

The
SPOKES

Founded 1958



Volume 45 Number 9

September 2003

Official Publication of the MG Car Club Western New York Centre



Gil and Betty Langswager won the Mayor's trophy at the Wellsville Car Show, August 24th.



**Next Meeting - September 18th,
at the Burgundy Basin Inn 7:30 PM
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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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SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

PREFERABLY – Email to spokes@mgcarclub.com

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Cover Photo by Dave Chase

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Courtesy of Allen Hess

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Herschell	Gil & Betty Langswager	Richard & Bethel Powers	Dave & Barb Wild	Steve Fitch	Jim & Wendy Priestley

MEETINGS

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

From Your Editor

Leon Zak

I'm sure you've noticed that the gas prices have gone up in the past few weeks. The only good thing about it is that it made the Prius we were selling on Ebay go up about \$1000. I put it on ebay the week before Labor day. It sold in 3 days. The guy that bought it lived in Pawtuckett RI. We had planned on visiting our grandchild in the Boston area and taking the Volvo to the Spindles Car Show in Marshfield Ma., so we were able to deliver the Prius to him.

We put over 1200 miles on the Volvo that long weekend and had no problems. I did have some brake problems a week or two before we left but new cylinders, hoses and brake shoes fixed that. With the overdrive and 4.10 rear end doing 75-80 on the expressways was easy. Getting up to 75/80 took a bit longer than I liked and I still had that hesitation from 2500 to 3000 rpm. From what I read on the net I figured it was a small primary fuel jet.

Our arrangement was that Barbara would leave with the Prius at the beginning of the week, meet a few clients in the Pawtuckett area, I'd drive the Volvo up to meet her and drop the Prius off. And it worked that way. But - I had 400 miles to think about that small jet. Me having time to think about things like that is not a good thing. There are kits available with different sizes that you can try and that would be the best thing. But everytime I put the pedal down I was reminded about it. So I figured I could get a drill the right size and open it up a bit. Oh no!. Oh yes. I did it, I stopped at a hardware store and bought a couple bits, each one a few mm larger. I drilled it out with the first one and it was better. Got to Boston and tried the second one. Another improvement. It's now has a very slight hesitation so I'm going to try one more, I'll let you know how I make out.

The Spindles show was fun even though it's an American Iron show. I was in the "Foreign Car" classification with a Morgan, VW Bugs, Porche, Mercedes, an MGB, VW Van, etc... It was a great day with over 500 cars. My favorite was a 4x4 that was COMPLETELY painted with mud! Everything, everywhere. I was told it won peoples choice at a show the week before. You couldn't even tell what color it was. Finally - a 4x4 with dirt on it. In Boston area that's a rare thing.

Back to the Volvo - I liked having the GPS mapping unit in the Prius, it was great on trips. So I decided to put one in the Volvo. I liked the idea of having a really old car with really new electronics. So I tried it out on the trip. I put in a touch screen and a lgig computer. I loaded up my songs on it (don't have a radio yet), mapping and gps software. It worked pretty well until I stopped for gas and turned the engine off. Whoops - it shut down the computer very un-elegantly. Got to work the bugs out of that one. I got a piece for it that will let me use the screen as an oscilloscope so I can watch the engine measurements while I drive. Why would I do this? Well that's a good question and if I asked myself that too often I wouldn't have done half the things I've done.

The Volvo is a 'happy' car. I've never driven anything that has gotten so many people to look, wave and

smile. And it got 30mpg on the trip, not too bad at all.

ELECTIONS - If you want to be on the board or hold an office please let someone on the current board know this month. Don't be worried if you don't know what/how to do it, believe me, we'll all help you. The current positions have been in place for 2 years, time really flies. It's one of the best ways to get to know the other people in the club. Here are the positions:

Chairman, Vice Chairman, Secretary, Treasurer, Activities Coordinator, Web master, Sergeant at Arms and Trustee. If anything interests you, ask one of us, we'll be glad to let you know about the details. Please consider it, that's what keeps, and has kept the club going for 45 years!

Lastly - here is a picture of our grandson. His parents drive Saabs (Boston yuppyitis). He wants this - there is hope for him. But my daughter, not having fallen far from the tree, says "You can have it if Grandpa buys it for you." I gotta go - got some bottles to take back so I can start a fund....



Later, Leon ...

August 2003 Attendance

Gil Langswager	Tim Rizzo	Dan Suter
Betty Langswager	Rhonda Rizzo	Bob Harris
Barb Wild	Vivienne Rizzo	Jim Priestley
Dave Wild	Beverly Mack	John Peck
Roger Gunther	Michael Mack	Leon Zak
Lyn Smith	Peter Pegoni	Jeff Miller
Bob Tescione	Joeanna DeBlaere	Elton Schulz
Allen Hess	Joe DeBlaere	Marlene
Geo. Herschell	Sharon Perry	Rzepkowski
Nancy Herschell	Scott Perry	Susan Krobusek
Elaine O'Neil	Doug Scribner	Bruce Krobusek
Hess	Laurie Scribner	Dick Rzepkowski
Dave Chase	Dick Giambra	John Thompson
Georgian Abels	Brian Fallon	Arnold
Bob Abels	Don McConnell	VanDenburgh
Paul Heaney	Steve Sangster	Wally Roworth
Joan Heaney	Pat Sangster	Chris Williams
Paul Wheeler	John Baum	Beverly Swarts
Gene Faust	Chris Baum	Chuck Swarts
Anne Faust	Mabel Case	George Haynes
Alan Costich	Bill Glanville	Dave Engdahl
Jeff Kath	Sue Keppeler	Dick Powers

MGCC Meeting Minutes

Aug 21, 2003

Meeting called to order 7:45 PM

Previous months minutes accepted.

New members & guests: None

Treasurers Report, John Baum says we are in "Good shape". Car show was financially positive.

Regalia, Dave Chase says he has name tags & new blue shirts.

SPOKES, Leon Zak, articles due 9/1 and pictures needed for the calendar by 11/15..

Activities, Joan Heaney, details elsewhere in this

SPOKES: Next couple of months look like:

Sept Watkins Glen (MG races moved to Sunday, 9/7).

9/14 Art on Wheels, see Rhonda Rizzo, 585-621-5693.

9/20 Tuneup Clinic, George Haynes, 585-872-6536

9/28 Dinner Tour, Kathy Rampe 585-671-6519.

10/12 Fall Tour, Tim Rizzo, 585-621-5693

10/25 Halloween Rally, who will run it TBD????

11/9 Garage tour, Al Costich, 585-482-2695.

Web site, Scott Perry, 45th Anniversary party link and the car show are now up on the site.

Dave Wild reported on Watkins Glen Vintage weekend in Sept. (9/5), only the open roadster tour and Concourse have openings. See/call Dave for details. 585-223-1065. Dick Powers notes the Collier Cup Race at WGI is now moved to Sunday, 9/7.

Seeking volunteer to handle AUTOCROSS materials or they may not be an autocross.

Election of Officers will be conducted in November.

George Herschell noted the Neuffield trophy will once again be awarded to MGCC Centers.

New business, Jim Priestly asked if we could buy a box of MGCC Business Cards. Motion made & accepted.

Macks noted they have a Spitfire NOT a Midget.

Pebble Beach photos exhibited by Bob Abels.

Car & Parts for sale:

'85 Jaguar, air, automatic, V12. \$2500 OBO Allen Hess, 585-381-9796.

'63 Volvo, 2 motors, (also noted to have 12 cylinders)
Call Al Costich, 585-482-2695, for details.

'95 Chevy Camaro, VGC, V8, 6 speed, \$5K, 100K miles,
Call Bob 585-229-4332.

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

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

Door prizes awarded.

Meeting closed 8:45.

Respectfully submitted,

Joe De Blaere, Secretary.

This is to remind everyone that the Halloween Rally will be taking place on October 25th. If you like to rally save the evening. If you would like to work on the rally either along the route or rally at the end, please let me know so I can pass your name along to the rally master.

Thanks, Joan

pheaney@att.net



Our 45th gift from England

The Classifieds:

FOR SALE 1995 Harley Davidson 883 Sportster 9,000 miles, 1 owner CCI Fatboy tank, Screamin Eagle Exhaust Extras. \$6500 or BO 889 3093 after 5:00 PM

George_Carmichael@millipore.com - I have a MGB transmission (non-overdrive) new - never used for sale. I've had it stored in a barn and it now needs to be moved due to home owners move. The first \$600 will take it. It is stored in Rindge, NH. Regards, George Carmichael (603) 532-2135

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Last month at the club meeting after our 45th anniversary party I read a letter from Brian Woodhams, our guest from England, and mentioned the Nuffield Trophy. I was surprised at the number of quizzical looks I got and thought it would be a good idea to share with the newer members of the club a history of the Nuffield Trophy and its connection to WNY Centre.

In 1936 Lord Nuffield (formerly Sir William Morris) decided that as patron of the MG Car Club something should be done that would "enhance the club's prestige, assist its growth, and add to the enthusiasm of its members". He commissioned a solid gold cup and personally wrote out a check for £ 136, an amount that would have bought a brand new Morris car, of that time. Today that trophy is awarded to the Centre "which has shown the most meritorious growth, and enterprise during the previous year".

With the rapid growth of the club following the post 1945 boom in MG exports, four more trophies were commissioned only in silver not gold. These were to be awarded yearly to the Centres in Europe, North America, Africa and Oceania (Australia & New Zealand) "for annual competition between the Centres of the club". So now the Nuffield Trophy was international and all four were to be awarded yearly.

In 1954, the US the trophy was awarded to the Long Beach CA centre. From there it went to Centres in: Washington DC, Central NY, Long Beach again for two years, and in 1960 it was awarded to Western NY.

The awarding took place in the service area of the old Sports Car Sales at a special party and was presented to then chairman Chuck Heindl by Roderick Learoyd, senior sales executive of the British Motor Corp. in the US. It was awarded again in 1961 to WNY. In 1962 the home club asked Chuck Heindl to hold the trophy until they were prepared to award it again. This he did, . . . for the next twenty five years.

In 1985, Phil Richer then North American co-ordinator was trying to find out what had happened to the Nuffield Trophy for North America. It was much to his surprise that we (Chuck Heindl) still had the trophy and would surrender it to the home club so it could once again go back in circulation. It was at this time that Phil Richer asked us, WNY, to put together some sort of criteria for the future awarding of the trophy. A committee consisting of Bill Benet, George Herschell, Dick Powers, and Bob Welch along with David Haywood from the Toronto MGCC did a lot of work and came up with what we thought was a fair and equitable way of judging the recipients. We thought we had done a decent job of setting some standards, but found out later how wrong we were. More about that later.

In 1986 the trophy was awarded to the New England MG T Register at their GOF in Albany NY by Phil Richer and the following year it once again returned to WNY Centre. From there it went to the North West Centre and they held it for four years. From there it went to Toronto, presented by Dick Powers as a "quasi official representative of the MGCC England". (his words not mine) He also had to explain what it was and who the WNY Centre was and how many times we had it.

Then the trophy got "lost again for a few years and finally Bill and Heather Charlton then North American co-ordinators asked me if I knew where the trophy was. I told them that it was in Toronto with the club there. So once again the WNY Centre came to the rescue of the trophy. The trophy next appeared at the "all MG" meet in Indianapolis in the company of Alan Kingwell, MGCC Overseas Director, and

Nick Cox, North American Co-ordinator. At the banquet that night the trophy was awarded, (after some sarcastic comments about needing a lawyer to understand the criteria set forth) to the Hoosier MGB Club. ("Competition between the Centres"?). They were the hosts for the all MG B Meet and associated with the NAMGB Register. From there it went to the North West MGCC, (who were celebrating their 40th Anniversary) and then to MG's of Baltimore. In 2000, it was taken back to the UK so all five trophies could be awarded there and was taken home by the Houston MG CC. In 2001 it was awarded to Minnesota MG Group who still have it. (hopefully) Brian is going to check that out. It was not awarded in 2002 or 2003 but Brian would like to have it back in the UK for the 75th Anniversary of the MGCC and once again award all five trophies at that event. I wish him all the success in the world in his endeavor and hope he can get things back on track.

In closing I would like to add a paragraph from Capt. George Eystons (1975) Autobiography, Safety Last.

"In New York State is the Western NY Centre of the MGCC, organised in Feb. 1958: at that time it was one of the first sports car clubs in the Rochester area, and the only club, other than SCCA ever to sponsor races at Watkins Glen. The races held in 1959 and 1960 were for MG's and MG powered cars only. One of their most famous classic car meetings is the Wagonjack meeting celebrating its sixth successful year. This event is always held in October. One of the clubs most active members, Burt Patenall, is one of only six members world wide upon whom has been bestowed the honour of life membership in the parent MG Car Club."

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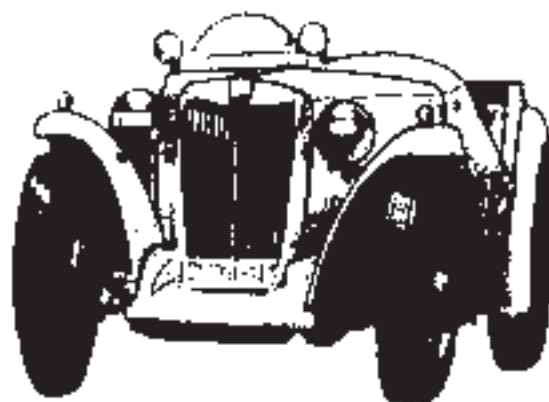
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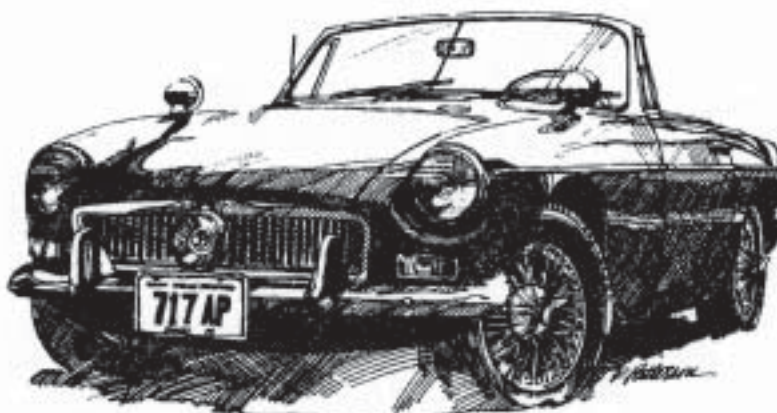
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Jay Lockrow

All right, I know many of you are chomping at the bit wondering about the answers to the quiz in MOWOG. But let's start at the beginning. First of all I run a quiz now and again to see if people are really interested in this column. In 2004 I will start my fifteenth year of MOWOG. A little quick math will tell you that comes to roughly 168 columns so far. I say roughly because there have been occasions when I have not had one run because of space limitations. It's still a good number and if my contract is renewed I will continue. The last question on the quiz was "What do you like best about MOWOG?" The answers were as varied as entries. So I guess I'll just keep going, as most people that answered liked everything.

As of this moment the entries are as follows, British Car Club of W.N.Y. 4, Western New York Centre MG Car Club 5. Buffalo Octagon Association, 0. British Saloon Car Club of Canada (did not run the quiz). Desert Octagon Club (did not run quiz).

So as you can see as of this point I have a total of 9 entries from two clubs that have a total membership of well over 300. That is really a bit of a disappointment but those that did enter seemed to enjoy it and I thank them for trying. So without further ado here are the answers.

Question #1. AC stands for Auto Carrier, MG stands for Morris Garages. (I had a self-imposed rule that anyone that put down Morgan Garages would get an automatic fail. I had one and I have had a chance to talk to him and corrected him. He also failed) HRG stands for Halford, Robbins and Godfrey. GN stands for Godfrey, Nash. Incidentally the two Godfrey's are one in the same at different time periods. ERA is English Racing Automobiles, not earned run average or equal rights amendment. ERA were very famous and made highly competitive race cars but did not do well against the government subsidized makes like Mercedes, Auto Union, Alfa Romeo etc. BMW, Bavarian Motor Works but more correctly the German spellings. TVR is short for Trevor the first name of one of the constructors. BSA is Birmingham Small Arms and yes they made rifles etc. during the war.

Question #2. Frazer-Nash (with hyphen) is correct when talking about the maker Capt. Archie Frazer-Nash. When speaking of the car Frazer Nash (no hyphen) is correct. The Nash here is also the same Nash as in GN again at a different time period. The GN was a cycle car that came before the Frazer Nash or the HRG.

Question #3. Duesenberg was built in the USA. I was sure someone would fall for the old line that it is a German car. It was built in Indianapolis Indiana.

Question #4. There were a number of three wheel cars besides the Morgan. Reliant, BSA, Berkeley, BMW, Bond and many more.

Question #5. Many imports have won the Indianapolis 500 including Maserati, Peugeot, Lotus, Lola and more.

Question #6. The Denzel was made in Austria and used Porsche and Volkswagen components.

Question #7. Jaguar was originally called Standard Swallow and they built motorcycle sidecars and some custom bodies. The name was changed right after the way so the SS designation would not be construed with the German SS and also to give a more aggressive name to the company.

Question #8. The Bugatti was a copy of the Miller. Remember that Griff Borgeson discovered the two Miller front wheel drive cars in the Bugatti factory in the late 50's. On the other hand Miller stole some of his ideas from Peugeot.

Question #9. I learned something on this question. There was a computer in a movie called HAL. However the answer I was looking for was in a previous MOWOG. (You are not reading MOWOG???) Hosterman "HAL" got his start building overhead valve conversions for Model T Fords so that the local boys could outrun the revenueurs while they were running moonshine.

Question #10. A JAP engine was built in England. It stands for James A. Prestwich. It has nothing to do with Japan.

Question #11. This was without a doubt a tough question. The only car other than Delorean that I could think of is the TMC. There might be others and I had some other answers but have not checked them out.

Question #12. Everyone knew that George Eyston had an all women team driving MG PAs at LeMans. Only two knew that they were called the Dancing Daughters.

Question #13. Several people had this right but I had a few wild answers like Pierce Arrow and Packard. The car from Buffalo was the 1908 Thomas Flyer and it won the New York to Paris race. George Shuster was the driver and lived not far from me in Springville N.Y. until he died many years ago at the age of 99. The car by the way still exists in the Harrah collection in Reno. I saw the car a good number of years ago at Hershey and saw it run.

Question #14. If you were not welcome in all the clubs mentioned there would be something very wrong with the management of said club. The Magnette is considered a sporting saloon.

Question #15. The Jeep was built by several companies including Willys, Ford and later in France under license.

Question #17. Such an easy question the Morris Traveler is a Station wagon to us.

Question #18. Offenhauser, Crosley, Bugatti and Miller all had non-detachable cylinder heads. In other words the cylinder head and

cylinders were one integral unit.

Question #19. Tazio Nuvolari won the 1933 Tourist Trophy driving a MG K3 Magnette with Alex Hounslow as riding mechanic.

Question #20. The correct answer here is Jay Lockrow is the best thing about MOWOG. The rest is just incidental. But thanks for all input it all helps.

This year's winner is Gil Langswager from the MG Car Club Western New York Centre. Whenever I run a quiz or a puzzle I can always count on Gil to have one of the first entries. He makes writing this trash worthwhile because I know he reads it. Second was Ron Frazer also of the MGCC. I don't know Ron so I wish he would introduce himself to me. Third was Jerry Powarski of the BCC. I gave him a good score because I pick on him all the time anyway. The farthest entry this time came from across the pond in England. Hope you all enjoyed it and I will run another in a year or two.

SEPTEMBER 28 DINNER RUN

**12:30 - Meet in front of The Bon Ton at
Greece Town Mall (Ridge Road West)**

**at 1:00 - we'll be at Hurd's Orchards -
Rt. 104, West Holley**

**then at 2:00 - Ridge Road Station -
16131 West Ridge Road Holley**

and then:

4:00 - Dinner at Tillman's Village Inn - Rt. 104 & Rt. 98

**RSVP Kathy Rampe before September 25th
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FIRST AND FINAL NOTICE !

“MGCC SOLE TOUR 2003”

(aka: **Fall Tour**)

Sunday October 12th.

Cost: \$15/person **plus** one pair of old shoes you can toss, or
Ice Skates, Slippers, Boots, Swim Fins, any Foot Wear!

Foot Wear Decorations optional, but encouraged !

Schedule: 8:30 Meet at
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At Eckerd Drug 4433 Dewey Ave.

8:45 Driver/Navigator Meeting

9:00 Depart

10:30 Coffee Break, Buy Your Own.

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11:45 So THIS is why it's call “SOLE TOUR”

12:00 Visit Historic Site, Built 1875,
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Forty Years Ago

by Mr. Gil

Well, more than forty this time. There wasn't a September "SPOKES", and I got thinking back over things we used to do. A couple of weeks ago I read in a car



ut the Mobile Gas Economy sed to take place. They were vents that got a lot of publicity ended people in the kind of car ight. Back in 1956 the e Valley Auto Sports Club d their own economy run. It a very active club then, and this was only one of the many activities they put on.

The event was held every April, not the best climate for economical driving. Contestants met at the Amoco station on the corner of Buffalo Road, Rt 33, and Rt 19 in Bergen. They filled up their gas tanks and then went down to the GLF to have their car weighed. They took the weight certificate back to the gas station, turned it in and topped up their tank which was then sealed. They then ran a defined route of about 60 miles at a specified average speed that brought them back to the station. They took a mandatory 30 minute rest break and then ran the

same course again. The route was available a week ahead of time so that the contestants could run it and take notes as to how to drive it the most economical way. Then their tank was unsealed and filled up again. That was the amount of fuel used. The same attendant used the same pump for control. That gave all the numbers needed to calculate mileage, as in miles-per-gallon, and ton-miles-per-gallon. The ton miles was the handicap to equalize the light cars and the heavy ones. There were also different classes: european under 2 litres, european over 2 litres, and domestic. The results were quite interesting, really better than those on the Mobil runs. I think we took a few more liberties with what we could do to the car.

Here are some of the tricks that were used to get better mileage. Inflate the tires as hard as you dare. 100 psi was not unheard of. Block off the radiator, a hot engine is more efficient. Lean out the carburetors, even change the needles and jets. Drive bare-footed, you get a better feel of the accelerator pedal so you can feather it. Accelerate slowly up to speed then shut the engine off and coast. Have lots of notes from your practice runs so you can anticipate stops and turns. "Lug" the engine rather than "rev" it. Cover the engine at the rest stop to P.S. To Beverly & Mike Mack. My sincerest apologies for reporting that you were driving a Midget in the Funkhana. My bifocals must have slipped. Thanks for bringing it up at the meeting. Next time I'll be more careful.

I still need some pictures for the calendar. I really want to get it out before the 1st of the year - so send in you pics - I'll take them anyway you can get them to me. (Except as undeveloped film.)

SEPTEMBER AUTOCROSS

At MCC

Sunday, September 20

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A few pictures from the Spindles Car Show in Marshfield MA, August 31, by Leon Zak



I might have had a bit too much Chardonnay in conjunction with the “Lobster Bake for 3” at Phoenix Acres (with my Sister in attendance) during the 4th of July celebration. As a result, I needed something to do which was real quiet, not too brightly lit and not too intellectually challenging the next day. “A great opportunity,” I whispered, “to finish tearing down the engine for the B.” Thus I found myself in the shop on a steamy Saturday, wrenches in hand, slowly but methodically turning what had been an almost working machine into a pile of parts in labeled zip lock bags.

There is something just a little sad about tearing an engine down, but on the other hand in my view there’s nothing better than starting one back together. That step, however, will be “a ways off.” We have much to do.

I suppose the nicest thing I can think of to say about this car is that like an old and worn teddy bear, it’s been just about loved to death. The front suspension bushings are cracked and hard, the rear brakes (at least) are pretty much just along for the ride, the clutch slipped and the engine ran, as the saying goes, “a bit raggedly.” The good news, however, is that with an infusion of cash and maybe some credit, we can replace bad parts with good and make it well again. Add some metal, putty and paint, and we can correct a host of flaws. It is, however, pretty flawed at the moment.

As I got the head off, I discovered (not unexpectedly) a “significant ridge” in the top of each bore. To make matters a little more interesting, the ridge in number 1, where I initially focused my attention, was not concentric with the bore. In other words, there was more ridge at the front of the bore than there was at the back. I’d heard about this phenomenon, but now I’ve seen it for real. Just to be sure, I gently shoved the piston up the bore until it stopped with a metallic “clunk.” Yup – I had some ridges to cut.

“Well, these things can happen,” I said very softly. “But I think – no problem. I’ve had my trusty ridge reamer in the toolbox since I needed to cut a ridge on the Midget ‘way back in ’77 or so. I’ll just get that out very slowly, carefully cut the ridges and we’ll have pistons on the ground.”

Almost as soon as I uttered the words, I had a flashback to the shop tour at Van’s where John had casually remarked that he’d seen more blocks ruined by a ridge reamer than any other cause. I’d had the engine rolled over sideways on the stand so I could unbolt all the rod bearing caps, but I loosened the set screw (in reality a pretty hefty “set bolt”) on the stand and horsed the block upright. Making very sure I had the ridge reamer squarely seated on the deck in the number one bore, I ran it up finger tight and began turning.

Nothing, of course, happened. So I tightened it up a little more. And still nothing happened. In fact, I couldn’t cut this ridge to save my soul. I took the reamer out and inspected it to see if it was assembled correctly. It was. I very carefully took a flat file and just touched up the cutting edge. It didn’t matter. Nothing I tried seemed to have any effect on the ridge.

“Goodness!” I exclaimed (or something roughly equivalent thereto.) “Perhaps I should devise a different approach. This one appears to be ineffective.” (Rough translation by the author.)

Because, as the saying goes, I was a bit intellectually challenged at the time, I briefly considered attempting to a) find

parts for my ridge reamer, b) buy a whole new ridge reamer, and c) abandon all hope of ever getting the pistons out the top and remove them by first taking the crankshaft out and then dropping them out the bottom. Since the engine had to come apart anyway, I opted for alternative c.)

With a huge sigh I again loosened the locking bolt on the engine stand and rolled the engine over so that all the bearing caps were “presented.” Grabbing a ¾ inch socket I attacked the main bearing caps and loosened all of them. Then, because it was easy, I backed the bolts out of the number two main bearing cap and lightly tapped the cap with my 20-Oz machinists hammer just to “loosen it up.”

The cap was moving nicely when the number one piston fell out on the floor with a clang.

I suppose there is much that could be said about my reaction at the moment, but most of it shouldn’t be. Significantly “stunned” (I think that describes my reaction accurately) I bent down and checked to see if somehow the ridge had been the victim of an “immaculate reduction.” Nope – the ridge was still there, but incontestably there was a piston and rod on the floor.

So of course I had to see if this could be done again. Mindful of the fact that I’d not even attempted to cut any ridges in the other bores, I “nudged” the rings against the ridge just a little harder this time in each of the remaining three cylinders and in short order I had all four pistons on the ground.

Go Figure. Must have been because I was moving just a bit too slowly that day.

With that major milestone behind me, I struggled a bit to figure out how to get the distributor boss and drive gear out. Turns out, with a little help from the shop manual, there’s a fairly large flathead screw holding the boss in place. Oil pump next, and then finally the camshaft, and so on until I was again approaching one of those defining moments.

With darn near everything off that I could get off with the engine on the stand, I turned my attention to the rear of the engine. With the flywheel still in place, I felt I needed to get that off first, and then most likely remove the engine from the stand so the rear plate could come off. Using an old hammer handle between the block and the crank throws to keep the crankshaft from rotating, I backed off all the flywheel bolts and managed to get the flywheel off the crankshaft, only then to discover that it was still imprisoned within the grip of the engine stand. Uh, Duh.

Now I had a problem. I could, of course, re-sling the engine on some sort of lifting device, but in so doing I needed to make sure that the flywheel itself didn’t just drop out on the floor and damage the ring gear, which looked to be “not great” but “good enough” to save.

OK then. Sliding a length of 2 X 6 into the opening for the pull down stair in the shop overhead, I created a “strongback” to use as a pulling point. Slinging a length of chain around the strongback, I shackled it together such that I now had a chain sling on which to hang my little cable based come-along.

Re-reeving the chain hoisting sling and re-attaching the leveling bar we’d used to haul the engine out of the car in the first place, I took up a strain on the engine and began backing out the upper bolts we’d so carefully put into the back of the block to hold it on the stand. Very, very carefully, I eased these

out, and then moved their mounting arms down and out of the way, and then muscled the flywheel up and out of the remaining bits of “cradle” at the back of the engine.

The rest, as the saying goes, was almost a cakewalk. With the flywheel off, I finished getting the block off the stand and then lowered it slowly, setting it temporarily on a high stool I happen to keep in the shop. Then, with the sling removed, I made a variety of macho grunting sounds and heaved the block up onto the bench, where I was then able to undo the backplate and (finally) get the crank out.

I finished up bagging and tagging parts, and then again making manly sounds moved the block, the crank, the head and the flywheel into the back of the '84 4-Runner in preparation for a run to Van's the next day.

I went to a lot of trouble to protect all the journals on the crankshaft. I needn't have bothered. All Bill had to do was run his fingers over a journal or two and he pronounced we'd need to grind the crank. After he showed me how, I too could feel the ridges and agreed. I have a hunch that somewhere along the way one of the previous owners of the car decided that oil changes were optional.

So here's what I know at this point. The bores will finish out at .020 over, which is a pleasant surprise. With what I'd seen, I was expecting something more like .030 or even .040. The crank finished out at .010 under, for both mains and rods. I've delivered new 8.75:1 pistons, rings, rod and main bearings and a head set to Van's. The head that was on the engine failed the magnaflux test, so I took myself out to Mark Voelkers' and got an L head. This turned out to be a good thing, since the L head has larger intake valves and is thus consistent with my design point of building a strong touring engine. Mark also provided “new” intake valves to fit the head.

I've dithered a lot longer than I should have in selecting a camshaft. I began the process armed only with the knowledge that Joe DeBlaere had obtained a “non stock” camshaft from Mark Voelkers which produced a torque peak right around where the engine should run at 55-60 in overdrive. What followed was a fascinating excursion into lift, duration, timing figures and (of course) power bands. I've ended up deciding to go with a complete Kent Cams “road” kit from Victoria British. This is a bit pricey, but here's the rationale.

First of all, the grind on the camshaft strikes me as the best one for the design point I have in mind for the car. The power band is advertised as extending from 2000 – 6000 RPM. Now, I'm pretty sure that we won't be shifting at 6000 anytime soon, particularly with a touring engine, but 4500 to 4800 isn't out of the question, and I'd just as soon have it be me that forces a shift as opposed to an engine that gets a little “winded” at high turn counts.

Also, I just have a thing about not loading a smaller engine much below 2200 RPM or so. Four cylinder engines in particular tend to let you feel every cylinder fire at that speed, and for me that translates to more torsional stress on the crank and more load on the rod bearings than is consistent with “Best Practices.” If I can feel the cylinders fire, I'm likely lugging the engine. This might be OK for old, slow and heavy engines from the early portions of the 1900's, but (in my humble opinion) not at all healthy for engines built light enough to be responsive when the foot goes down.

The bottom line for the cam grind, then, became one of deciding the RPM range for where I really wanted the engine to run, then getting selfish and wanting the engine to be strong everywhere in that range, and then looking for a grind that would offer that. The Kent Road Cam kit, part number 17-155 from Vic Brit, fit my performance spec the closest.

Finally, the Kent kit will provide me with all new lifters,

springs and keepers. New keepers, or the need for them, might well be the subject of a future bar-room discussion. I'm more or less ambivalent about them, other than I do believe that a dropped valve can ruin an entire day. New springs, on the other hand, seem like a good thing. After all, I'm going to put in a cam with a higher lift and a more abrupt transition, and I really want the valves, pushrods and lifters to follow the profile of the cam (and stay on the cam) right up through the high end of the RPM range. New lifters, of course, are just smart (and, in reality, obligatory) when putting in a new camshaft.

So - the engine spec work is done. I need to assemble some additional parts and get them to Van's. A light cut off the deck, if it hasn't been done already, will ensure that the head and block mating surfaces are both absolutely flat. A little cut off the deck will also give me an additional small boost in compression ratio. I'm beginning to look forward to getting this one sorted out and going out to play just a tad hard in the traffic.

In the meantime I dropped the transmission and overdrive off at Larry Keene's shop in Irondequoit, along with a Bentley shop manual. Since about that time, I've gotten a little distracted at work, and the “rate of advance” on the B is slowing down. I'm actually looking forward to the onset of Fall and Winter, when the yard work will decrease and I can move back into the shop on a more full time basis on weekends.

By the time we go to press we will have taken the Midget to the Vintage Weekend and back again, this time intending to do the Glenora Run. Who knows what adventures we will have had this year. One thing I will have done is check all the hose clamps one more time. This year I'm also going to find room for a full jug of coolant mix, “just in case.” The fact that I have it, of course, will certainly mean that I won't need it – I think.

Never a dull moment – thankfully. Everyone have a great September.

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FALL (and SPRING) TUNE-UP CLINICS

George Haynes

The MG Car Club has been fortunate to have had the use of the Auto Technology Shop at Monroe Community College for our Tune-Up Clinics for about ten years.

Those who participate in this activity know that use of the Auto Shop lifts has been a unique opportunity for oil changes, brake and suspension repairs

and a host of other tasks. In April this year, MCC denied us the use of the lifts for the first time, citing safety and liability issues.

Now I'm pleased to announce a proposal which will again allow us the use of lifts at our Fall and Spring Tune-Up Clinics! The plan is to register participating MGCC members as part-time MCC students for the school year and register the Advisors as part-time faculty members.

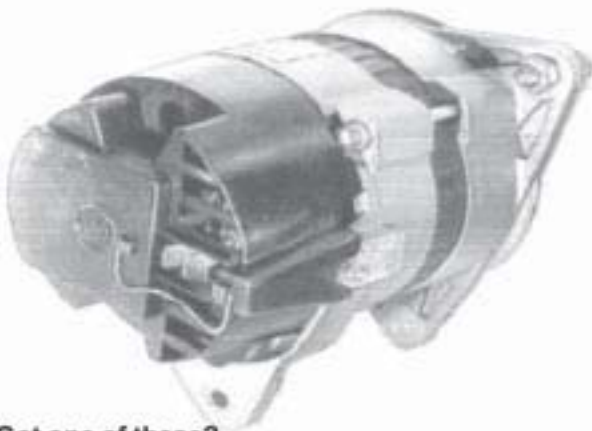
A registration fee of \$15.00 per participant has been suggested; this would cover both the Fall and Spring Clinics. Other benefits of being a part-time MCC student will be specified later. Final details have yet to be worked out, but those planning to participate in the Fall Clinic on September 20 and the Spring Clinic next May will be asked to fill out a registration form and pay \$15.00 at the clinic. Please call me if you plan to attend and/or if there are questions not answered here.

We expect to meet with MCC Tuesday, September 2 to resolve remaining issues. Please bear with us as we implement this change in policy and procedure. The September business meeting on the 18th will allow us an opportunity to discuss this again.

On a related note, there have been requests for help with tuning SU carburetors in the past, and we have held two (very) informal seminars to meet these requests. We have the opportunity to conduct other informal seminars during the Tune-Up Clinics, perhaps discussing repair and setup of Lucas distributors or SU electric fuel pumps or other repairs to British cars. These seminars would be about an hour each. There could be a different topic at each Tune-Up Clinic, if there is sufficient interest. I'd like your input on these seminars and we'll have them if desired. It represents an opportunity to share some of the knowledge accumulated over the years. Again, call me at 872-6536 for questions or suggestions or whatever. Thanks for your help! George

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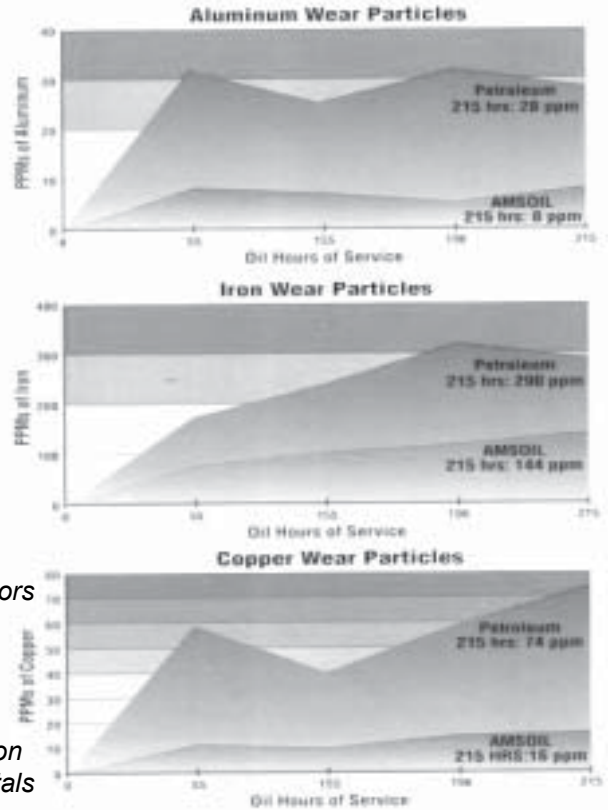


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The SPOKES TEN YEARS AGO - September 1993

By Wally Roworth

Front Cover. OUR FRIEND WILL BE MISSED. Bert Patenall 1905-1993. A sad message. Bruce Henry is trying to get the MGCC on Channel 13's Good Morning America program. Also on the cover was an article about Ralph Golemb of DECORATOR'S WORKSHOP, in Lima, N.Y., who will be our next program. He has been in the business a long time and will answer any questions you may have on any fabric. He will also talk about wood finishes that will make your British pine last 300 years, Padding for comfort and Leather will also be discussed. Questions wanted.. Lastly, a picture of the Kaplans who won the bent camshaft another time.

Suzanne and Bill Granville were listed as new members. Membership- 210.

The August Minutes were recorded., the attendees were listed and a picture of a tired

Wally Roworth.

CHAIRMAN'S CHATTER by Tom Sergent. It occurred to me that having dinner before the meeting seems more like a night out with good friends. The 35th Anniversary will be in 7 or 8 weeks at the George Eastman House. Tom asked for all of the information possible to make the 1994 Car Show a FESTIVAL. There were comments on becoming a Not For Profit Corp. Tom's question, Will we ever have our own building (museum)? Well I can dream can't I? A picture of Tom.

FROM THE EDITOR- Marilyn Sergent. She explained the new font arrangement (newspaper font). Colored covers are financially impractical. The dues could be raised way up.

So we will use the affordable format. A picture of Alex, Bess Kopen and Barb Wild having a good time.

ACTIVITIES Cindy and Vince Capaccio. Future events :September 10-12 "Zippo Grand Prix weekend" the Watkins Glen Festival, include a race through downtown streets, a Concours d'Elegance, Formula 1 reunion, Antique Car Show, sidewalk sales, wine tasting, art show and much more. The MGCC will be hosting a wine and cheese party for members and guests Saturday evening at the A-frame Seneca Lodge. Cindy and Vince with 2 other couples hosted the event. Please stop in and help us celebrate. October 2, 35th Anniversary at George Eastman House. October 30, The Halloween Rally will be hosted by Ted Hershey and Al Costich. Nov 7 is Shop Tour. November 28 is "Last Chance Gourmet" and December 18 is the annual Holiday Dinner.

35TH Anniversary Celebration had a full page done by Gil and Betty Langswager.

October 10th Wine Country Tour had a full page. Starting at Snug Harbor for Brunch and ending at the Tierno Cottage on East Lake Road

Steak roast at Capaccios. A full page of thank you's for all the help in getting this set up and executed without problems Mentioned were Cooks Jim Herschell, Steve Philip and Dave Leete, The Set Up crew- Nancy and George Herschell, Ruth and Steve Philip, Barb Wild, Heather, Beverly and Jay Lockrow and Phil Parisi. Attendees from California to France were noted, The results of the Langswager Rallye were recorded.

A list of cars with their owner developed names and a picture of Sue Keppeler and her MG Friend (two lovely ladies).

UNIVERSAL MOTORS MG SUMMER PARTY REPORT By George Haynes. Five MGCC members drove to the 17th Party-Dave Chase, Joe Fazio, and George Haynes drove MGA's, Dick Powers, MGB and Phil Culbertson drove his Ford. 575 MG participants made this the largest show outside of

England.

George Haynes wrote a tribute to Bert Patenall . Bert was a member since the very early days. George got to know him when he purchased Bert's MG=TC in 1985. George and Bert attended the 30th Anniversary in the restored TC. Bert was a genuine British car enthusiast and a dedicated family man. Bert's wife died in 1978. Bert always attended the Victor Car Show even though his legs tired easily. He remained dapper and charming despite his age of 88. We miss him.

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow. Garages were the theme. Why do people load them with bicycles, tools etc and leave their expensive autos outside? Garages and Basements show how well a house is built- the plumbing and electrical are in clear view while the rest of the house has wallboard etc covering all of these things. I have 3 cars in my garage with a 4th outside. I keep trying to figure a way to bring it in. Garages go from being right out of the Architectural Digest (sort of place to find exotic cars) and not looking like one, to run-down sheds unpresentable outside but they represent a rather nice garage, shop or car storage facility. My friend has a shop called "Interworks"...recently the politicians have made the area subject to a redevelopment. This would clear the area and use it for a Hockey Rink.. This would make all of the neat old cobblestone buildings into a parking lot or worse. The Preservation Society has shown an interest in interworks. It has also been designated a National Historic Site as there is an organization called SABRE that was formed there, and is now international SABRE(Society of Automobile Bench Racing Enthusiasts). We find it quite frustrating to have another organization of the same name (Buffalo Sabre Hockey Team) who wishes to tear down our hallowed place for a parking lot or Hockey Rink. Some people just don't have any values.

Ads: Wanted '65 Tonneau Cover. Free-4 15" Bias tires. Free Plastic Parts bins. For Sale-1980 LE MGB-24,000 miles, \$4,000. or BO. For Sale 1977 Red MG Midget, 5,862 miles, \$8,000. For Sale-1952 MG TD, \$9,500. For Sale 1960 MGA 1600, \$3,800., as is. For Sale 1966 Triumph TR4A, \$6,500. For Sale 1955 Chevy Pickup Truck, 55,000 miles, \$6,000 or BO. Someone was interested in a Kit Morgan. Having trouble finding one. Bob Hagen, Car Car in D&C said that the classic British sports lines of the Morgan would be easy to duplicate but its teeth jarring ride would be hard to match short of leaving out the springs.

Membership Application page and back cover with the Annual Activities.

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Bill Glanville won 1st Place at the SCCA at Beaverun, Pa. The race was attended by Bill, Ted Hershey, Al Costich, Brian Fallon and Ed Diamond Aug 9 and 10. Congrats Bill!

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Many Growers (and Many Lessons for Elaine) Tour

It was a chilly summer morning for those who arrived with their tops down. But we knew the weather was going to be perfect for Garden Tour 2003 because the weather is *always* good for a Rizzo event.

Doug and Laurie Scribner, who generously allowed us to use Mini City as our initial rendezvous, treated us with special decorations of hanging plants outside and donuts inside. One of the guests turned out to have been secretly longing for a Mini for years, so she was thrilled to have a garage tour added to the itinerary.

We left on time and arrived at the *Deane and Virgo* gardens on time. Some of you may know that Audrey Deane is Beverly Haynes sister. We all thank Beverly for telling us about her delightful sister and her amazing garden. Bored with what was locally available Audrey and her neighbor, Wanda decided to begin to find, grow and sell unusual plants. They have achieved their goal, surrounding themselves with gardens full of species and varieties many in the club had never seen. Audrey specializes in Annuals, "inspiration garden" number one provided ideas for a number of ways to add color to our beds during this time of year. Planning ahead, everyone signed up for an invitation to their Spring Garden Party sale next May. As we left everyone was treated to samples of two of Audrey's specialties - heirloom tomatoes and white cucumbers.

Pulling the gardeners from the yard, the dog lovers from the schipperkes and the car lovers from the Corvette in the garage at the end of an hour was almost impossible, but we weren't too late when we arrived for lunch at Tom Whal's in Avon. Everyone noticed that Jim and Leon seemed to have gotten lost. They finally arrived with the story of Jim's flat tire and Leon the good Samaritan who helped him fix it.

For some unknown reason, Dave Wild decided that he wanted to go home to work on the Elva instead of continue on to the next garden. Barbara hitched a ride in an MG and we were off to *Palmeto's*. The owner was happy to give us an introduction to this impressive nursery which began as a small vegetable stand 35 years ago. The vegetables are now limited to 50 types of peppers, but we saw a seemingly unlimited selection of perennials and annuals. Areas of the property normally off limits to the public were opened up to us, and some preferred to

sit at the pond rather than search for plants that just had to be purchased. Most broke down here and Rhonda's PT cruiser began to fill with a wide variety of flowers. Everyone that is but Barb Wild who had begun her futile search for Fiberoptic grass.

It was at this point that The Kobuseks left us - turns out that top down two days after the ragweed blossoms can be rough on one with allergies. Don and Linda McConnell also had to leave. Linda is a new gardener, but she had the look in her eyes that said she realized that she needed to dig a few more beds around the house.

Next was a beautiful drive through the country which is where I learned Lesson 1: If one is leading the tour, one should not be driving with an old friend one has not seen in a long time. The conversations tend to make one misread the directions. Thanks to Jim and Dawn for saving everyone from a long tour through the streets of LeRoy.

Surprise, surprise we hit the end of season 50% off sale at *Sara's* and every car began to fill up quickly. The great thing at *Sara's* is that the plants are displayed in alphabetical order so we could easily look for what had been written on the lists of plants to be purchased next spring.

On the trip to stop four I learned Lesson 2: Be sure that the club member you decide to follow is actually going to the next stop and not leaving the route to search for a rest room. And Lesson 3: Just because one's co-chair follows you when you turn right instead of left, it doesn't mean you are correct.

But we did reach *Van Putti's* with its impressive display of shrubs. However, most thoughts had turned to food and seeing Rhonda's garden, so our stop here was not as long as originally planned.

Those club members who were on the first garden tour had seen Rhonda's garden in its infancy. Now, they stood with dropped jaws at the verdant paradise that is her back yard. The seeming endless variety of plants and the change of scene at every turn along the path makes this a truly inspirational garden. It was the perfect place to chat and eat and dream about what could be done with good soil and endless energy.

***By the way, we are already thinking about next year —
Rhonda and Elaine***



Our welcome at the MiniCity starting point.



At the first garden stop. - A very beautiful yard.



Jim says "I don't think that's what its used for."



Mabel should have a pond, this looks good.



Tim - there's some room over there behind the



There's gotta be a reason we don't want one of these.



You'll build one for me right John?

Pictures by Allen Hess

From Stacy VanDenburgh -

My father used to be Managing Editor of the Sunday supplement Parade Magazine and he wrote an article on this same subject, but saw that it had the potential to become a book.

My Dad's booksigning will be at Barnes & Noble in Pittsford on September 25 at 7 p.m. My Dad's name is Larry Smith and his book title is: Beyond Glory: Medal of Honor Heroes in Their Own Words. Author: Larry Smith (Stacey's Dad). With a foreward by General Norman Schwartzkopf and portraits by Eddie Adams. Published by Norton.

SEPTEMBER BIRTHDAYS

2 Vivienne Rizzo
 3 Brenda Favro
 3 Mary Wiley
 5 Gary Newman
 5 Caran Ashkar
 7 Irving Black
 7 Daniel Goodwin
 7 Leon Todaro
 7 Rebecca Van Dorn
 9 Jonathon Perry
 10 Karen Martin
 13 David Palermo
 13 Gayle Gibson
 13 Nancy Herschell
 14 Irene Searles
 15 Jeff Wiley
 15 Ryan Aiken
 16 John Borycki
 17 Bob Miarecki
 19 Linda Fazio
 20 Reg Newman II
 20 Wendy Miller
 21 Denver Cornett
 23 David Avery
 23 Gayle Schneider
 25 Allyn Wagner
 25 John Young
 27 Eric Mehserle
 27 Lia Glanville
 27 Christine Rodman
 28 Rhonda Rizzo
 29 Jonathan Haney
 29 Beverly Mack

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Bob & Patti Haak, Jr.
 91 Timberbrook Lane
 Penfield, NY 14526
 585-385-1689
 1976 MGB

Nicholas Zuck
 954 Quaker Road
 Scottsville, NY 14546
 585-889-5280
 1966 VOLVO 544G

SEPTEMBER ANNIVERSARIES

2 Paul & Joan Heaney
 5 Kevin & Susan Lenander
 6 Mark & Pam Porter
 7 Al & Liz Colquhoun
 8 Bill & Patricia Long
 9 Richard & Bethel Powers
 10 Don & Madeline Moodie
 11 Claren & Mary Kruppner
 12 Allen & Elaine Hess
 12 Peter & Joyce Pegoni
 13 Dan & Mary Ellen Suter
 15 Leon & Barbara Zak
 17 Reg & Carol Newman II
 19 Ben & Carolyn Barlow
 19 David & Tricia Lucchesi
 19 Jeff & Mary Wiley
 25 Joseph & Joeanna DeBlaere
 25 Hollis & Doreena Hames
 27 Jim & Marlene Bartasevich
 29 Robert & Terry Welch

**CONGRATULATIONS
 TO ALL!!**

OCTOBER ANNIVERSARIES

1 Brooks & Gayle Schneider
 5 Marcia & Scott Preston
 8 Robert & Annabelle Tescione
 10 Dave & Barb Wild
 12 Karen & Roger Jaczynski
 13 Ted & Kathy Hershey
 15 George & Beverly Haynes
 16 Joe & Linda Fazio
 16 John & Karen Martin
 17 William & Brenda Favro
 18 Bill & Suzanne Glanville
 20 Wally & Doris Roworth
 26 John Cracchiola & Caran Ashkar

**CONGRATULATIONS
 TO ALL!!**

OCTOBER BIRTHDAYS

? Karl Burkhardt
 1 Mary Ann Miarecki
 2 Sue Kron
 4 Megan Davis
 4 Patricia Giambra
 4 Patricia Long
 5 Barbara Kingston
 7 Melissa Druehl
 7 Brian Fallon
 8 Jim Hogan
 10 Dick Rzepkowski
 10 Brian Smith
 10 Linda Masters
 11 Jim Priestley
 11 Doreena Hames
 11 Beverly Swarts
 12 Kay Johnson
 13 Shirley Forrester
 14 Carol Newman II
 14 Kathy Temple
 15 Roger Jaczynski
 16 William Brorein, Jr.
 16 Bruce Krobusek
 16 David Russell
 16 Gail Colegrove
 16 Sue DeVos
 17 Donald Sweeney
 17 Susan Krobusek
 21 Deb Hein
 22 George Heissenberger
 22 John Peck, Jr.
 22 Mary Sweeney
 24 Charles Elam
 25 Timothy Paul
 25 Howard Pratt
 25 Michael Tojek
 26 Joan Heaney
 28 George Tennant
 28 Glenn Wakefeld
 28 Bridget Tierno
 29 Al Colquhoun
 30 Suzanne Keppeler
 31 Lisa Murphy

HAPPY BIRTHDAY EVERYONE!!



Deja Vue all over again - oh wait, that's not a clutch, it's a bagel



*Dick Powers celebrated 10 years of racing.
(see Laurie - the car looks red in this photo)*



Al Costich explains the beer can over draft system.



Zipper racing got zipped. He zipped, he zagged he got zipped!



Peoples Choice Award winner.



John helps out, on a Riley of course.

WESTERN NEW YORK CENTRE MGCC

CALENDAR OF EVENTS 2002/2003

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

September 4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Dinner Run	October 12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	November 6 Board Meeting 9 Garage Tour 20 Meeting 30 Brunch Run (?)	December 6 Holiday Party 15 Leon tries to get the 2004 Calendar out on time
January 8 Board Meeting 15 Meeting 18 Wine & Cheese	February 8 Sweetheart Brunch 20 Meeting	March 7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	April 11 Brunch Run 15 Meeting
May Tune Up Clinic 21 Meeting Carlisle Autocross I	June 1 Vintage Car Show 18 Meeting	July Autocross II 16 Meeting Kids day - Glen Steak Roast/Rally	August 20 Meeting Garden Tour

The SPOKES
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