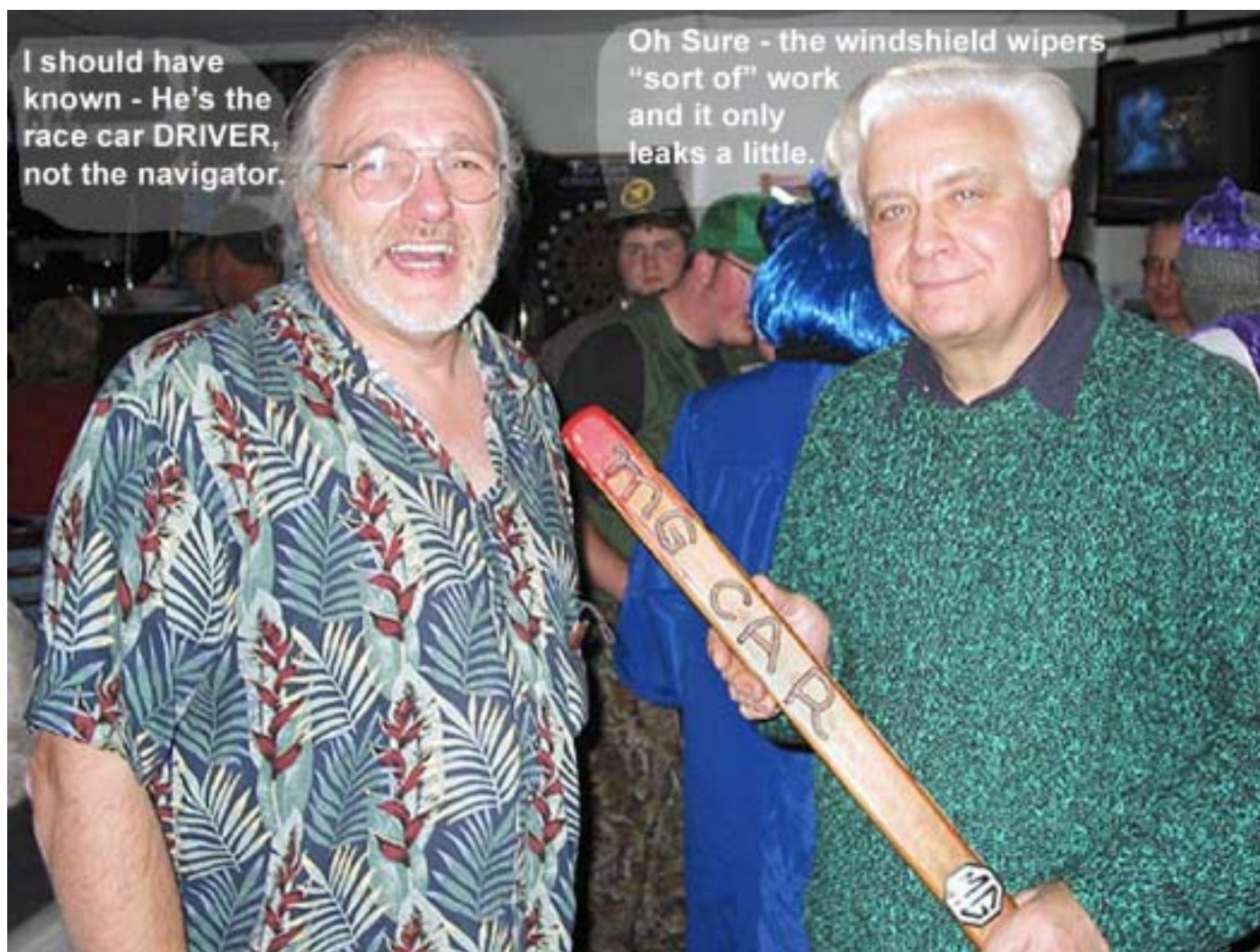
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Volume 45 Number 11

November 2003

Official Publication of the MG Car Club Western New York Centre



Guess who came in last at the Halloween Rally?



**Next Meeting - November 20th,
at the Burgundy Basin Inn 7:30 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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Quarter Page	\$16.00	\$65.00	3.6 x 4.8
Eight Page	\$11.00	\$44.00	3.6 x 2.3

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

PREFERABLY – Email to spokes@mgcarclub.com

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

Cover Photo by Dave Chase

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Courtesy of Allen Hess

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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



MGCC Meeting Minutes

Sep 18, 2003

October 2003 Attendance

John Baum Style

Meeting called to order at 7:40

Minutes accepted.

Guests, were Dave Leet , MGA, Cheryl Zonneville, and Chris Orogvany.

TREASURER'S REPORT, John Baum says we are in good shape and should continue to be.

REGALIA, Dave Chase is having a sweatshirt sale, some are now only \$15.

ACTIVITIES: Joe De Blaere, reported for Joan Heaney(585-624-8182);

11/09, Garage Tour by Al Costich, see SPOKES—starts at John Eberharts at 9:30 AM., 998 Pittsford Mendon Rd, Rt 64.

12/14, Holiday party at Burgundy Basin , \$24/person, cash bar.

WEBMASTER: report, none.

SPOKES, Leon Zak reminds us to get our SPOKES articles into him by next Thursday, 10/23. He still needs pictures for the calendar, most anything car related will do. Send electronically, if possible. If not, send them snail mail. Need them ASAP.

OLD BUSINESS, motion was made & carried for nomination of officers - current slate to be voted on at next meeting, 11/20:

President: Doug Scribner

V.P. Beverly Mack

Sectetary: Pat Sangster

Activities: Gil & Betty Langswager

XXXX: Steve Sangster & Dick Powers

A thank you note from Mercy flight was read by Joe De Blaere. It acknowledged receipt of the \$120 donation the club made to them & thanked us.

Dave Wild says nothing new to report for WGI till next year.

NEW BUSINESS-none.

CARS & PARTS FOR SALE

-1949 Hillman Minx, \$4500, call Doug Scribner, 585-872-5133. Also, Canadian '52 TD "in boxes" with Volvo engine. Call Doug.

-Partially restored 59 Chevy pickup, Marlene Rzepkowski, please come get it cheap. 585-381-3180.

-Volvo, Al Costage, 585-482-2695, has '63 Volvo 122 with lots of spares (engines, wheels, tires, etc.), great for rally car or ice racer or restore for road car. Make offer.

Prizes were awarded.

Meeting closed at 8:45.

Minutes respectfully submitted by Joe De Blaere, Secretary.

Attendance for the October meeting was good. Some people attended that weren't there last month. Some people that attended last month didn't come this month.



The Classifieds:

For Sale: 1 Michelin ZX radial WSW tire (whitewall is 5/16" wide), good tread (1/4" deep), Size: 165 SR 15, Price: \$10.00
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MG ORIGINAL sales brochures showing all MG models, interiors and features for the year. Great for Restorations or Gifts! 1950-59,- \$35 each year; 1963-68,- \$25 each year; 1969-70,- \$18 each year; 1971-80,- \$15 each year. Add \$3.85 shipping VISA/MC; Specify year and model. Have literature all other years, plus all cars/trucks worldwide.

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Last month we again made our yearly pilgrimage to the British Invasion in Stowe Vermont. For those of you who have never attended this event I would recommend you try it once to see just what it is that draws 670 British cars and people from all over the US and Canada to this yearly love affair with all things British. BUT, I would strongly suggest, if you plan to go, make sure you have room reservations well in advance. Rooms normally are booked a year in advance so when we left The Golden Eagle Resort this year we already booked for next year.

The British Invasion is always held on the third weekend of September, always in Stowe Vermont. We left on Thursday with 6 cars. We took the lead (which proved to be a mistake later on) followed by Gil and Betty Langswager, in the TD, Steve and Pat Sangster in the B, Dave and Nancy Chase in the British Racing Blue B, Roger Gunther and Lynn Smith in the MGA and Gene and Anne Faust in the British Racing Green Chrysler "MG". Our first days drive would take us to Lake Placid and Art Devlins Olympic Motel for the night.

The day was gorgeous and we had a beautiful ride. We were trying to outrun the pending hurricane and hoped we could avoid it completely. We made our yearly "necessary stop" at Mc Donalds in Oswego and then had lunch in Watertown, at our favorite restaurant, Ann's. The drive from there to Tupper was gorgeous with the trees just starting to turn their fall colors. We made our last "necessary stop at another Mc Donalds (how did we ever get along without them and their facilities) in Tupper Lake and then headed directly to Lake Placid.

Overnight in Lake Placid it didn't rain but did get windy. We heard on TV the following morning that the waves on Lake Champlain were about 5 to 8 feet and called the ferry company to make sure they were operating, and when we found they were we headed for Essex and their dock. Ran into some rain (not hard but a nuisance) and some very HIGH winds. Luckily we can run under the wind with the car being so low. (If you believe that, I'll tell you another one) Got to the ferry and just made the 10:00 AM boat and had a nice and calm crossing. Got into Vermont and headed for Stowe via our "shortcut" route. This brings up another story where the "fearless leader" hit a "speed bump".

We have been traveling to Stowe for many years now and the usual way was to exit the ferry and take Route 7 up to Route 89 and that route to Route 100. The problem here is that Route 89 is a four lane expressway with a speed sign that says 65 MPH. Vermont drivers are a little different than other drivers and that 65 they treat as **minimum**. We have dodged traffic over the years enough times to have found an alternative route some years ago and decided to use that for all future visits. The first time we went up we made it fine going but got turned around coming back. Since then we have never made it through the "Bermuda Triangle" without some sort of missed turn.

This trip was no exception. I had even obtained a detailed map of that area of Vermont with every road, cow path and trail marked and made copies for all the cars with us but it still came back to bite me. We finally found Route 100 and headed for Stowe. We got there at about 4 in the afternoon, but not before our mandatory stop at Ben and Jerry's Ice Cream Factory. We always stop there because we can't stand to see both Betty and Gene cry if we don't. Also they were very good in not stopping at a great many Ice Cream Parlors we saw along the way so in deference to their good behavior we had to stop. After our "Desert First" we headed for the Golden Eagle for our rooms.

The rest of the afternoon was spent cleaning the car, registering and meeting and greeting old friends. During the night it rained quite hard which meant that the car had to be all

wiped off again the following morning.

Saturday was the car show and we got up early and went to the field at about 9:00 AM. We got the car parked and then Nancy and I went over to the judges tent to sign in and get our assignments. Gil and I had "volunteered" to judge again this year and went about our task. The judging in our class was difficult due to the quality of the restorations done on the cars. There were two Jaguars that we were unable to break the tie over so we decided to award duplicate first prizes in that class. Then it was just walk around and look at the cars, patronize the vendors, and in general have a nice relaxing afternoon. We watched the trophy presentation and cannot believe the quality of restoration of the cars there. There were two "Pebble Beach" winners there and each was more magnificent than the other. It's nice to see what can be done if you have enough money.

Sunday we went to the field again for the "tailgate competition". This where folks set up a "picnic" in back of their cars. There are awards for "classes" and all the set ups were very inventive. We left there at about 11AM and headed for the ferry. It was cloudy but not raining so it was fine. We left the field and met at the Cabot Cheese Store on Route 100. We left there and managed to stay together all the way to Waterbury (3 miles) and the start of the infamous "Bermuda Triangle". Got formed up and headed out for what we hoped would be a mistake free ride to the ferry. WRONG. It raised its ugly head and bit me again. This time not too bad though. Only one turn around, and one longer than necessary loop. BUT it is frustrating as hell when you have the map and still can't find your way out of that mess. That particular day I don't think I could have found the seat of my pants with both hands. (and we all know it's big enough)

We got to the ferry in time to have the "Fearless Leader" (yours truly, of which he was neither) perform the ceremony of completely destroying the map and stomping it into oblivion while dumbfounded passengers thought for sure he had "snapped his cap". Fortunately there are no photos of that tantrum for posterity. But I did notice that most of the "strangers" on the boat trip did seem to avoid me at all costs. We crossed with no problems and by then the weather was nice and getting warmer. We reached the NY side of the lake and headed for Lake Placid for the overnight stop. I did find that coming out of Keene, there was a Pontiac Aztec, climbing the long steep hill that just wouldn't go at the posted speed. I swung out (passing lane) and began to pass when he decided to test me and the car going up that hill. It was a little dicey for awhile but the MG won and while still in fourth gear passed him at 75. He backed off, and while I'm sure he was swearing at the infernal little "furrin car", didn't challenge me again. We got to Lake Placid for lunch and in plenty of time for the girls to get in some shopping. It's not a complete trip if they can't get at least something to bring back with them. Had dinner and then settled in to watch the football game. Gave up on that when they (Buffalo) were losing and went to bed early.

Monday we left at about 9: AM and headed for home. The day was nice with no clouds and warm. We did the usual stop at Tupper Lake and then made Watertown in time for lunch. The roads were relatively clear and we were able to make good time on the drive.

We got back home at about 4 in the afternoon and beat the rain all the way. It did start to rain at about 6 but we had the car all tucked in and settled down to rest. All in all it was a real good weekend with no problems at all and the car ran like a

dream. The rebuilt gearbox is like brand new and all the noises and clunks and rattles are gone. The car is running as good as ever. We totaled about 800 miles, without burning a drop of oil. The gas mileage was 32.5 miles per gallon and for a car that is 37 years old with 92,000 miles on the "clock" I'm not too disappointed. It ran well and still can keep up with modern cars.

We had a real good time with all those that went along with us, and hope we can do it again next year. I personally want to thank all those folks for putting up with the leader (?) of the almost "lost patrol" and for their patience when he couldn't seem to find his way out of a paper bag. They were a fun group and we had a lot of laughs along the way.

What is that slogan?

MG The Marque of Friendship

It sure was that weekend

Steve and George in Safety Fast

Brian Woodhams from our parent club in England was here for our 45th. He put an article in Safety Fast about it, here's an the portion of that article about his trip to Rochester.

Early on Friday morning I headed 360 miles further west in the company of John and Tim Swanson to Galesburg, Illinois which is near Abingdon (the other one!) for the Abingdon Summer Picnic organised by the Chicagoland MGCC. Although my stay was brief, I made contact with the committee, attended the Technical Session held by John Twist, and the Natter and Noggin in the evening. Saturday found me flying east from Peoria to Chicago and then onward to Rochester, Western New York. This United Airlines flight became a bit scary when whilst still climbing out of Chicago a series of electrical faults occurred in the cockpit of the Boeing 737 leading to cabin depressurisation and a full emergency landing at the nearest airport - Grand Rapids. George Herschell of the Western New York MGCC picked me up after a new aircraft was sent to take us on to Rochester - I was 5 hours late!!

On Sunday I attended the WNY 45th Anniversary celebration lunch at Steamboat Landing, Lake Canandaguis and presented Chairman Steve Sangster with a commemorative plaque. The lunch was excellent and there was a display of Club memorabilia, photos, badges and a slide show.



Presentation of 45th Anniversary Plaque to Steve Sangster and George Herschell (WNYMGCC).

I was well received by each of the three Centres I visited and had useful discussions with Rick Ingram, Chairman of the North American Council and George Herschell, Overseas Liaison of the WNY Centre. I owe John Twist and OSH Club a real debt of gratitude for their friendship and hospitality especially Doug and Trudy Kniff, Ed and Chris Curtis, Chuck and Patty Gilmer, Paul and Alice Morrissey and John and Molly Swanson thanks again guys. All is well with the MG scene, but everyone wanted to know when MG will return to the USA.

In August of 2004 John Twist is organising the Abingdon Summer Party Reunion definitely one for the diary!!●

Brian Woodhams



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Bury Me in an Old Mowog Parts Box



Jay Lockrow

THANK GOD FOR BRITISH SPORTS CARS, British Sports cars have been a part of my life since I was ten, when I first fell in love with an MG TD that was parked in a neighbor's drive. A lot of things have changed in the world since the 1950's and I guess that is the part of the appeal of the old sports cars to me.

High-technology, complication, emission, pollution, recession, ergometrics, bionics, avionics, computerization, capitalization, digitalized instrumentation, graphs, charts, human resources, genetic engineering, AIDS, cancer, heart disease. Lord! Give me a can of Castrol, a tweed jacket, and my old TR2. I'm out of here!

Against the backdrop of the Nineties, isn't it refreshing to drive a car that was designed to be infinitely rebuildable and to last for hundreds of thousands of miles-that can be worked on by anyone who cares with a monkey wrench, that can be tuned with a piece of rubber tubing and a twelve-volt light bulb. I could drive a sports car for everyday transportation. I did it for years in The Sixties and Seventies. I could go back to having only one car and working on it on Sunday. I could! I could! Couldn't you?!

The above paragraphs were written by Charles Runyan the proprietor of the Roadster Factory several years ago. I can recall clipping it out of one of his newsletters or sale folders and hanging it in my cubical at work and even sending a few copies to friends. I liked it so much I have saved it probably ten years and I agree more with it today than ever. The Triumph TR2,

TR3, TR3A, and the TR3B were well-designed and extremely popular sports cars. They were tough and could take a terrific beating and still come out a winner. Just look at the number that have survived and you begin to get the picture.

Just recently I have finished reading a book on Triumphs called *Triumph By Name, Triumph By Nature* The Sidescreen Compendium by Bill Piggott. This is a wonderful book about how the TR2 and its predecessors came to be. There is a great chapter that is mostly an interview with Ken Richardson about how he became involved with the TR2 and how he really saved the company. When he was hired at Standard Triumph they had developed a car which they were thinking of putting into production. Richardson, after having driven the car said it was bloody awful and gave them a number of reasons, poor handling, limited power and that sort of thing. They were about to let him go but instead decided to follow his ideas. These ideas turned into the TR2 and the rest is history.

There is a wonderful chapter on many of the existing experimental cars and factory competition cars. Only among us enthusiasts is it known how well Triumph did in international rallies and events like LeMans. After reading this book I was even more impressed with many of the successful ventures by the Triumph name.

Yours truly was a TR3A owner in the early 1960s and it

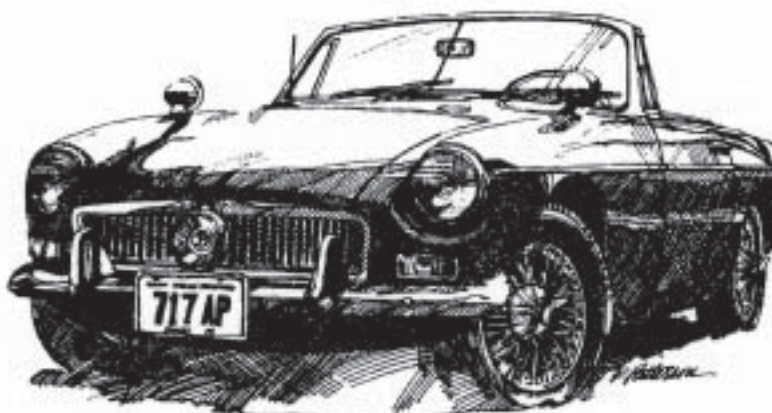
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was one of the better cars I have owned over the years. The few problems I had with it I can now attribute to my own carelessness and lack of maintenance and knowledge. For example after selling the car when I got out of the service the new owner informed me later on that there was a grease fitting on the front suspension that had not been touched in years. It was covered in dirt and grime and I just never saw it. Stupid me didn't even have the sense to look at the lubrication diagram in the service manual. This I'm sure is reason why I had some front-end problems with the car. I loved the car though and I can't ever recall it not starting for me. It was very reliable and would take a tremendous amount of hard use. After all I drove it back and forth between Buffalo and Boston, Massachusetts some ten times over a period of about eighteen months in all kinds of foul weather. I can vividly remember one time going over the Berkshire Mountains in the dark in a snowstorm with the temperatures well down there. I made it though and the next day or so I took the car through a car wash the only time I ever did all the years I owned it. Mine was a bit of an unusual car because it was delivered to the original owner at Browns Hotel in London. It was equipped with wire wheels and a factory luggage rack, which was a relatively rare option. I have only ever seen one other. It had bulb headlights instead of seal beams and I used to fight every year with the clowns at the inspection stations. It had been driven all through Europe and even went through that famous railroad tunnel shown in one of the James Bond movies on a railroad car. It was in Rome Italy

the day Pope John was elected and crossed the channel on a ferry boat. It was then brought back to the states on a steamship and driven home from the port of entry. I have often regretted selling the car but the TR6 that I own now was purchased from the same party and has much the same history except it was not in Europe just the British Isles. There is still a sprig of Heather in the ashtray left by the original owner's wife. It will remain there as a remembrance of a special friend.

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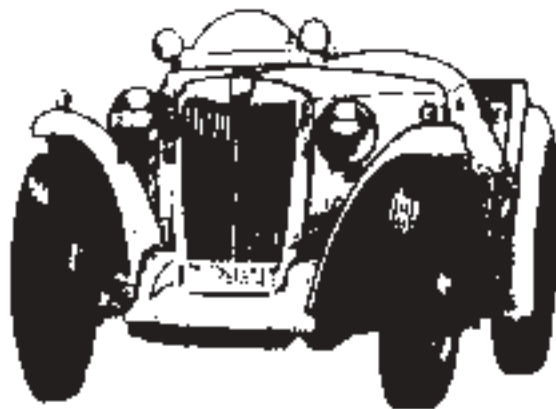
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Wine & Chocolate Tour

When: Sunday, February 8th
Where: Seneca Lake Wine Trail
What: Winetasting and Chocolate Consumption
How: In our cars (probably not top down) or via rented bus – details to follow
Cost: \$20/person for Tour
Contact: Stephanie Haynes
Phone: 383-8106
E-mail: stephanie_hay28@hotmail.com

“Christmas Party”

Burgundy Basin Inn \$22.00 per person

December 6, 2003 6:30 Drinks 7:30 Dinner Checks
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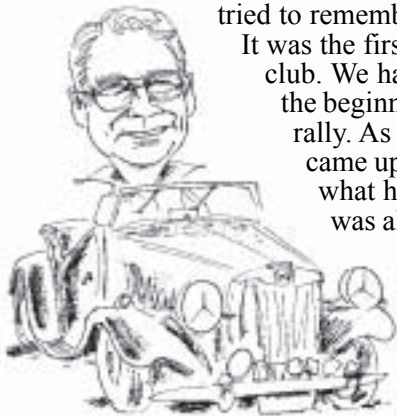
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Forty Years Ago

by Mr. Gil

I was going to report on the Halloween rally and scavenger hunt that I mentioned last month. Alas, there was no November 1963 "SPOKES". The December issue doesn't mention that they skipped a month. There is no mention of the Halloween event. So does that mean that I lost my November issue? We'll never know. Next, Betty and I tried to remember that event. We couldn't.



It was the first Halloween rally for the club. We had a party every year since the beginning, but this was the first rally. As we tried to remember, we came up with all kinds of stuff, but what happened at which event was all muddled together. So, I'm going to tell you about the stuff we do remember which occurred at some Halloween event any year from 1958 through 1978 or thereabouts.

Some people were very creative with costumes. Like Don Stahl as a gasoline pump. I mean this was a detailed replica, done in cardboard and painted the right colors and everything. Don is tall and his head was covered by the globe. The body of the pump covered his body, and one of his arms was the hose complete with nozzle. Doris Britt, who was the artist and creator of this, accompanied him as an MG TD. Her costume was a cardboard car that looked like a half scale TD. She crawled on her hands and knees inside it. Obviously, they got rave reviews. Another time they came as a speedometer and tachometer. Jack Sheldon was a can of Genesee Beer. Jack Wegman was Buster Brown, with an authentic costume including the shoe and the little dog. Betty went as a headless

man and nobody knew who she was. We made a set of shoulders out of cardboard that sat on hers and was even with her head. She had an old suit that was her uncle Pete's. He was a big man. She thinned out a couple of spots in the white shirt so she could see. Another time we went as a pair of babies. We borrowed my dad's nightshirts (yes some men did wear them). We had bonnets and bottles with our chosen refreshment in them and crawled into the party. Shel Hinkley showed up as a flamenco dancer. One time, Chuck Heindl backed into the room wearing a full length fur coat. Many thought a bear was crashing the party. There were so many good ones through the years, its too bad we don't remember more.

Then there were memorable happenings. Like the time the party was in Dave and Barb Wild's barn. Our son, Jeff and there son, Scott took a lighted pumpkin up on the ridge behind the barn after dark and ran across the ridge. All you could see was the pumpkin "floating" through the air. At that party a person came in that nobody knew. We don't remember the costume, just the fact that none of us could figure out who it was. We were kept guessing all evening until Bob Adams finally revealed himself. One year we held the party in our garage when we lived in Greece. Our son Gary was about five and wanted to be in the middle of it all. He took a liking to one of the girls, then found out she was going to be his kindergarten teacher.

We gave out trophies for the costumes back then, too. We have a few sitting on the shelves in our den. It is too bad we didn't take more photos. Even if we did we don't know where they are now. Occasionally there was a photo spread in the old "SPOKES" but I can't find any of Halloween parties. At least the club always celebrated Halloween with a party or a rally or both. We've always been a club who loves a good time. And we sure did back forty years ago.



Soul Fall Tour

by Rhonda Rizzo

When I awoke, my first thought was that the sun was shining. The forecast predicted thundershowers and a high in the low 60's. Well I wasn't going to take any chances with the weather and started dressing in the traditional, top down, "I don't know what the weather is going to do", layers. Fashionable? Maybe not, but practicable, you betcha! By the time we got Dave and Barb Wild settled in the MINI (they accepted the ride we offered them) and Milo buckled into the TR6 I was too warm. It was already in the high 50's.

At the gathering spot, located at the corner of Dewey Ave and Latta Rd. the arriving cars were greeted with this year's theme song "Soul Man". Jim Prestley and Dawn demonstrated that they had "SOLE" by wearing beautifully decorated shoes. They took the instructions, "foot wear decorations optional, but encouraged", literally!

After the driver/navigator meeting, 26 cars headed west. We would be following the roads along Lake Ontario, west of the city. It was fitting the MINI was on the tour since we found the route driving back from Buffalo on our trips to purchase and service the car.

The first scheduled stop was at Brown's Berry Patch, which was having a fall harvest celebration. You could smell the donuts being fried all the way to the parking lot. In my opinion, it would be hard to surpass the warm cinnamon and sugar coated apple donut and hot cider I had, but everyone seemed to be enjoying their choices. In addition to the goodies, there were scarecrows dressed like famous characters. Milo begged to have her picture taken with the 101 Dalmatians (butternut squash painted black and white). The John Deer tractor drew a crowd of male club members while other club members toured the craft exhibits and enjoyed the antics of the goats.

At 11:00, we headed to the cars loaded down with our purchases. Thanks to Chris Williams who noticed I was juggling a camera, purse and 2 bags of squash. With his help everything got safely to the car.

As we pulled over to park at the next scheduled stop, I noticed it was clouding over and I didn't want to admit I saw drops on the windshield. Our luck held and we were able to enjoy flinging the shoes we had brought along into the 5 shoetrees (So THIS is why it's called "SOLE TOUR")! George Haynes gets the most creative award for flinging brake shoes painted red, white and blue. Paul Heany and Betty Langswager get style points. They found it isn't as easy as you would think. After numerous flinging attempts and one failed attempt to hammer his shoes to the tree, Gill Langswager's shoes were finally secured.

The next scheduled stop was at Golden Hill State Park where Nick and Gwenn Poulton joined the tour. We toured the 30-mile Point Lighthouse which was decorated for Christmas, enjoyed the view from the top, and took advantage of the hiking trails, the gift shop and the bake sale. I understand we made the day for Chris Williams, who is a lighthouse enthusiast.

Nick and Gwenn Poulton left the park a bit early to be home in time to greet those club members who stopped in to visit them and to conduct a tour of their newly purchased vintage brick home.

Tim and I didn't stop at the Polton's. We continued on to the Basket Factory to be sure lunch was ready. Although we were a little crowded, the service was exceptional and the food good and hot, especially the homemade bread sticks! One of the owners, Julie, had invited her fiancé to come and bring his

Jaguar so it could "play" with the other cars. It was appreciated by all.

We all hope John Baum, who couldn't attend the event due to health concerns, is feeling better. John, you were certainly missed. Especially when it came time to pay the check!

While we were at the restaurant, the clouds had moved off and it was sunny again. On the drive home there was evidence that it had rained quite hard. We sure lucked out!

Thanks to all who participated! Also thanks to those of you who told us that you enjoyed the day. I did hear comments from some of you that it is hard to get up early on Sunday to go have fun (confidentially, I happen to be one of them)! Tim and I will keep that in mind for future tours!!!!



“Chris it’s Bill from Van’s. Your job is ready for pickup.” I’d not been on the desk when the call came, but Bill had rolled into voicemail. The message was good news, and one that I’d been waiting for, but at the same time dreading a little. It signaled that the machine work on the B’s engine was complete. To recap, we’ve gotten a new (used) L head ready, ground the valves and seats, installed new springs, valve seals and keepers, bored and honed the block .020 over, installed new cam bearings, tested the new camshaft in the bearings, put new .020 over pistons on the rods, ground the crank .010 under at the rod and main journals and taken a squaring cut off both the head and the deck. After looking at the rocker shaft and the fit of the rockers on the shaft, I took the shaft to John with some new bushings and had him re-do the rocker shaft as well.

John also asked for and got new oil galley plugs, after he’d taken the old ones out. Seems he was concerned enough about the sludge he found in the block that he wanted to thoroughly flush the oil galleys before we re-assemble this beast and start moving hot oil around. It sounded like a smart move to me. The sludge buildup was consistent with other things I’ve found on the car. At least one previous owner must have wanted to have fun on a low budget, and wasn’t concerned about long term issues. Big sigh on this end.

While the engine was in the shop, I rustled up some new rings, rod and main bearings, picked up a new oil pump, found a dual-row set of sprockets and a dual row timing chain, acquired a set of seals and both main and head gasket sets, and a new chain tensioner shoe. There’s a fresh set of lifters in the box the camshaft came in. I think I must have just about all the major parts marshaled at this point.

Next of course, in a Perfect World, I’d just reassemble the engine in a day or two, paint it up and then drop it into the freshly painted engine room by the end of the week and be ready for the final exterior skim coat and shoot in a couple of weeks.

Unfortunately, the World is not perfect.

So here’s the deal and the “dread” part. I’ve got a number of freshly machined parts, in the barest of metal, sitting in the shop waiting for me to get to them. While they wait, they’re quietly absorbing any ambient moisture they can find, so that they can insidiously rust themselves as punishment for any inattention I might demonstrate.

I’ve been here before. Have NO desire to go again.

Clearly, in cases like this a good offense beats an average defense every time, so there are a few things I’m doing to mitigate my risk on this one. For one thing, every part is off the floor. I find that even when there’s heat in the shop, the concrete floor is the coldest and dampest place to be. (I tested this recently when I re-shocked the ’95 4-Runner. There has to be literally at least a 3 degree difference between floor level and 6 feet up, at least for heating times of an hour or so prior to starting work.) In addition, I’ve set the crank in the block in the upper (now on the bottom) bearing shells, and coated every journal and bearing shell with assembly lube.

Bill sprayed a little penetrating oil into the bores when I picked the block up, and I’ve repeated the process. I have a small electric heater running at a low level continuously in the shop, to help keep it dryer. When I’m not working on it, the engine is covered with a plastic bag. It’s not on the stand yet, but my goal is to get it on the stand and closed up before the snow flies. Then, if it’s well oiled inside, I’m thinking I should be OK until it comes time to hang the transmission and drop

them back into the engine room.

Given the urgency I feel to get this engine together and closed up, I’ve elected to do the re-assembly out in the vehicle shop. There was an outside option to do this in the basement, which I’ve rejected for expediency but which remains a long term goal and in my mind a far superior plan. The problem is essentially how to get the engine into, and then out of the basement. Getting it into the basement in pieces seems like not much of a problem, but getting a fully assembled (and thus much heavier) engine out could be a problem. I hate it when I hurt myself on purpose. I’ve managed to do a little thinking about this in the past, but once again it’s a question of needing to do something else, and maybe a lot of something else first.

When I was working with the architect, laying out the floor plan, I made sure we had a direct entry stairwell into the shop area of the basement from the “apron” in front of the garages. The baseline plan was that some day we’ll finish the basement, and so it would be (in a phrase) “lumber in, walls out.”

In the back of my mind, though, I also thought that the basement shop area would be a great place to store engines and rebuild engines. After all, it’s warmer, and drier, and I could even economically float a little heat into a more enclosed part of the basement and use it as a real “engine assembly and disassembly space.” The problem though, as mentioned above, is the loading and unloading thing.

I voiced the plan to my builder, so when he laid out the foundation, he put in a stairwell for the ground level entry door which has a flat floor right out to the far exterior wall of the well. Then, the crew built a set of removable stairs. So in theory, I now have the ability to simply hoist something on to or off of a dolly at the bottom of the stairwell, transfer it to or from the bed of a pickup, and I have the perfect engine shop location should I choose to build it.

The problem, of course, is that the hoisting device doesn’t exist (yet.) I had visions of a nice rotating or swinging arm crane with a ¾ ton chain fall at the end, which would slickly move about anything I cared to move in and out of the well. I voiced the idea to Eileen, and mentioned something about a “large but tasteful davit style crane” on the edge of the basement stairwell (outside) as a new permanent decoration. I don’t think I was convincing enough about the tasteful part.

So I got to thinking that maybe I could figure out something that was a) removable, and b) light enough for me to muscle around without hurting someone (like me) and c) strong enough that things like finished engines would stay “airborne” until I chose to let them down. Maybe something made out of structural carbon fiber? Additionally, I think I need to maybe pour a pad next to the stairwell, to act as a foundation for the davit crane, whatever form it finally takes.

All of this, of course, takes time, which would necessarily bring me back to the fact that I have freshly machined surfaces just waiting to start rusting. It will be important here to ignore the alligators and concentrate on finding the drain plug to the swamp. So – I think the long and short of this particular event is that it’s highly likely I’m going to have to concentrate on getting the B’s engine assembled in the garage shop.

There is one more option worth considering, I suppose. When Joe DeBlaere helped out with pulling the B’s engine while I concentrated on getting the ’95 back together, we used a borrowed engine crane. I could invest in my own engine crane, which I could use to load the engine into the back of the plow

truck. Then I could drive it around to the back of the house, with the engine crane in the truck. Then, I could disassemble the engine crane and stuff it (in pieces) through one of the sliding doors into the basement. Then I could reassemble the crane and use it to pick the engine off the truck and put it on the stand. Then I could plan to reverse the process next Spring. I think I'm getting tired just working through the process. The gain in benefit would have to be huge to justify the effort.

Realistically, I think the gain would be incremental at best. I've pretty much convinced myself that a closed engine, with maybe a little extra assembly lube in the bores, will more than likely be OK in my garage shop. After all, many of us put cars in enclosed but "unconditioned" spaces for the Winter, my impression is that while unheated storage is not as good as heated storage, it's not necessarily bad as long as things stay dry. Maybe, if the snow holds off, and I'm feeling particularly flush, I'll invest in an engine crane and move the unit in whatever state it's in to the basement for the Winter. Otherwise, I think I can survive by heating the shop each weekend, and maybe continuing to leave the little heater running just to help keep things dry.

So I think the path forward this time is pretty clear. It's likely I should plan to take a couple of Friday afternoons here and there, particularly if the weather is promising, and make sure I keep this job moving. Because, of course, there's the blade to put back on the plow truck and the driveway to stake, and the front end and body work on the B, and Parents' Weekend at Syracuse which will cause us to miss the Garage Tour this year, and I still need to move some dirt around if the weather holds off, plus a few other things, the rest of which can, for the most part, be done comfortably inside.

Still, we're making progress, and that's a good thing. I'm also thinking that it would be a mistake to rush this job. I want it done right, and once. So it seems to me that it's a good thing that the worklist isn't reaching "empty" yet. Every now and then I find I need to stop what I'm doing, put the tools down and slowly back away. Maybe even go do something else for a while. It makes for a much "kindler, gentler" me.

I'm kind of thinking that's not a bad thing. It's been said that good things are worth waiting for. I can do the waiting part – and I want to do everything I can to ensure that the result is worth the wait. Like the rest of the work list, we'll take this a little bit at a time. I still have a goal in mind, and a schedule, which is to be done enough to have the car "presentable" for the Tour de Marque next September.

Hey – I already registered the car for the tour. I'm thinking it might be good if we all showed up as planned.

Everyone have a great November and Thanksgiving.



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ROAD RALLYE MG STYLE

by Joan Heaney

Road rallyists come in numerous types. The basic type that attend the Halloween Rally of the MG car club are husbands and wives that set out to have a great time and at the end sometimes that is up for debate.

Overheard at the gathering point for the start of the rallye:

Oh, they always say there is more than one route planned. It never happens!!!

Oh no.....they are going in different directions out of the starting spot!?!?!?

We just want to finish this rally still married.

Oh please don't let us be last. We do not want to, or worse, know how to plan a rallye.

This weather is not the greatest....why did we come....oh yeah...right....to have fun?

We actually found the parrot and a gun for this outfit. I even have all this fantastic fake jewelry that goes with it.

I brought my spoons but forgot my mitt.

At least there is one smart person in this whole group...She graduated.

Some of the masks are so realistic...you forget there is a person behind it.

Wow!!! Look at that great costume. (Heard many times and about many costumes)

I do not like to rallye with my husband....he is too competitive. He likes to win not lose!!!

Comments at the spook house:

I wonder what they have planned for us in here?!?!?

Member 1....Don't look at my answers to the crossword puzzle. Member 2...why not, it doesn't matter. We missed so many questions we aren't going to win anyway. Someone driving my car doesn't give me a chance to read signs.

What number are you? 24?!?! Oh great, I'm scr---d my number is 14. Oh, you're 12.....maybe I'm not so bad off after all.

Can you imagine that something was crawling up my leg.....

Where the — did you find spiders?

You saw a Witch.....where.....I must have missed that part.

Driver...I never saw the EXIT sign. Navigator.....I did.

Driver...you are supposed to tell me that. Why didn't you say something. Navigator....I don't know. Driver....You had enough time to read that sign, but do you tell me?????

MG club member....Oh it was YOU going the wrong way. Driver of the large car....Yeah, it was us. How could you miss

us. Someone in my car doesn't know what EXIT means.

More comments along the way:

Does that horse have it's name written on it's side??? I need it's name!!!!

I heard him say he was MR. ED, (but that is before your time.)

Are we supposed to be here????? Is this really a stop?????

I don't spook easily.....are you ticklish????

Comments at the end:

We are here and still married and talking to each other.

Would you like to know what you can do with your parrot!!!!

Are you sure we are going in the right door. Does it say entrance or exit!!!!

How many more times are we going to go around the block before you let me stop and read the directions.

Oh, we always start out with the idea that this is just a fun time and the winning isn't important! So, why were you yelling at me???

We got through the whole rallye and then after the fourth time around the block we opened the bail out letter and still could not find the place. Is there something wrong with us.

You JUST GOT HERE???????? Oh wow!!! Well, there still is a little food left.

Member 1...She is always putting the flashlight in my eyes.

Member 2...Oh, your wife does that too? Wife...well how the — do you expect me to read the instructions.

My husband is really a smart person.....what puzzles me is how he can not understand simple directions when I read them!!!!

All in all, everyone had a great time. The basic idea is that everyone has a good time and the winning and losing is not the name of the game. It is the fun along the way and the saying "I'm sorry you can't take direction, or..I'm sorry you are a lousy navigator", after we get to the party and realize that it really was fun after all.

The Kron's put on a great rallye. The stops were interesting, the route directions were great and the theme (Great Horror Movies) was unusual. There was a tremendous amount of effort put into the entire event. The end party topped a fun night off nicely. Good food, good music and great company.

I am sorry I missed the winners, but I know who the one with the lowest score was and yessss you were scr---d.



Elaine & Allen Hess



Sue Kron

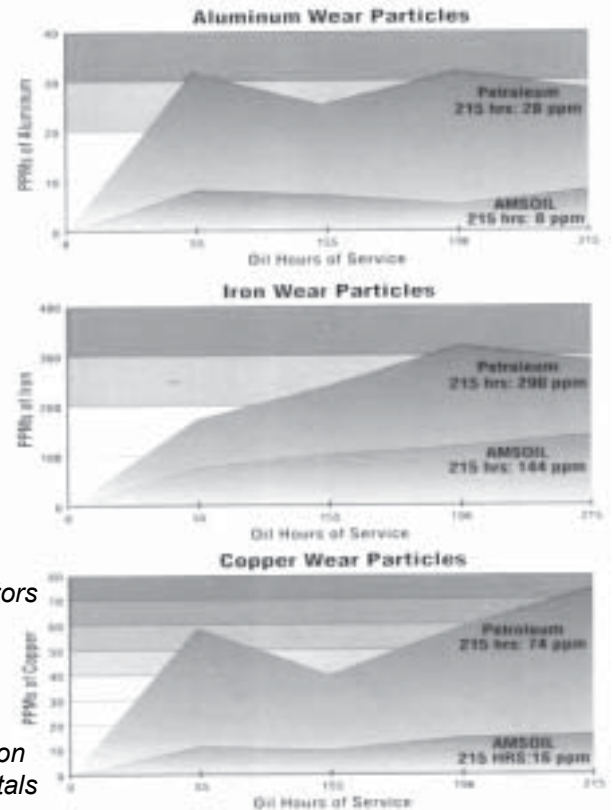


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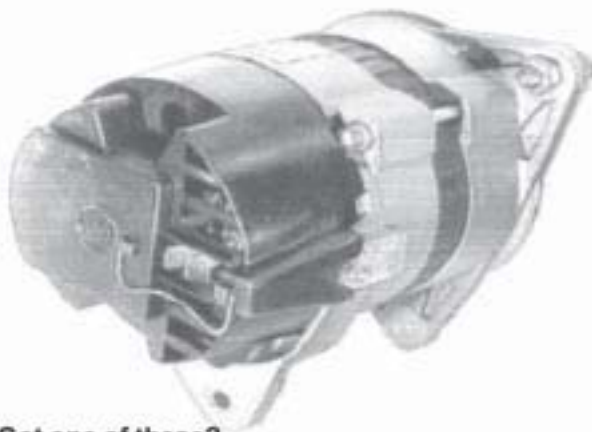
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Celebrating 33 years in the automotive after-market

By Wally Roworth

THE LAST SUPPER. It is finished! Another WNY-MG year comes to an end and the current officers and board will change. Part of the program will be an in depth discussion about where our club should be going. The chairman will be collecting ideas for next year, for the car show and for the club's future in general. It is important to have your input. (This holds true today, as well.) Members were asked to bring photographs for show or donation to the 'Memory

Book.' that Dave Wild is maintaining. (He continues, today). The first annual What Can Bend

Classic Sports Car Race. Six Drivers and a suitable number of officials to handle it. Also on the Cover was a picture of the Parisi who won the Halloween Rallye on October 30, 1993

Following [age listed the current officers, the Club Meeting location and Spokes Editor activities.

This was the month and year that Lane and Kathy Boughton, Harry Davis and Charles and Marjorie Martin joined the club. Our MG Car Club Sign transferred from Joe Tierno's to Naomi Wadsworth's. She was happy to store it.

Total membership 222. Eastman Kodaks KODAKERY had an article about its panoramic 35 camera being at the largest British classic car show in the U.S.- the British Invasion in Stowe, VT. Ann Marie Cacia had many inquiries of availability for cars and scenery. Mark Kaplan won

Best MG A at the Invasion. He had a rare twin cam coupe.

Chairman's Chatter. Winter will not deter the club activities. Ted Hershey will be taking over the reins. Honors for the oldest MG and the oldest non-MG driven to the Holiday Party. Counseling will be available for those "winners". Howard and Jan Sharp presented the story of their trip across the country in

their 1929 Dodge 'roadster' with a rumble seat. Howard gave Tom Sergeant an honorary Great American Race Award for the MGCCC on behalf of GAR. The Halloween rally was visited by local police. Tom thanked club members who had assisted him throughout his tenor and he felt it was an honor to serve as chairperson. Marilyn Sergeant gently

laid down her mantle as the Spokes Editor and suggested interested people to see Ted Hershey.

Meeting Minutes. Guests: Bob Welch, Suzzette Solano (custodian of Mournir Kashkoush's MGB), Tony Goldsmith and Kahy and Mark Volkers. Minutes accepted as printed.

At the Holiday party strange hats were the order of the day. First— Betty Langswager and her medal festooned straw hat, Second- Sue Keppler and her intertwined straw creation and Third was Al Kopen for the most British Hat-his Tam. The Hildene Tour will be in Georg Herschell's lap. Last gourmet meal in Honeoye at the Valley Inn.. Five garages were toured per Anne Faust:

John McDonald's, Can Suter's, Dave Wild's (2 days of work were evident and breathtaking.), Chuck Woodworth (house garage and Bear Factory), Al Wagner's Garage last. Exit 45 for dinner.

At George Gogans annual show George Herschell saw a Safety Fast in which Jerry was congratulated by the Home Club for his 30th anniversary. George wrote a flurry of letters and the feathers flew in England. Tom had appointed George as the liaison and the MGCC did not receive any congratulations on our 35th anniversary. It seems that letters had been returned and not received. George became the post office from then on. The elect officers were presented and the vote was unanimous.. A single vote was cast by the Secretary, in favor.

One of the plans for 1994 was a 3 race autocross series (Steve Fitch and Phil Parisi handling).

Apple Valley couldn't handle it and George Haynes and the Xerox Auto Club provided a Phillips Road parking lot. An effort will be to associate with other clubs this year. Also participation in out of state treks. Steve Fitch was looking for another persuasive, peculiarly precocious, practical, and productive procurement specialist and above all else be a personable individual.

Last meeting fun event by Marilyn Sergeant was to set-up an auto race on the meeting room floor.

Six tried and true drivers handled their vehicles with aplomb and pinasch. Drivers: Suzzette Solano, John Lloyd, Lori Scribner, Lane Boughton, Lynn Shindler and Ed Stephany. Attendees at the meeting were listed.

Last '93 Gourmet was Raymonds Valley Inn in Honeoye.

Dave Wild wrote an article on The Brudno Award. It progressed from a longest distance award to a memorial award to a person or persons who contributed the most to the furtherance of the MGCC, Western N.Y. Centre. It memorializes Marvin and Eunice Brudno. It seems fitting that it is in effect a "Most Valuable Player" type award to be presented periodically, but not necessarily yearly, to deserving members. Recipients thru 1992: Joe Tierno, Dave Wild, George Haynes, Alex Kopen, Dick Powers and Bert Patenall.

Behind the Garage Door continued. Al Wagner told of the problems of the summer and of packing everything away for more garage space. He then purchased Ruth Philips 1938 MG TA.

Much of the work had been accomplished by Bob and some metal panels and parts remained to be done. It is another long term project but will receive much more attention.

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Bury Me In a

An Old Mowog Parts Box. Jay Loczkrow discussed his visit to Lime Rock Park in Connecticut. He attended the Fall Finale of the Vintage Sports Car Club of America over the Sept 24-25th weekend. It was somewhat smaller than last year. His daughter insisted on going with him this time. She wanted to see a Bugatti and an MG K3 Magnette. A 35B Bugatti came out of a trailer. They visited it and the owner told her she could sit in it. She did and we have pictures to prove it. After this they wandered through the pits they spotted an Austin Healey . (A Lemans model). After a discussion and before it was over he offered Heather a ride in the pace care. She cajoled her dad into letting her do it. He agreed and she was floating about 6' above the ground. Lime Rock was a fun weekend and if you haven't figured it out by now, I'm a sucker for pre-war sports cars and dirt track sprinters. Jay worries that Heather will capture the fever.

If The Shoe Fits. This is a full page article on machinery junkies. Who prefer old iron

to stock and bonds as an investment. Steam Tractors, gasoline engine washing machines a '52 Chevy from pieces., a Sears metal lathe, a Cushman Scooter in boxes or even a partsed- out

Piper Cub. A junkie usually has stuff hanging from the rafters in large amounts and stuff stacked behind the garage. I have suspicions that a fairly large number of you reading this are among the afflicted. If you were not, you already have put this down to go play golf. Just remember if you throw it away, next week somebody will want to trade you a perfectly good spool of water pump packing and then you will not be fit to live with. This article was by Mark Haney from "Skinned Knuckles" '91

There were many classified ads. A picture of K Forrester and K Ludwig receiving the

MG CLUB from Ted Hershey and also a picture of Vince and Cindy Capaccio. The membership form and on the back of that the usual annual calendar.

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 28 Barbara Zak

HAPPY BIRTHDAY EVERYONE!!

NOVEMBER ANNIVERSARIES

? Karl & Paula Burkhardt
 2 Charles & Beverly Swarts
 4 Steve & Pat Sangster
 12 Paul & Ginny Wheeler
 18 Henry & Sue Kron
 24 Lee & Mary Ann Blair, Jr.
 26 Douglas & Cindy Jack
 29 Leon & Krystyna Todaro

**CONGRATULATIONS
TO ALL!!**

DECEMBER ANNIVERSARIES

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

**CONGRATULATIONS
TO ALL!!**

DECEMBER BIRTHDAYS

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

HAPPY BIRTHDAY EVERYONE!!

A man was in court charged with parking his MG in a restricted area. The judge asked if he had anything to say in his defense. "They shouldn't put up such misleading notices," said the man. "It said, FINE FOR PARKING HERE."

MGCC AUTOCROSS IV October 19, 2003

by Wally Rothrow

It was very cool, even cold(50ish), day with occasional showers. The track was WET.

MGB

Allen Hess 125.25 130.25 126.97 125.25

David Avery 127.56 131.63cc 127.56 128.78c

Dick Powers 135.60 147.38 137.78 135.60

(First autocross in several years. Has been involved in Track racing.)

U2L STK

Tom Glanville 123.44 125.68 123.44 124.56

Bill Glanville 130.46 127.56 125.32 125.32

O2L STK

Rich Rzepkowski 126.09 127.41 126.09 128.69c

Marylyn Rzepkow- 133.44 138.18 136.00 133.44

O2L PREP

Anthony Magagnini 121.15 124.90 122.47 121.15

MINI

Doug Scribner 123.66 127.25 123.66 124.52

U2L PREP

George Haynes 127.53 128.88 129.03c 127.53

RANKING

1st Anthony Magagnini 121.15

2nd Tom Glanville 123.44

3rd Doug Scribner 123.66

4th Allen Hess 125.25

5th Bill Glanville 125.32

6th Rich Rzepkowski 126.09

7th George Haynes 127.53

8th David Avery 128.78

9th Marlene Rzepkowski 133.44

10th Dick Powers 135.60



WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002/2003

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

September	October	November	December
4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Dinner Run	12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	6 Board Meeting 9 Garage Tour 20 Meeting 16 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
May	June	July	August
Tune Up Clinic 21 Meeting Carlisle Autocross I	1 Vintage Car Show 18 Meeting	Autocross II 16 Meeting Kids day - Glen	20 Meeting Garden Tour Steak Roast/Rally

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

Season's
Greetings

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