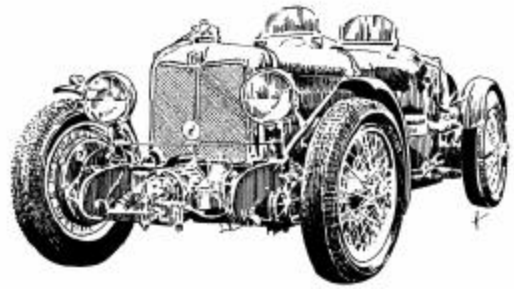


The
SPOKES

Founded 1958



Volume 46 Number 12

December 2004

Official Publication of the MG Car Club Western New York



Garage Tour Fun under a "B"



Next meeting - January 20, 2005
At the Burgundy Basin Inn 7:30 pm
1361 Marsh Road, Pittsford, NY

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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, photographs, illustrations, jokes, suggestions, and other submissions are welcome from all readers. If you have questions, please contact the editor for additional information. The **DEADLINE** for submitting materials to the upcoming issue of **SPOKES** is one week after a general meeting. Please **SEND** your information by Email to Spokes@mgcarclub.com. Alternatively, send it by mail to The SPOKES, PO Box 831, Webster, NY 14580.

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*Cover Photo by Wendy Austin
Cover Drawing "MG K-3 Magnette" by George Herschell*

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\$ 5,980.00

Add your name to the MGCC Endowed Scholarship Plaque.

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the MCC Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club. If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O'Neil-Hess
17 Sandpiper Lane
Pittsford, NY 14534

Please indicate exactly how the name should appear on your plaque.

BRUDNO AWARD/LIFE MEMBERS

Desi Benet•George Haynes•Dave Chase•Alex Kopen* •Joe Tierno•George & Nancy Herschell
Gill & Betty Langswager•Richard & Bethel Powers•Dave & Barb Wild• Steve Fitch • Jim Priestley• 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 on every odd numbered month. Please contact the chairman for the location for the next board meeting and to arrange to get your item on the agenda.

ON THE ROAD

Doug Scribner, Chairman

It's true what they say about time flying when you're having a good time. This whole year has been like that. I'm happy that this has been a good year for the club. We enjoyed a terrific variety of events--autocrosses, rallies, cruises, shows, meals--and we made some history, with the success of our car show and the phenomenal vintage weekend at Watkins Glen. All of the fun we've had as a group is due to the efforts of individual members, and it's wonderful that we can share each other's interests and enjoy each other's company, and continue to find new and better activities. I'm looking forward to the year ahead. And it's only four months until springtime.

ACTIVITIES

Betty Langswager

November 7 was a perfect day for our annual garage tour. The weather a little crisp but sunny. We started out at Jim Priestley's garage with hot coffee and doughnuts. About 40 people started the tour. We all inspected his garage to see his MGCGT with the engine out. He still has a long ways to go, but Jim will get it to completion in a year or two.

Our tour guide, Al Costich, soon had us on our way down to Honeoye Lake to Bob Austin's garage. Hey, he's got a two story garage! Up on the road level was Joe & Joeanna DeBlare's pretty yellow TD, a race car, a racing boat and a stack of bug-eye Sprites under a large tarp. Down on the lake level was an MGB on a lift and a Crosley Super Sport roadster under restoration that he's had since he was 14 years old. I couldn't get over how small the engine was! You could work on it on the kitchen counter!

After an hour there, we were on the road again back to Greece out on Manitou Road to see a brand new large barn almost finished. John Thompson and his son, Eric, are building it all by themselves. The ceiling is high enough for several car stackers. Out in the yard we saw under tarps several Rileys that John hopes to restore there in the barn. John & Eric certainly have a lot of ambition to build a barn that size. We hope we can visit again to see the Rileys under restoration.

"On the road again", this time out to Elba to Dick Moore's museum. We've been there before. Dick &

Mrs. Moore were gracious hosts to let us come in and browse through all their things. We met Dick in the pool room with an almost olympic size swimming pool that they use every day. This museum is unbelievable. He collects gas pumps, gas signs and almost everything you can think of that is automotive or automotive related. Everything is in perfect working order and also completely restored. The Moores live in a beautifully restored onion barn so it has plenty of space for a "large" collection of pedal cars. Yes, large, maybe at least 100 completely restored, better than factory new, all on shelves to make it easier for viewing. Two rooms full of these pedal cars -- a must see! Down in the basement he used to have three beautiful Rolls Royce's, but he sold those and is now into Bantam cars, four of them! They're completely restored, just beautiful! Al Costich, thank you for yet another great garage tour!

November 14 we had brunch at the Rochester Yacht Club with Anne & Gene Faust as our host & hostess. Everything was delicious and plentiful. Looking out across the river, we saw the infamous "Breeze". That encouraged lots of conversation, everyone wondering what will happen to it.

Our Holiday Party is December 4. So far we have 81 people signed up. The menu looks delicious, we're looking forward to a great party at the Wishing Well.

January is almost here, a new year! We have exciting things planned for the year already. January 16 is our annual Wine & Cheese, Valve Cover Racing Party. It will be at the Gates Recreation Center on Howard Road, like last year starting at 1:00 PM. Bring your own wine or drinks, hors d'oeuvres or desserts and your best Valve Cover Racer. I made mine over for this year. I'm hoping that good looks (the racer's, not mine) will make it go faster. We're hoping for a good attendance.

February 5 is our second wine tour. This year will be a Mardi Gras Party starting in Hammondsport. We'll meet at 8:00 AM in Eastview Mall on the Victor side of Kaufmann's. Hopefully, we can car pool to Hammondsport. From there we pick up the bus for our wine tour. Our Mardi Gras day starts with a New Orleans style brunch, then off to 5 wineries, lunch at one of the wineries, then back to Hammondsport for a Mardi Gras parade. We're all encouraged to wear a Mardi Gras costume, mask and all. It sounds like fun! Look for me. I'll be on my walker, just two weeks from a hip replacement! (I hope!)

Happy New Year, Everyone, here's to another great year, 2005!

MGCC MEETING MINUTES

Pat Sangster

Meeting was called to order at 7:30 pm. Chairman welcomed everyone and announced the evening's program a "Regalia Sale" going on in back of room. Last month's minutes were accepted. Treasurer reported everything is in good shape. Dues are coming up, pay to Jim Priestly or through the website. Activities report by G. Langswager: Thanks to the Faust's for organizing the brunch run at Rochester Yacht Club, it was a great event. Another successful Garage Tour thanks to Al Costich. [See Activities report in Spokes for future events.] Spokes editors are working on the calendar and looking for articles for the December issue. Laurie Scribner is now doing Regalia. This week many items on sale, future regalia items will include clothing in ladies sizes and embroidered items with items on sale each month. Many thanks to Dave Chase running regalia all those years, it is much appreciated. Laurie is interested in hearing your feedback on regalia and what people would like to see. MG items will be on display at Mini City for anyone interested in purchasing items outside of meetings.

Dick Powers is Car Show Chairman for 2005, report given later on. 2006 is 35th car show, Dave Wild has agreed to be honorary Car Show Chairman that year.

Old Business: election of officers. The current board was unanimously re-elected: Doug Scribner, Chairman; Beverly Mack, Vice-Chair; Chris Baum, Treasurer; Pat Sangster, Secretary; Dick Powers and Steve Sangster, Trustees; Gil and Betty Langswager, Activities. No new business. Door prices were awarded. Cars and parts announced. Meeting was adjourned at 8:02 pm.

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Purveyors of Fine New and Used Auto Parts

"If it's out there we'll find it."

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OCTOBER 2004 ATTENDANCE

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Barb Wild
Dave Wild
Betty Langswager
Gil Langswager
Lyn Smith
Roger Gunther
Anne Faust
Gene Faust
George Herschell
Nancy Herschell
Leroy Hokenson
Linda Fazio
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George Shetterly
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George Haynes
Brooks Schneider
Hollis G. Hames
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Doug Scribner
Beverly Mack
Dave Chase
Cheryl Zonneville
David Leete

Dan Goodwin
Doug Jack
Steve Sangster
Pat Sangster
Bill Baldwin
Cheryl Baldwin
John Martin
Dick Giambra
John Baum
Chris Baum
John Thompson
Mabel Case
Mark Gibson
Wes Pittenger
Brian Fallon
Ken Heusler
Allyn Wagner
Bev Barlow
Jim Davis
Marlene Rzepkowski
Dick Rzepkowski
G. Tennant
Ted Hershey
Kathy Hershey
Eileen McMahon
Chris Williams
Sue Keppeler
Wally Roworth
Al Fink

FROM YOUR EDITORS

Joeanna DeBlaere & Eileen McMahon

Seems like a fast year, with us taking over Spokes only a few months ago. We would like to THANK everyone for all their articles, help and support.

I (Joeanna) have been working on the calendar for the last several days and noticed that Gil & Betty have lots of great activities set up for us in the coming year. It is always great to start off the new year by going to the Valve Cover Races. Even if you don't have a valve cover racer it is fun to watch and encourage the racers.

A reminder that there is no January issue of Spokes because we do not have a December meeting. But we would still like your articles the week after the January 20th meeting, as get them to us by the 27th.

Have a GREAT HOLIDAY!!!!!!!!!!!!!!

MG CAR CLUB

**WINE & CHEESE PARTY
&
VALVE COVER RACES**

January 16, 2005 - 1:00 PM

**At the Gates Recreation Center,
Howard Rd.
Chili**

**Bring hors d'oeuvres or desserts to pass
& your own wine or drinks**

Bring your valve cover racer – make it a winner!

Prizes for 1st, 2nd, and 3rd places

Popular vote for best looking valve cover racer

VALVE COVER RACING

Official Rules

The Cars –

- The cars shall have no power source. All motive force is provided by gravity
- Cars shall be based on an actual rocker cover or cam cover from a MG or British made automobile engine.
- Wheelbase shall be no more than 24 inches. *Note: The staging lane is only 24 inches long.*
- Wheel track shall be no more than 14 inches.
- Cars must have 4 wheels, each no more than 6 inches in diameter.
- Cars shall weigh 12 pounds or less.
- Car design should allow the front wheels to touch a 2 inch high starting gate.
- Any cars changed during the races may be subject to inspection.

The Course –

- The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
- Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered so as to provide a smooth transition from the incline to the run out area.
- The official “Starting Line” shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, is provided.
- The run out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
- The finish line shall be marked 20 feet from the front edge of the launch incline.

The Races –

- Cars will run in heats of 2 cars each.
- The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this it is your disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car makes it to the finish line, the car going the furthest within the lane wins.
- If the wheels of a car should touch the lane markers, or cross over the lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
- Winning cars will advance to the next round until all are eliminated except 1 car. Scoring is double elimination TO THE FINALS.

MG Car Club Western NY Centre Official Regalia

Car Badge	\$25.00	Sport Cap	\$12.00
Badge Clip	5.00	Patch, embroidered	2.50
Key Fob, large leather	4.00	Pin, cloisonné	3.00
Sticker, front adhesive	1.50	Dash Plaque, 40 th Anniv.	4.00
Sticker, silver	1.50	Sign, magnetic (10")	15.00
Blanket	18.00	Tote Bag, embroidered	15.00
Bumper Sticker	1.00	Name Badges w/MG	10.00

Also available is a wide selection of clothing items (shirts, jackets, etc.) embroidered with the club logo. Prices shown are for members only.

All items are available for purchase at our monthly meetings, or delivery can be arranged. **Contact: Laurie Scribner 585-872-5133** (weekdays).

MG CAR CLUB MARDI GRAS PARTY
At the
VILLAGE TAVERN

**Hammondsport, NY on the Village Square
Saturday, February 5, 2005 10:00 AM**

**Start with a New Orleans style brunch
Take a bus ride to five area wineries
Get a free wine glass & Mardi Gras beads
Have lunch at one of the wineries
Watch the Mardi Gras Parade
You are encouraged to dress in Mardi Gras
costume**

All this for \$40.00 per person!

Limited to 30 people!

Please sign up early.

Call Betty @ 385-9956

Meet at Eastview Mall south of Kaufmann' At 8:00 AM.

We will carpool to Hammondsport.

Or meet us there.

**For more enjoyment you can stay for a Cajun dinner at the
Village Tavern and even stay overnight at the Tavern or at the
Vinehurst Motel just down the street.**

**You can make these arrangements by calling
Jeremy at the Tavern at (607) 569-2528**

George Herschell

Last month we made one of our frequent trips to Washington (DC) to visit some of the newer attractions on the National Mall. We have always been serious admirers of the Smithsonian with its many different museums. We had visited most of the existing museums but a few years ago we heard about the new annex to the Air and Space museum and hoped to see it in the fall of that year. The opening had been delayed and even though it was supposed to be open while we were there, it did not. This year however it is open and we had to go and see just what they had done. It is not on the mall proper but near Dulles Airport about a 25 mile drive from Washington. We left the hotel early on Saturday morning and drove to 495 South (the beltway around Washington) and took Route 267 (a very interesting toll road) which brings one to the access road to the museum. The toll road is interesting in that you pay a 50 cent toll when you get on but have to pay another 35 cent toll to get off. I hope New York State never hears about that one or we will all be paying to get on and get off the Thruway.

The museum is free to the public, but the parking (for 2,000 cars) is \$12.00 per car. Of course you can always take the shuttle bus from the Air and Space Museum downtown and get there for \$7.00 per person. (The more I think about it, I'm sure New York legislators must have had a hand in this cost structure.) The exterior while very simple is most impressive and the 400 hundred foot tall observation platform is extremely imposing.

Upon entry you have to go through the security check that has become standard at all the museums and we were through quickly and began our visit. The first impression is the vastness of this building. As you enter (on the second level) the first thing you see above is a Pitts Special aerobatic biplane hanging from the ceiling upside down as if it were at the top of an inside loop. Walking to the end of that entrance platform, you come nose to nose with a Curtis P 40 Tomahawk, as used by the Flying Tigers in China during WW II hanging from the ceiling and to the right of it, a WW II Navy Corsair (also hanging from the ceiling) as if it were coming in for a carrier landing with the gear down and the tail hook extended. We chose to take the observation walkway to the left and started to view aircrafts

from WW I, and then looked down on the rest of the WW II aircraft on the floor below. The vastness of the building really comes into view as you start to walk across the observation platform and realize that on your left is a Concorde, a Boeing 707, a Lear jet, a Fed Ex cargo Jet, a number of private and corporate aircraft displayed on the floor, and above, many of the airplanes I grew up idolizing and building models of. There were a number of air racing planes both ex WW II fighters and the smaller racing planes of the late 50's and early 60's. I saw, once again, my all time favorite airplane, a Grumman Gulfhawk as flown by Major Al Williams in aerobatic demonstrations. The last time I saw that airplane was in 1949 at the Cleveland National Air Races. I had built a model of it and still remember Williams and his demonstration at Cleveland.

Looking to the right are more aircraft of WW II including the Enola Gay, the B29 that dropped the Atomic Bomb on Hiroshima. There were too many planes to list all of them but as we walked to the other end of the building we saw the Blackbird that flew from Los Angeles to Washington in 1 hour and 4 minutes, a record that has never been broken. We also were able to see the planes from the Korean War, a MIG 15 and an F86 Sabre Jet. I remember seeing many of these when I was there and one MIG 15 in particular, much too close for comfort. Strange, standing there on the ground it didn't look as menacing as it did when I saw it 50 + years ago. To the rear of that area is the Space Hanger with the Space Shuttle Enterprise on display. We spent about four hours there and I could do it all over again. The view from the observation tower was interesting, being able to watch the planes take off from Dulles and go right by seemingly close enough to touch.

On Sunday we went into Washington proper to the Mall and visited the new Museum for the American Indian. This was very crowded as it had just recently opened and we really didn't get to see as much as would have liked to because of the crowds. But we will be going back. It is an extremely impressive building with some marvelous displays and a place that merits a much longer visit. Some of the jewelry was absolutely gorgeous but with four figure price tags I managed to convince Nancy that she really didn't desperately need any of it.

From there we went to the World War II Memorial and

SMILES and some serious non MG reflections cont'd

this was the probably high point of the day for me but one that caused me a great deal of emotion. It is an impressive memorial or what I would call one on a "grand" or "epic" scale. It is located on 17th Street near the Washington Monument and stretches from Constitution Avenue to Independence Avenue. The memorial is laid out with a pool in the center and fountains at each end and many smaller fountains all around the perimeter. There is a wide walk way around this with a stone wall. As part of this stone wall are 56 monuments each representing and naming the 56 US States, territories and the District of Columbia which is inscribed on each of the pillars along with a carved bronze wreath. On each side of the Memorial are twin pavilions one for the Atlantic and one for the Pacific denoting the two areas and oceans where the war was fought. On the far side of the memorial is the Freedom Wall, with 4,000 gold stars commemorating the more than 400,000 Americans who gave their lives in that war. Standing and viewing those stars one sees the Lincoln Memorial and the reflecting pool in the background. It was a beautiful day and there was quite a crowd at the memorial. Everyone seemed to treat that memorial with the respect it deserved and one didn't see any of the foolishness that normally goes with large crowds. The most poignant remembrance was of the many World War II veterans that were there that Sunday. A good portion proudly wore caps or jackets with military insignias of their branch of service or military group. Many were walking with canes or in wheel chairs and one could see that a great many of them were reliving memories of that war. We saw two older gentlemen walking along together and when they reached the pillar with the name New York on it they stopped and posed arm around each other shoulders while someone took their photograph. Everyone stopped so as not to get in the way of the photograph as it was being taken. As one of the men walked over to the photographer the other still standing there smiled at Nancy and I and we smiled back. I wondered just what branch of service he had been in and where he had served but couldn't bring myself to ask him those questions. But here was a man who had served in that war, where, or in what capacity, I don't know but has survived all these years and now finally has a place to call "home".

I had seen both the Korean Memorial and the Viet Nam Wall and they both are very moving experiences, but both of those memorials are much more "stark" in appearance than this memorial. I mentioned that this memorial is on a "Grand" scale and it is appropriate in that World War II spanned two oceans and so many continents and involved the entire world. My biggest regret is that it took so long to get completed that many World War II Veterans never got the chance to see it completed. It is a magnificent honor for these men and women and one that should have been enjoyed by many more while they were still able to see and experience it.

I would urge all those interested in aircraft to visit Washington and see what the latest additions are to the Air and Space Museum, and to visit the other Museums while there. I would also urge visits to all the memorials, the Viet Nam Wall, the Korean War Memorial, the World War II Memorial. These memorials are honoring many men and women who gave their lives in the defense of our country. Had it not been for their sacrifices, we probably would not be enjoying the many things we take for granted. MG's included.

Thank you so much for letting me go on with this little sermon. I don't get this serious very often but every once in awhile I wake up to the fact, that this is a pretty good place to live and we all should take the time to reflect on what we have and how it was obtained. We all owe a great many people a tremendous vote of thanks for their service to our country and the many sacrifices that were made.



THE CLASSIFIEDS

FOR SALE: 1970 Rover 3500 aluminum V8 engine: low mileage engine, 10.5:1 compression, very complete including desirable early Rover valve covers, distributor, starter, water pump, SU carbs, engine mounts, exhaust manifolds, essentially identical engine to 1961-3 Buick 215, automatic Borg Warner 35 also available, call for full specification, Asking \$300
Call Dan—585-377-1877

FOR SALE: engine '63 MGB 1800 , hot tanked, 3 main bearing, block bore is 0.020" oversize, flattened & magnafluxed with new camshaft, pistons & rings. Crank is cut 0.010" undersized, magnafluxed, balanced & polished with Aluminum flywheel (\$500 in Moss catalogue) & new ring gear.
Asking \$395 for all,
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SAD NEWS FROM THE UK

George Herschell

This appeared in a news release from Reuters in London quoted by MG Rover.

Shanghi Automotive Industry Corp. would provide more than 1 billion pounds of cash under a new Joint Venture to be signed early next year. The JV will be 70 percent owned by SAIC and 30 percent owned by MG Rover. A spokesman for MG Rover would not confirm the 1 billion pound figure but said "They are investing in our ability to develop new products. They are not buying the company."

SAIC officials were not available for comment.

MG Rover has been struggling to break even after being sold four years ago by BMW for just 10 pounds.

The joint venture is to be signed next year and the paper said there would be separate UK and Chinese companies to make the new models in Birmingham and Shanghi but the key assets and intellectual property rights would be contained in the JV giving the Chinese effective control.

Maybe now, a new MG, might find its way to the states, but I wouldn't advise holding your breath. waiting for that to happen.

The sound was unmistakable. Backing the Midget into its stall in the barn a couple of Summers ago, rapping the throttle and grooving on the nice exhaust note as it echoed off the floor, walls and roof, I also heard the telltale rattling and clanking that a failing water pump makes. Oh, good. Well, the pump on the car was probably close to 32 years old, and although it would have been low mileage, it was probably due. Raising the bonnet, I also caught the smell of hot anti-freeze. Water pump for sure. The fan wasn't jumping back and forth yet like it did the last time, but there was little doubt in my mind.

This time the guys at my parts store surprised me. Normally they're pretty good with Midget parts, but this time they came up empty. I thanked Rob, the owner's son, for trying and made the call to Victoria British. I also ordered a thermostat and a fan belt. Philosophically, if I'm going in this "deep" I want to be sure I don't have to go there again real soon.

On the appointed day, I started by putting the front end up on stands. I did this for two reasons: a) my head and shoulders don't fit under the car to allow me to remove the two screws holding the bottom of the grille in place unless the front end is on stands, and b) my back will not be saying nearly as many ugly things to me at the end of the day if the front end of the car is elevated and I'm not bent over quite as much quite so long. Further, I can, in some cases, work comfortably on my knees if needed with the front end on stands.

Sliding my floor jack under the front end of the car, I made sure I had the jack saddle squarely under the front cross member and hoisted the front end up. Setting two frame stands in place on the front frame rails, I eased the car onto the stands and gave it a good shake. Satisfied that it would not come off the stands unexpectedly, I turned to the next problem. OK, so where's the petcock? I think every cooling system I've touched over the years has a drain cock somewhere in the system. Darned if I can find one on this Midget. Or, maybe more accurately, darned if I can find one I want to try and turn. Sure there's this almost inaccessible plug on the block, but how , badly do I want to find out that it's really stuck in

place? Couldn't I please have one on the radiator?

"Oh yeah, that would be a really good thing, but fact is, Son, there isn't one. You drain this system by pulling a clamp and a hose off either the radiator or the crossover pipe." Funny how my memory kicks in with admonishments when I least want it to. Unfortunately, my memory was correct on this one. At least, for what it's worth, I've always done it this way before.

I hate working with anti-freeze just on basic principle. First of all, it never goes where I put the drain pail. In fact, there seems to be some conspiracy here, since when I move the pail to where the stream is "just now," the stream moves. As a result, I manage to collect a token amount of coolant in the pail I've carefully selected for this purpose, and liberally distribute the remainder around the shop floor. The crowning insult, I suppose, is when the stream just swings over to one side enough that it runs down the side of a jack stand. This process may also explain why I regularly blow through a roll of Kimwipes in a heartbeat and wind up trying to remember what I did to use them up.

Resigning myself to the inevitable, I picked the 5/16 socket off the bar and attacked an accessible hose clamp on the crossover pipe. In no time I had the clamp loose and slid back down the pipe, prepared to do battle with the hose. In a more pragmatic world, I suppose, I would have just cut the hose away and been done with it, but it hadn't been too many years and a precious few miles ago that I'd replaced every hose on the car, and I didn't feel like cutting up a fairly new one just yet.

A smallish screwdriver, worked under the edge of the hose, and then around the connection as far as I could manage sufficed to break the hose's grip on the crossover pipe. Sure enough, the resulting display of pouring water and anti-freeze was visually interesting but the catch bucket stayed a lot drier than I would have liked. I'm afraid it may ever be thus.

The good news about the Midget and its radiator is that there isn't a whole lot that holds the radiator in place. A couple of bolts on top and two down near

ON COLLECTING cont'd

the bottom and the whole radiator and shroud just come right out. The other piece of good news is that with the radiator cleared away, there is abundant room to reach all the rest of the various nuts and bolts that need to be touched, so that it wasn't a lot longer before I reached for the rubber hammer, gave the old water pump a "smart" rap and I had it in my hand.

It was about this time that I realized that except for the wires, the alternator was already off the car. Now this alternator had been giving me grief since I'd had it installed back some time in the '70s. Although the "charge" light would go off when the engine caught, the alternator had always shown some indication of a problem. At night, with the lights on, I'd see a faint glow in the charge light. When, in my more inexperienced days, I'd asked about this, I'd been told that "some of them do that, but it's really OK." Uh, right. I'd never had a battery go flat from non-charging, but on the other hand it had always seemed that the batteries were "almost fully charged," but not completely. There weren't many miles on the alternator, but there were a number of years and a number of long Winter downtimes. Seemed like this was an opportunity to make a number of things "right."

This time the guys at the parts store came through. I ordered the alternator on a Saturday, and picked it up during the next week. Heading out for the barn on a "Friday off," I opened the box and was struck by the fact that this was a Hitachi alternator. "That's strange," I thought. "I didn't know there was a Japanese alternator option for these cars." The alternator didn't physically look like the original, but I've had that happen before and it had been OK. Hoisting the alternator into place, I was next struck by the fact that nothing was going to fit the way it was supposed to. As the saying goes, "Houston. We have a problem." It took me a little while, but I finally concluded that maybe what had happened was that someone had put a Hitachi alternator in a box that was supposed to hold one from Lucas. I hate it when that happens.

It was getting late in the day, but with only tiny wisps of steam drifting out of my ears I headed back to the parts store. The warehouses were still open for a while, and maybe we could sort this out

today. Rob was behind the counter when I walked in and explained the problem. "Yeah, sure enough, looks like someone just packed the wrong part in the box. The number on the box is the one we want," Rob said reaching for the phone. "Hey, let me talk with Laura," he said. Everybody seems to have contacts they rely on. Laura, down at the warehouse, was Rob's.

When Laura came to the phone, Rob read her the part number. "She has three," he said in an aside to me. "OK, let's take a look inside one. What's the manufacturer name on the part?" We waited a bit while Laura fetched the box. "Hitachi. OK, that's not what we want. Let's try another." This time we got another Hitachi. I was on the edge of giving up all hope for getting this done today when Rob suddenly exclaimed "Lucas! Set that one aside." And to me, "You gonna pick it up?"

With a car down for parts on a fine Summer Friday, how badly did I want to wait another week or so? "Yeah," I said. "Tell her to hold it and I'll be right there."

It was close to 4:30 when I got to the Warehouse downtown. Already some of the employees were headed out to the parking lot, on their way home. The good news was that after I'd found Laura and, just to be certain, opened the box, this time the alternator actually physically resembled the one I'd taken off the car. It did have a little American Flag on it, close to the Lucas logo, but I assumed that was because it had been rebuilt in the US. Or maybe there was some sense of "we can make it better" at the rebuild shop?

It's good when replacement parts just bolt up like they're supposed to. From time to time, I've had a little trouble with alternators in particular, where they don't quite straddle the bracket where the bottom bolt is supposed to go. From time to time on one vehicle in particular I've resorted to some angle grinder based "refinement" of the gap on the alternator itself, sometimes just slimming up a bushing in one end. (In retrospect, I now believe that the alternator mounting bracket itself was a little too big, but at the time I was always scared that this was a "tight" alternator, and if I modified the bracket the next alternator for sure would be a "loose" one and I'd never get it tightened down.) This time, though,

ON COLLECTING cont'd

with a little manipulation the new alternator slid over the bracket and we were headed back together.

I greased the gasket for the water pump and set it in place. Then the water pump, then the fan, then the radiator, and finally the pesky little hose I'd removed to drain the system. I filled and did the obligatory pressure test on the cooling system and with the exception of one hose clamp which needed tightening concluded we were ready to go. Raising the car off the jack stands after re-installing the grille, I carefully pulled the jack stands out and eased the car down to its wheels. Removing and storing the jack, I piled into the cockpit, pulled the choke out all the way and twisted the key. The familiar ticking of the fuel pump greeted me as I rushed ahead and hit the starter.

The "report from the front" in this case is quite good. The engine caught after a few turns on the starter, as it always does, and although I will admit to a couple of minutes of just sitting there rapping the throttle and enjoying the sound, I did force my eyes down to the charge light. In the dimness of the barn where I was working, I couldn't see any glow. I cupped my hand around the charge light and still couldn't see any glow. I do love it when a plan comes together.

Just to add frosting to the cake, the water pump was quiet again. A trifle sadly, I shut the car down and covered it up. Wiping down the tools, I put them away. Another problem dealt with. Time to move on to the next one.

I still like working on cars. There is truth and beauty in identifying a problem and fixing a problem. It's also very good, by the way, when things go more or less as planned. It's best yet when the problem is on an old car, which can be made "new" again. I sure hope I don't outgrow this hobby any time soon.

Happy Holidays, everyone!

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 7 Beverly Lockrow
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 10 Norman Wright
 11 Joseph Kozloski
 11 Georgean Abels
 12 Dick Giambra
 14 Joan Mondello
 15 Ann Coleman
 15 Pamela Houseknecht
 16 Ann Lenweaver
 17 Don Lovell
 18 Betty Langswager
 19 Hollis Hames
 20 Jim Bartasevich
 24 Robert Abels
 27 Dezi Benet
 27 Tom McNally
 27 Linda Perkins
 28 Arnold Van Denburgh
 29 John Forrester
 29 Ron Hein
 31 Robert Houseknecht
 31 Paul Lilley

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2 Nicholas Zuck
 4 Gregg Gleba
 6 Dan Suter
 6 Linda Moulton
 7 Susan Cooley
 8 Donald Colvin
 9 Jeffery Langswager
 11 Jim Dix
 12 John Simonson
 13 Lloyd Potter
 14 Michael Mack
 14 Paul Wheeler
 15 Leon Zak
 15 Joeanna DeBlaere
 15 Bernadette Foster
 16 Susan Potter
 17 Margret Brorein, Jr.
 18 Mary Fitch
 18 Mary Ann Blair, Jr.
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 19 Sondra Franzen
 19 Diane Neatrou
 20 Roger Gunther
 21 Bernice Black
 21 Cindy Jack
 24 Frank Testa
 28 Gilda Parisi

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 5 Robin Christ
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 8 Jeff Miller
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 8 Mary Ellen Suter
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 12 Allen Hess
 12 Nedra McElroy
 13 Ned Paulsen
 15 Michael Palermo
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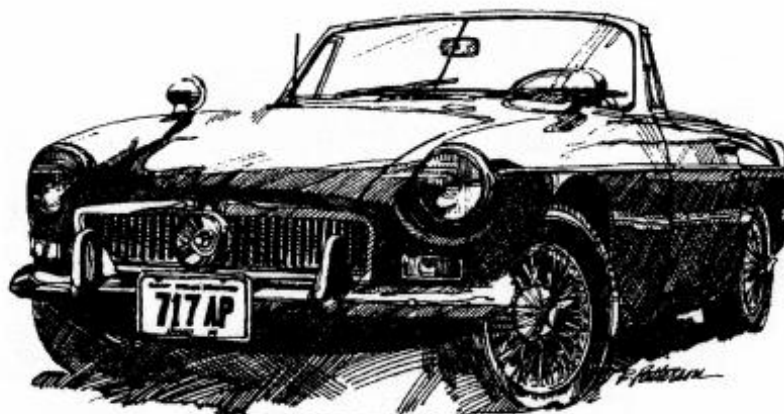
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On the cover is an Austin Healey. (I failed to identify the owner, sorry)

Editor Cindy Cappaccio commented strongly on her enjoyment in the job. Because she and Vince were going to Florida for Christmas the January SPOKES would be a calendar with submitted pictures from club members. She hoped this would be useful. "Happy Holidays" C.C.

Treasurer Wendy Priestley. Great weather helped give us a great Victor Auto Festival. She talked about dues and getting their B up and running, with all the fun in riding in them. Winter should not be so long or cold.

Chairman Phil Parisi finished his first meeting at 11:30PM, Nov 17th. He thanked those who complemented him on his handling of a "baptism under fire". It had to do with MONEY and its management. Notes conjured up over night: Phil's belief is that the intense meeting reflected the strong positive feelings of the club members and their deep desire for the club to continue. The largest reason for belonging to the club is that I genuinely like the people in the club. If I didn't I'd leave. And I don't think this view is unique to me. For me, the little car is secondary. As much as I like MG's. So it is no surprise to me that when a potential danger to the club is recognized that emotions might run a little high. Nobody wants to lose a good (a great) thing. Heck, were 36 years old!! That comes from many many correct decisions made by a lot of good people. I trust and believe in the wisdom of the democratic process. MY first '95 resolution- brush up on the parliamentary procedures. Limited knowledge helped keep order. The last thought in one word. FUN. All of the people in this club that volunteer their time and expertise to the club do it so the rest of us can have fun. So when one of these volunteers doesn't do things according to your standards, I humbly suggest you roll up your sleeves and get involved so the rest of the members can have Fun. Hey, it's a club, let's have a good time!

1994 Garage Tour by George Haynes.. Visited Dave Johnson, Al Costich, John McDonald, John Forrester, George Tennant and George Haynes. Each garage displayed a different level of activity and execution, but all were clearly capable of supporting major British car projects thru the winter. Refreshments at each stop

were the compliments of Maria, Shirley and Lyn. They were much enjoyed.

On Collecting by Chris Williams. His topless Midget is first to go to bed for the winter. I feel that a Midget is best experienced with wind in your hair. The 280z until end of October hoping for a nice weekend day to make a hard run to Naples for a grape pie is just the thing. The Mercedes is in the same category, reserved for company to ride in. The old Datsun pickup until the bitter end, running for firewood until the first snow puts down the layer that really does spell the end of the season. Of all the vehicles I own, the Midget is my favorite. It was my First Sports Car. It is also important because the Sprite/Midget was one of the Primary Trainers of the sports car world. When doing my "seat time" in the Midget I tend to shift higher, shift faster, run deeper into the corners and in general try to make every apex I come to suffer painfully by smacking it dead center at speed. Midget experience: exhaust note, gear whine, lever shocks levering, lightning-quick steering, brakes responding when pushed, short throw-shift lever, close ratio gearbox, snarling sounding exhaust when loaded at low revs and hair turbulence- wind from behind. Tank filled for the winter. Leaks are checked to catch any more than usual. It is clearly a love affair with a mechanical mistress.

Why Not A Radio by Allyn Wagner. Driving a GT makes a big difference over using a radio in a convertible, top down. It could have a tape player to enhance the sounds. Yes a radio can be a hindrance in open tourer but it can also add enjoyment for a Sunday Drive in a GT.

Wine & Cheese Party invitation.

Bury Me in an Old Mowog Parts Box by Jay Lockrow. This told of his breakdown of Cecil(TC). Three cars were going to the Como Park Show in Lancaster. A TD, a Model A and Cecil. On route 20, half way to East Aurora, I slowed down for a red light. It turned green before I stopped, I shifted and had a vibration in the gear box. It continued in fourth gear. Stopped, checked the engine with carb blips. No apparent problem. Started the car and all Hell broke loose with what I call very "expensive noises". Pulled over (engine now dead). John

TEN YEARS AGO cont'd

went home and got his wife's van and hitched Cecil on a towline. Going down a hill even with close watching the car ran over the tow line which threw it into oncoming traffic. Cars headed for the ditch everywhere. I could not steer as the towline was tangled in the front end and the wheels were locked to the left. The rope finally broke and I could steer to the bottom of the hill. I just sat and shook for several minutes. The rest of the trip was without incident. Yes the crankshaft was indeed broken and it took several weeks to obtain and install the new parts. Usually I take three days to get an engine running. This one was done next day. I put the car in the corner to wait for spring when it will get a few short runs to be sure things are working and we shall see what happens after that.

The Fall Film Festival a Photo Essay by Dick Powers. Seven pictures taken at the south west corner of Canandaigua Lake at Home Theater Box 5. The show was great.

This was the month and year that Ann and David Palermo joined the MGCC, WNY Centre with his 1973 Datsun 240Z

Items for sale: 53 TD rr fenders, rr splash apron, Plywood dash panel, Muffler, a '71 TVR \$5500, '71 MGB 60,000 orig miles spoke wheels, \$4000, someone looking for a classic limousine and a '75 MGB, o/d, no lead head. Hard and soft top \$10,000 (Ha Ha Ha)

Jacket Order by Dave Chase.

New England Mountain Adventure Mk III. Some space still available and George Herschell gave a brief rundown on anticipated costs.

Carlisle Rooms for 1995/ George Haynes. Nights Thur, Fri, Sat and early Sun pm. Not full.

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"Maybe they don't make them like they used to" one observer remarked.

Sunshine Page and Regalia finished it up.

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BURY ME IN AN OLD MOWOG PARTS BOX



Jay Locrow

Accessories, tools, special incentives what did your car come with? We touched lightly on tools before back in April but a complete tool kit for a sports car in the 60s or 70s was a real treat. Many cars today come with a jack, a lug wrench and that's it. Unfortunately there are a good number of people piloting cars that can't even do a simple tyre change.. A good tool kit is one of those things that a good sports car came with that many of us find interesting. We have discussed this before so lets move forward.

Accessories, oh yes! What rare and unusual factory accessory does your car have or did it come as a plain Jane? For example the MG TC never came with an inside rear view mirror. There was one on the right side of the windscreen for the driver but not one on the scuttle. One purchased elsewhere and mounted by the owner frequently took care of this. You rarely see one of these cars today without at least a clip on or magnetic type unless of course it was an EXU model. The EXU had the rearview mirror on the scuttle between the two humps. Oddly enough I believe it was the same rearview mirror was used on the XK120 or 140 and many of these type mirrors found their way onto non-EXU MGs. Not original but certainly a safety factor that needs to be addressed.

Factory luggage racks are usually few and far between. I have one for my TC and one of these days I'm going to put it on. In reality I think the car looks better without it but it is a neat accessory. My TR3 had a factory luggage rack and in the hundreds of TR3s I have seen over the years I have only ever seen one other. Most of the luggage racks you see are after market but still a great item and very useable particularly if you do any traveling with the car.

One of the better accessories was or is the tonneau cover. You could cover all but the driver position and keep out wind, rain and stay relatively dry. I also used to like to have a pair of good fog lights for the car. These were easy to put on and wire into the system and the benefits on a foggy night were great. The "pretty up" type of accessories were also popular. Probably topping them all were wire wheels along with radial tyres. Lovely to look at but a bear to clean and keep them out of potholes and salt. There were also such things as stainless doorsills, ashtrays

(although few real sports car types ever smoked) and sun visors. There are still all sorts of things like badges, badge bars, fiberglass hardtops, radios (if you could ever hear them) special seat covers, rugs and of course all the wearing apparel that is still offered today.

The best accessories were the tuning type like special carburetors, special exhaust systems, suspension items and that sort of thing. Many early sports cars had available on special order cylinder heads, intake and exhaust manifolds along with oversize carburetors or even special carburetors like Webers. An original Laystall-Lucas cylinder head for an XPAG engine today is a real find. Someone does however make a reproduction. Check out Gary Dryers MG TC the next time you see it and notice the original Laystall-Lucas head and special intake manifold and oversize SU carburetors.

Probably every car or model has an ultra rare accessory that all the motorheads are looking for. On the TR3 for example the cars that were not fitted with wire wheel had available rear fender spats that covered the rear wheel and supposedly made the care more aerodynamic. Check out pictures of the record breaking TR2 that is fitted with spats that ran at Jabbkeke in Belgium. This car has a full metal tonneau, a small windscreen just in front of the driver and the mentioned spats on the front wheels as well. These are so rare that almost none exist. Probably they were not popular but if you find a pair hold on to them.

On a MG TC I once saw door locks. Look at the door latch on a TC or TD. There is a little square chrome box (about 2.5"x2.5") on the inside of the car. On the backside of this chrome box there is a little opening about 3/16 inch wide and half an inch long. This is for a door lock. In all of my years looking at T cars I have seen just one. On the other hand why lock a car that has canvas side screens and top? This is just a beginning like the tools you could go on forever. One of the big problems is proving to a show judge that an accessory is period and not a later addition. I will leave this up to you, in the meantime, if you really like it go for it!

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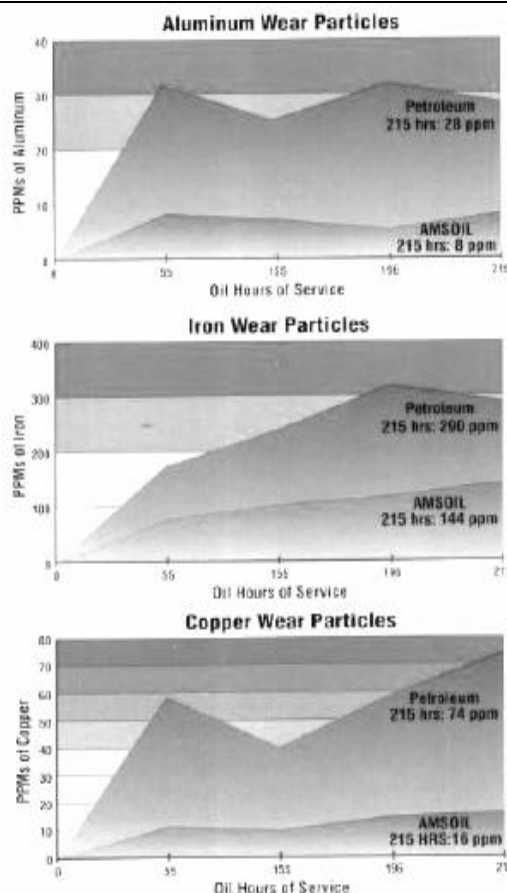


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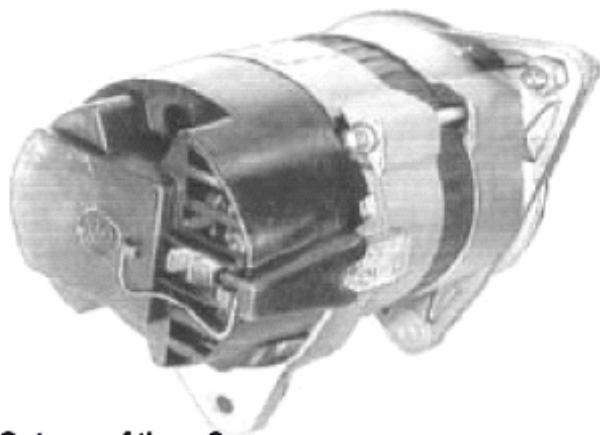
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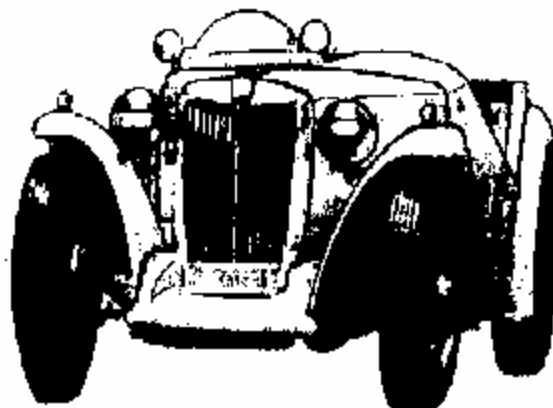
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<u>January</u> 6 Board Meeting 16 Wine & Cheese Party/Valve Cover Races 20 Meeting	<u>February</u> 5 Mardi Gras Party 17 Meeting	<u>March</u> 3 Board Meeting 6 <u>Steak Roast & Auction</u> 17 Meeting 28 English Pub	<u>April</u> 21 Meeting 23—24 Overnite—Saratoga
<u>May</u> 5 Board Meeting 8 Autocross (& Driver School) 14 Tune Up Clinic (10-4) 15 Rallye 19 Meeting 19-22 Carlisle	<u>June</u> 1 Stuffing Party (Car Show) 5 Vintage Car Show 5 Post Car Show Party 10—12 Hildene Car Show 12 Autocross II 16 Meeting	<u>July</u> 8 Board Meeting 21 Meeting 24 RIT Car Show	<u>August</u> 7 Pig Roast/Rallye 14 Autocross III 18 Meeting
<u>September</u> 1 Board Meeting 7 Vintage Weekend @ Glen 13 Meeting (TUESDAY!!) 24 Tune Up Clinic 25 Autocross IV	<u>October</u> 9 Fall Foliage Tour 20 Meeting 22 Halloween Rallye & Party	<u>November</u> 3 Board Meeting 6 Garage Tour 13 Brunch Run 17 Meeting	<u>December</u> 3 Holiday Party No Meeting

These dates may change. Please check meeting minutes or [mgcarclub.com](http://www.mgcarclub.com) for updates!

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