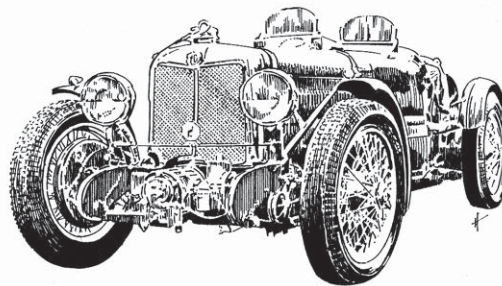


The ***SPOKES***

Founded 1958



Volume 46 Number 3

March 2004

Official Publication of the MG Car Club Western New York Centre



The Wine & Chocolate Tour Was a Hit!

**Next Meeting - March 18, 2004
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY**



**STEAK ROAST & AUCTION
March 7th
Call 385-9956 for Details!**

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, 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 to:

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Half Page	\$27.00	\$110.00	7.5" x 4.8"
Quarter Page	\$16.00	\$ 65.00	3.6" x 4.8"
Eighth Page	\$11.00	\$ 44.00	3.6" x 2.3"

DEADLINE for submitting to the upcoming **SPOKES** is one week after the general meeting.

SEND your information by Email to Spokes@mgcarclub.com

(Alternatively, send by mail to The SPOKES, PO Box 831, Webster, NY 14580)

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

Cover Photo & Wine/Chocolate Photos by Eileen • Cover Drawing "MG K-3 Magnette" by George Herschell

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\$ 4,552.00

Courtesy of Allen Hess

Add A 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 1453

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
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

Ron Hein

Several club members have asked for some changes to Spokes, including reinserting the Membership Application Form and the Regalia ad on the inside back cover. I have updated the calendar on the back cover, and in several places I have inserted bold-faced heads to help focus your attention on parts of articles. I hope these visual cues will help you skim articles quickly and find key points of interest.

Photos. I am starting to check CD-ROMs from Leon for photos to include in Spokes. For example, the Watkins Glen 1959 photos in this issue are by Gene L. Davis.

If you have photos -- or can take photos -- of club-related events, meetings, cars, or members, please send them to me (emailed .jpg files are great). As Doug and others have said, photos make our club more interesting and accessible to new, current, and potential members.

As you have additional suggestions, please let me know.

ON THE ROAD

Doug Scribner, Chairman

Just a reminder: Your Car Show Chairman, John Baum, needs your help with some of the "leg work" related to show sponsorship and program advertising. For as little as \$75.00, any business you know can advertise in the program and reach up to 5000 show spectators and 1000 show participants. If you talk about it and they're at all interested, let John know by email at John77577@aol.com, or call me at 585-872-5133 and we'll take it from there. A little extra effort now will ensure the show is a success. Meanwhile...

You never know how much "stuff" you have until you need to move it all. For the second time in six years, we're moving. I had hoped we'd only need to do this one more time, but we haven't won the lottery yet, so again we're renting, and having to look forward to *deja vu* all over again some day. There's less "stuff," this time, for sure, our having sorted out a lot and otherwise made an effort to lighten the load, but all that doesn't seem to make any difference now. We're only going three tenths of a mile up the road, but having to adapt to a different, smaller floor plan means extra time fitting everything together. And then there's the weather...but it's the least disruptive time, business-wise, so we'll press on, and in a month or two it will be done.

ACTIVITIES

Betty & Gil Langswager

The Wine & Chocolate Tour was a great way to spend a day! In fact it was so great that we (those of us on the tour) voted to make it an annual event. I'm sure Stephanie Haynes will tell you all about it.

March 7 Steak Roast. The next event is the steak roast & auction. It is March 7th! I hope the "SPOKES" is out by then. I goofed in not getting all the details in the February issue.

For information call 385-9956

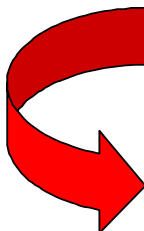
Anyway, it's going to happen, ready or not. There is an ad in this issue. All the details were presented at the meeting and a sign-up sheet was passed around. I even got a call from Lloyd Potter down in Belmont. When he got his February "SPOKES" and didn't see the ad, he wondered. Anyway, they're coming. So plan on bringing lots of items for the auction. I do know that there's going to be a complete, working computer system to be auctioned off. That should bring lots of action. You know it's going to be an entertaining afternoon.

English Pub. Later in March, the 28th, is the English pub natter, put on by Dick Powers and Laurie Scribner. Hopefully, they will have a blurb in here about that. There was also a sign-up sheet at the meeting for it.

Help Needed. We have a brunch run scheduled for April 11th, but no one has come forward to organize it. Anybody got any ideas? Let us know.

Beyond that the calendar gets real busy, especially the **FIRST SUNDAY IN JUNE!** That's coming up very fast. We've all got a job to do for that, right John Baum?

MGCC Dues Are Due Now!



Send your \$30 check to

**Jim Priestly
251 Bronx Drive
Rochester, NY 14623**

**Or pay via paypal.com
Visit the club's site mgcarclub.com
and click on the Paypal link!**

MGCC MEETING MINUTES

Meeting called to order at 7:30 pm, and the minutes were accepted. Three special guests were introduced: Tom Fitch a representative of Monroe Community College, and Rob Mac Donald and Chris Langswager, who are this year's recipients of the Robert Philip Scholarship. Tom presented certificates, created by George Herschell, to each recipient.

Treasurer's Report: Chris Baum reports we are in fine shape. Reminder to see Jim Priestly to pay your dues or you can pay using Paypal.com. A link is available through our website.

New Members and Guests: Tony Palozzi with a '52 TD, Gordon Neatrour with a '79 spitfire, Carl Prouty with 3 minis ('62, '63, '72), and Tom Fitch with a '71 Fiat, which is for sale.

Activities: Gil Langswager started his report with a review of the wine tour; good wine, good chocolates, good time. The participants would like to see this become an annual event. March events include a Steak Roast at the same location as last year (Webster Firemen's exempt building). A signup sheet is going around; steaks are \$7.00 each, hotdogs are \$1.00. Auction items include a working computer with extras. Please bring your auction items to donate to the club with proceeds going to endowment fund or charities. Also bring dish to pass, place setting, drinks, and donations.

March 28th is the MG Car Club at the Old Toad starting at 5:30 pm, and a signup sheet is available tonight. April events – Brunch run will NOT be on April 11 as shown in previous Spokes. We do not have a coordinator for this yet, see Gil if you would like to host it. After host is determined, date will be announced.

A mention of two indoors flea markets, one February 21st see Bob Teschone. and one March 28th at Salmon Creek Country Club. See Dave Wild for details. May 15 is our Tune up Clinic; May 16 is the Auto Cross (organized by Phil Parisi with help from George Haynes). May 20 – 23 is the Carlisle Auto Import Show. Dave Chase is working on rooms; see him if you're interested. The deadline is our March meeting. May 26 is Stuffing Party at Wilds and June 6 is the Car Show. (No Car Show report tonight.)

Reminder from chairman: Pay your dues or the March issue will be your last one.

Spokes: Ron Hein would like to thank Leon Zak for editing the February Spokes. Comments and suggestions are encouraged and can be sent to Ron/Spokes via email.

Regalia: Name badges will be ordered as soon as Dave Chase has 6 requests. See Dave if interested.

Endowment Fund: Allen Hess gave a report on the endowment fund.

Watkins Glen Vintage Weekend: Dick Powers reported 2004 is the year of MG and 80 MG's have registered to race so far with more expected. There may be a special wedding event sometime over the weekend but plans are not finalized. Please see Dick you would like to volunteer. Dave Wild reported the Grand Prix at Watkins Glen car of 2004 is the Alpha Romao.

Cars and Parts: See Brian Falon for a Rally car with a rebuilt fresh engine. Mark Gibson has '70 TR6, 1/2 of a gasket kit for TR3, and a tach from '68 MGB. Brian Smith has a Porsche 911. Joe Fazio has 4 Michelin tires.

No new business.

Vice-chair comments: Business cards are at board table along with members list.

Door prizes were awarded. Meeting was adjourned at 8:13 pm.

FEBRUARY 2004 ATTENDANCE

Members:

Gil Langswager	Betty Langswager	Dave Wild
Barb Wild	Tom LeStrange	George Herschell
Nancy Herschell	Pat MacDonald	John MacDonald
Dick Giambra	Bob MacDonald	Bob Tescione
Linda Fazio	Joe Fazio	Alan Costich
Paul Heaney	Joan Heaney	Steve Philip
Patty Philip	Charles Swarts	Beverly Swarts
Michael Mack	Beverly Mach	Brian Smith
George Shetterly	Bill Baldwin	Cheryl Baldwin
Barbara Zak	Brooks Schneider	Brian Fallon
Leon Zak	Steve Sangster	Pat Sangster
Susan Krobeseck	Bruce Krobusek	Ellen Baxter
Carlton Baxter	David Engdahl	Nicholas Zual
Lane Boughton	Dave Chase	Chris Baum
Jeff Langswager	Chris Langswager	Phyllis Wagner
Allyn Wagner	Wally Roworth	Ron Hein
Jim Davis	Dan Goodwin	Dick Rzepkowski
Dave Ott	Marlene Rzepkowski	Scott Perry
Vivienne Rizzo	Tim Rizzo	Rhonda Rizzo
Carl Prouty	Steve Sargent	Cynthia Jack
Doug Jack	Laurie Scribner	Doug Scribner
Jim Hogan	Allen Hess	Elaine Hess
John Martin	Scott Preston	Wendy Priestley
Robert Hawlses	Mabel Case	John Thompson
Dan Suter	Ken Heusler	Dave Avery
Al Fink	Don McConnell	Elton Schultz
Jim Priestley	Mark Gibson	Wes Pittenger
Cheryl Zonneville	Arnold VanDenburgh	Dick Powers
Bill Bethune	Stacy Van Denburgh	David Leete

Guests:

Tony Palozzi	Gordon Neatrour	Tom Fitch
--------------	-----------------	-----------

OK, the worst winter has to offer has passed and we are closer to the first autocross of 2004. Mark your calendars on May 16, June 27, August 8, and September 26. Those are all Sundays. I'm not planning on changing anything from what we've done in the past, but any suggestions to improve the event are always welcome.

I want to thank all the volunteers that have given their time to make past autocross seasons such great events. I am counting on you to help me with this year's season. New volunteers are always welcome and appreciated! There's always a lot to do before, during and after the race.

Let me describe what an autocross event is. A "race course" is laid out with pylons on a very large paved surface (like the MCC parking lot). Contestants have three or four attempts to drive the course as fast as they can. For safety reasons, there is only one car on the course at any time. You race against the clock. The best time in each class wins!

An Autocross Driving School May 16. For those of you that are thinking "I'd like to try it, but I wish someone could teach me the basics so people won't laugh at my driving skills" we offer a driving school the day of the first event (May 16). I've always believed that if you know the limits of your vehicle, it makes you a better driver on the street. So here's an opportunity to improve your driving skills and have a GREAT TIME! Many club members have started with our school and progressed to very competitive drivers.

So, come out to the MCC parking lot on Sunday, May 16! I'll put a notice in The SPOKES with the details. We usually start around 10:AM and finish up around 2:00 PM.

Phil Parisi



Watkins Glen 1959 (John Tame, Driver)

Tom Glanville

There isn't a universal set of rules that govern all engine building. The following is information that has worked successfully for many competitive racers. Much of this information was gathered from many engineering and motor sports articles I have read.

A high performance race engine, by its definition, indicates that limits are going to be pushed. The limit that is of most concern, as far as pistons are concerned, is peak operating cylinder pressure. Maximizing cylinder pressure benefits horsepower and fuel economy. Increasing the compression ratio is one sure way of increasing cylinder pressure but its not the only way. Camshaft selection, carburetion, nitrous and supercharging can all alter cylinder pressures dramatically.

Engine-Destroying Detonation. Excessive cylinder pressure will encourage engine-destroying detonation with no piston immune to its effects. The goal of performance engine builders should be to build their products with as much detonation resistance as possible. An important first step is to set the assembled quench distance to .035". The quench distance is the compressed thickness of the head gasket plus the deck height, (the distance your piston is down in the bore). If your piston height, (not dome height), is above the block deck, subtract the overage from the gasket thickness to get a true assembled quench distance. The quench area is the flat part of the piston that would contact a similar flat area on the cylinder head if you had .000" assembled height. In a running engine, the .035" quench decreases to a close collision between the piston and cylinder head. The shock wave from the close collision drives air at high velocity through the combustion chamber. This movement tends to cool hot spots, average the chamber temperature, reduce detonation and increase power. Take note, on the exhaust cycle, some cooling of the piston occurs due to the closeness to the water-cooled head.

Variables and Controls. If you are building an engine with steel rods, tight bearings, tight pistons, modest RPM, a .035" quench is the minimum practical to run without engine damage. The closer the piston comes to the cylinder head at operating speed, the more turbulence is generated. Turbulence is the main means of reducing detonation. Unfortunately, the operating quench height varies in an engine as RPM and temperature change. If aluminum rods, loose pistons, (they rock and hit the head), and over 6000 RPM operation is anticipated, a static clearance of .055" could be required. A running quench height in excess of .060" can cause severe detonation.

(Engine Building continues >>)

Engine Building (continued)

The suggested .035" static quench height is recommended as a good usable dimension for stock rod engines up to 6500 RPM. Above 6500 RPM rod selection becomes important. Since it is the close collision between the piston and the cylinder head that reduces the prospect of detonation, never add a shim or head gasket to lower compression. The suitable way to lower the compression is to use a dish piston. Dish (reverse combustion chamber) pistons are designed for maximum quench, (sometimes called squish) area. Having part of the combustion chamber in the piston improves the shape of the chamber and flame travel.

Detonation and Pre-Ignition. High performance motors will see some detonation, which leads to pre-ignition. Detonation occurs at five to ten degrees after top-dead-center. Pre-ignition occurs before top-dead-center. Detonation damages your engine with impact loads and excessive heat. The excessive heat part of detonation is what causes pre-ignition. Overheated combustion chamber parts start acting as glow plugs. Pre-ignition induces extremely rapid combustion and welding temperatures, melt down is only seconds away!

For a successful performance engine, use a compression ratio and cam combination to keep your cylinder pressure in line with the fuel you are going to use.

Credits to:
Cambridge Motorsport
Mass Race Engines
Evernham Motorsports Team
Swain Technology Inc.

Look for Part #2 in the April Spokes
Tom Glanville (1/7/04)



MGCC EVENT **Sunday March 28**

SWING INTO SPRING II

The Old Toad
277 Alexander Street Rochester

5:30 for Dinner
Any Time for Socializing

Hosts

Lorie Scribner: MiniCityUS@aol.com
Dick Powers: mgahmogca@rpa.net

By March 21
you need to *preselect* an entree
and let Laurie or Dick know what you want!

SEND NO MONEY, but ***select*** from below.

1. Fish & Chips \$9.95
2. Shepherd's Pie \$8.95
3. Beef & Yorkshire Pudding \$9.95
4. Vegetariana Selection* \$8.50

(*Goat cheese, roasted tomatoes, mixed greens and wheat roll)

Watkins Glen 1959

Row 1:

180 -- Dick Lane

97 -- John Tame

Row 2:

3 -- Dave Wild

76 -- Karl Bergmann

Row 3:

36 -- Townsend

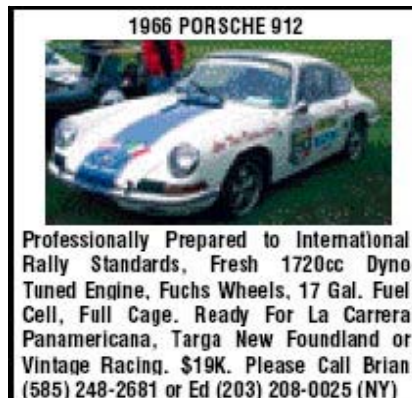
9 -- Bob Duell

(All Watkins Glen Photos by Gene L. Davis)



THE CLASSIFIEDS:

For Sale: Cute little 1965 Triumph Herald convertible. Light blue with dark blue interior. Not driven since 1988, but very solid with very little rust. It runs but needs some hydraulic work; all required parts included. Call for more details. George @ 872-6536.



1966 PORSCHE 912
Professionally Prepared to International Rally Standards, Fresh 1720cc Dyno Tuned Engine, Fuchs Wheels, 17 Gal. Fuel Cell, Full Cage. Ready For La Carrera Panamericana, Targa New Foundland or Vintage Racing. \$19K. Please Call Brian (585) 248-2681 or Ed (203) 208-0025 (NY)

For Sale: Four Michelin Red Line originals. The size is 185-15, suitable for a TR6. Half the tread is left. Price: \$85 each OBO. Four matching Michelin tubes, \$5 each. Call Joe Fazio: (585) 248-8117.

27th Annual Indoor Automotive Flea Market
March 28, 2004 · 9:00 a.m. to 3:00 p.m.

Salmon Creek Country Club
300 Washington St. Spencerport, NY
\$3.00 (Under 16 free) — Information 585-254-4059
Parts, Literature, Toys, Supplies, & Tools
Antiques, Classics, Street Rods, Muscle Cars, Special Interest
Western New York RG & Early Ford V8 Club

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MARCH BIRTHDAYS

2 Wally Roworth
 2 Sayle Temple
 2 Lyn Smith
 3 Francis Murphy
 4 Bill DeVos
 5 Lee Blair, Jr.
 5 Richard Powers
 5 Sue Pittenger
 5 Stacey Van Denburgh
 5 Neal Passarell
 6 Marlene Bartasevich
 8 Karna Palermo
 10 Al Fink
 10 Patti Haak
 11 Lane Boughton
 12 John Cook
 12 Thomas Glanville
 13 Audrey Davis
 13 Kay Johnson
 14 Terry Welch
 17 Dave Chase
 17 Gail Borycki
 18 Don Moodie
 19 Bill Johnson
 20 Gene Faust
 20 Burt McMinn
 20 Robert Keppeler
 22 Laurie Scribner
 23 Kathy Boughton
 24 Carl Baxter
 25 Dennis Costich
 25 Jim Ostrander
 27 Jim Walsh
 27 Susan Kath
 27 Dawn Mehserle
 28 Gertrude Potter
 29 Joseph DeBlaere
 30 Karen Herendeen

HAPPY BIRTHDAY EVERYONE!!**MARCH ANNIVERSARIES**

2 Sayle & Kathy Temple
 14 Billy & Jessie Cates
 15 Irving & Bernice Black
 17 Elton & Patti Schulz
 28 Virgil & Gertrude Potter
 30 Marty & Jean Mucher

CONGRATULATIONS!**APRIL ANNIVERSARIES**

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

CONGRATULATIONS!

WELCOME NEW MEMBERS

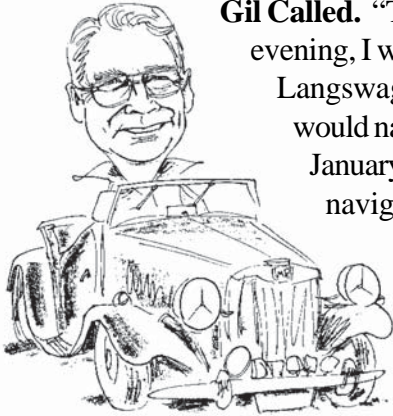
Gordon & Diane Neatrour
 311 Leerie Drive
 Rochester, NY 14612
 585-227-0520
 1979 TRIUMPH SPITFIRE

APRIL BIRTHDAYS

1 Linda Spencer
 4 David Johns
 5 Nick Poulton
 7 John Thompson
 7 Tricia Lucchesi
 8 John Cracchiola
 10 Elton Schulz
 11 Stephen Stewart
 13 Mary Louise Riter
 14 Jordan Emerson
 14 Marty Mucher
 14 Phyllis Wagner
 15 Mark Gibson
 15 Kathy Walsh
 16 Bill Rampe
 17 Carolyn Barlow
 19 Bill Bethune
 19 Paul Schroeder
 21 George Haynes
 21 Robert Tescione
 21 Harriette Hokenson
 23 Charles Swarts
 24 Paul Heaney
 24 Warren Riter
 25 Bob Johnson
 27 Billy Cates
 27 Mark Porter
 28 Joyce Pegoni
 30 Fia Lilley

HAPPY BIRTHDAY EVERYONE!!

What did we do in the winter back then? We rallied! Much of "The SPOKES" pages contained results of the previous rallye, a write-up about the event and a description of the next one. Plus, there were other clubs doing the same thing. Some of our members didn't get enough of ours so they ran others and reported on them too. One of our rallyes was the "January Jaunt." Ned Wylam wrote an article about running it which describes a winter rallye pretty well.



Gil Called. "The telephone rang one evening, I was pleased to here Gil Langswager's voice. He asked if I would navigate for him on the January Jaunt. Having only navigated once before, I was quick to take him up on the offer. Sunday at 12:30 PM found us at the registration car manned by our chairman, Bert Patenall.

There were signs and additional instructions posted all over the side of the car. The entrants turned out to be a small field of enthusiastic ralliests willing to brave the rough winter day.

Errors? The errors for the day started with our starting time being given one minute early, however, this was no problem since we had twenty minutes to reach the official marker. Getting to that marker was an indication of what the driving would be for the rest of the day. It was snowing, roads were slippery, and at approximately 33.5 mph, we had only two minutes at the official mileage to make our computations. Leaving there on time and traveling approximately a distance of four miles I discovered that I was on a slower average speed than the instructions, so for some quick figuring, then Gil had to increase his speed for the next four miles then drop back again to our regular average speed.

Checkpoint Not Open Yet. A short while later we came upon two cars pulled off the road. We stopped to inquire and found out they were a checkpoint but not open yet. Nevertheless, we asked for our time to be recorded. The remaining first part of the rallye was uneventful and we encountered no trouble except keeping up with the slow average speeds. Arriving at the Pink Pony, we

met some of the others and learned that there were two checkpoints, but the people had difficulty getting there. At 3:06 PM off, we went for a very exciting jaunt. First, I thought we were on Eddy Road looking for "55" when we came to a road sign reading Eddy Ridge Road and no clue as to which way to go. Well of course we tried to out guess the instructions and said, we didn't see "55" so lets go right.

A Corvair Toboggan. Gil used the Corvair for a toboggan and we belly slid down a hill and had to go two miles off course to go back and look for "55." We finally found it and were only 8 minutes behind time. We made up 4 minutes by the time we came upon Dave Wild in a station wagon parked on the wrong side of the road with a home-made checkpoint sign in the rear window. We figured we weren't going to get pulled in on this one, so kept going only to learn later that it was a check point. Things started to smooth out a little when up comes a sneaky clue "_____ Rd. East." We never did find it and met several other cars looking for it. We guessed again and came out OK. Who ever said you can rallye without luck? Gilbert, old boy, was really working hard and doing a fine job of driving. When I told him up goes the average speed again all he said was "Oh Boy." "Oh Boy" it was and a fine job by Gil. Much to our relief we came to the final checkpoint and it was over. Gil and I both appreciated the rallye and the efforts put into it and only wish more cars had shown up. To Bert we express our thanks for a job well done.

Would you believe we won that rallye? Of course, we had a total of 1686 points, but second place had 2171. There were 6 members and 7 guests.

Canadian Winter Rallye. You think that was something, Bill Bell reported at the February '64 meeting on the Canadian Winter Rallye out of Toronto, which ran for 1250 miles. He and George O'Brien ran in a Mini-Cooper. He said it was kinda like spending about 48 hours in a washing machine. The temperature dropped to minus 20. They were averaging 50 mph on ice. One car had a sign mounted upside down, which said, "If you can read this, turn us over as soon as possible."

So that's what we did in the winter forty years ago.

The cover shows Mark Kaplan sitting in a junk car, which links to an article about whether or not all cars can or should be saved. Ted Hershey, chairman, put in an article on Joseph Lucas' Electrical Theory. Positive ground depends upon proper circuit functioning, the transmission of negative ions by retention of the visible spectral manifestation known as "smoke." Smoke is the thing that makes the electrical circuits work; we know this to be true because every time one lets the smoke out of the electrical system it stops working. This can be verified repeatedly through empirical testing.

The Collier Cup. Joe Tierno reported that there was a good chance of 43 MG's being on the track for the Collier Cup and after the meeting, Gary Proud gave the club a personal safety talk. Briefly: Be constantly observant for parking, exiting and returning to our cars. Check under car for someone who might grab your ankles. Check out back seat for unwanted rider. Park in as well a lit area as is available and near entrances. If bumped in the rear, motion the "bumper" to follow you and head for the nearest firehouse or Police Station. Carjacking and mugging are for quick cash, a joy ride, or car parts (stripping) to mention a few

Events. March 20th is the Spring Steak Roast at the Webster Police and Fireman's Field on Sanford Street. Future events: April 17th — Daisy Flower Mill (Blossom Rd), May 1st — Steve Fitch announced the first Auto Cross of Gymkhanas (Xerox Parking Lot) 9:30-11:30 Drivers School. Then a walk thru and drive thru with an instructor. Time trials began at 1:00. George Haynes mentioned MG Tuneup Clinic at the MCC Auto Tech Center on May 21st.

The Thrill of It All. Jim Priestley wrote "The Thrill Of It All." He noted "It all started in September, 1989, when I purchased . . . a 1970 MGB and waited patiently for two owners to do something with it. It sat in my garage for two years- boxes of parts, parts and the remains of the car. I planned on completing it in 5 years. Briefly, engine and transmission were first work. Cleaned and painted straightened the frame and other bent parts caused by the accident to the right side. Many hours looking at parts and parts manuals, labeling parts and painting them. A year had passed and things were going pretty well, but I still had a long way to go and a lot of unanswered questions. Then it happened my wife, Wendy, came out of the grocery store to find a beautiful MGB parked next to her car.

As she was admiring it the owner appeared. Seeing her interest, her an invitation to the MGCC. "We made the next meeting and haven't missed one since. We're hooked the B would again live and breathe. With my newfound enthusiasm and much eagerness, I plowed forward. Next painted the engine compartment, brake work new lines, hoses, gaskets, grommets, universal joints, wiring, etc. Installed engine and continued on carbs, fuel pump, starter . . . an endless list of work."

"When They Were New." Allyn Wagner wrote "WHEN THEY WERE NEW" I picked up my MGB in the winter of 1966. Three days before New Years Day it was 60 degrees. Then Mother Nature changed things and brought in snow and cold. I was moving to Endicott from Adams (near Watertown). I got an early start but was in 8" snow. I was plowing the bottom of the license plate. This was that Blizzard of '66. I was taking the inland routes rather than the interstate. My speed was slow and a white car passed me. Visibility 50'. Just as I crested the hill tried to turn left to miss the white car sitting in the middle of the road. Caught his left rear bumper with my right front. This bounced me off into the middle of the road right into the path of an oncoming snowplow. Had to dig it of 4' of snow. It totaled 6' in three days. Car repaired and on road before spring.

"Behind the Garage (Basement) Door." John Forrester wrote "Behind the Garage (Basement) Door," telling of stuffing a 1963 Buick 3.5 litre aluminum V8 into his TVR Vixen. He removed the body with considerable work. Removed the GT-6 differential and installed with some modifications, new mounting plates, a Chevette rubber doughnut transmission mount. Universal Joint sales replaced the drive shaft using Spicer parts and then got a new set of shorter splined axles with proper flanges and larger u-joints. The rear drive and suspension have been reinstalled, all bushings and bearings replaced, everything sand blasted and painted and ready for the body to be replaced. Front exhaust system and body painting are to be done by April 1. That's where April Fool's Day comes from.

March Items For Sale: MG Midget Maroon \$6000. 1978 MGB White/ Black 4 Speed \$4000. 1961 MGA 1600 Roadster, Chariot Red/Black leather \$13,500. 1960 MGA 1600 \$6,500. 1952 MGTD \$9,500. 1966 Triumph TR4A \$6,500. 1957 Morgan+4 \$14,900. 1959 MGA 1600 Grand Rapids \$9600.

(The complete articles are available, contact Wally.)

THE 2004 WINE & CHOCOLATE TOUR





BURY ME IN AN OLD MOWOG PARTS BOX



Jay Lockrow

A year or so ago I was at a friend's house talking about automobiles and engines, (a real unusual subject for me) and I happened to notice two ancient Johnson outboard motors on the garage floor. I asked about them and he told me a friend gave them to him for rebuilding. The topic was quickly changed to antique outboards and we were off on a new tangent. This is not a heavy topic but if one should happen to get interested in this sort of thing old outboard motors are still available very reasonably. Without much monetary outlay one could start an interesting hobby with these old kickers. Being the middle of February when the automotive hobby is probably at its lowest level because of the cold weather. These old outboard motors could fill in the cold months because one could easily take one into the comfort of the basement and work on it. Something you can't do with an automobile unless you have a drive in basement or a heated garage.

With all this in mind over the weekend of February 14 the two of us decided to take in a meeting of the Antique Outboard Motor Club, which was having an indoor meeting at a small marina in Niagara Falls. It was a particularly cold morning and the two of us lugging a couple of old outboard motors must have made any onlookers wonder if we were all there. Upon arriving the first people I saw was a fellow British Car Club member. "Didn't know you were interested in old outboards" I said.

"Oh yes" he replied, "I have all sorts of stuff" We had each taken along an ancient outboard in case we needed a conversation piece, a Johnson and an Elto respectively. We needn't have been concerned because the selection of old kickers was truly amazing. I saw old outboard motors that I had long read about but had never seen except in pictures. There was a magnificent twin cylinder Caille along with a twin cylinder Thor both restored to running order.

I was particularly interested in an early, in the rough, Lockwood Chief (for obvious reasons) but even though the owner told me I should take it home with me I decided I had enough interests at the moment. I had looked at this particular motor for some time checking to see if it was seized, all the controls worked and if anything was missing. That's when the owner, who had it for sale, said I should take it home. It probably would have been a fairly easy restoration as it seemed to be all there except for a drip pan, which he told me, was missing on most motors as they became cracked and most people just disposed of them. This particular motor had a chunk out of the cavitation plate and part of the clamping system that holds the motor to the boat was broken off. Still I decided I didn't really need another

hobby like this. The price was fair at \$175, open to offers, but one of the problems with this hobby is that you really need a boat of some kind to go with the motors. This opens another whole can of worms and I know I don't want a boat.

This is another one of those hobbies that you can touch on lightly or delve into very deeply. Just looking at the number of manufacturers that have come and gone over the years is truly amazing. Most all of us know the standard makes of Evinrude, Johnson, Mercury and the imports like Honda and Yamaha but if you go back a number of years I could fill up the rest of this page with motor names you have never heard of. How about Buccaneer, or Champion, Fleetwing, Foremost, Sportking the list is extensive to say the least. Granted there were a number of motors like the Elgin that were made by the West Bend company for Sears or the Firestone brand sold at Firestone stores manufactured by Scott Atwater.

These are numerous but many of the motors built in the 1950s or 60s were built by companies now long out of business. Parts and information on many of these old kickers can be hard to find but with a little patient digging you may be able to find what you need. Many of the more popular brands made in the 60s and 70s are now considered antique because parts are becoming hard to find. I noticed a sign in the marina we were in that mentioned that Mercury models prior to 1973 and Johnson prior to somewhat the same year were now so difficult to obtain parts for they would no longer work on them. This is the reason why clubs are formed for the trading of parts and information.

If you have any interest in this at all get on your computer and just type in www.aomci and you will come up with the club website. Check out the upcoming events on the 2004 calendar and you may discover one near you. Who knows this could be the next big American hobby. Is yours truly going to become interested in this? I rather doubt it but I find these sort of things interesting and on that particular day in February when it was way too cold to do anything automotive I found the few hours we spent at this event worthwhile and entertaining. I'm still thinking about that Lockwood Chief but since I forgot to take the owner's name, I guess I'll have to wait until the next event. I do have one Antique outboard a 1938 Elto Ace 1.8 horsepower I received for my fifteenth birthday in 1954 that is coming up on fifty years of ownership. Guess that maybe I'm an antique also.

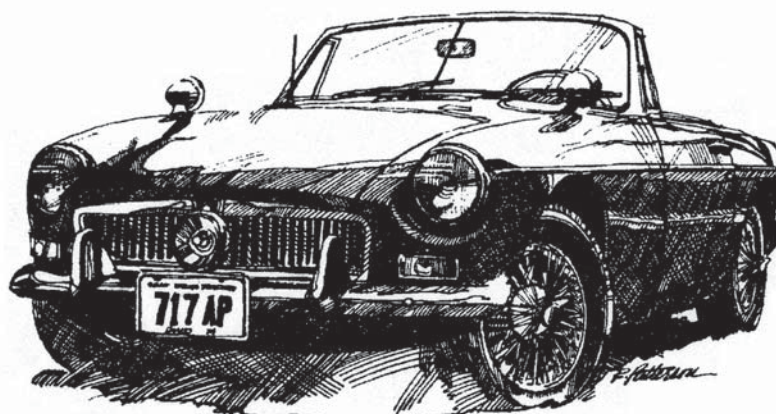
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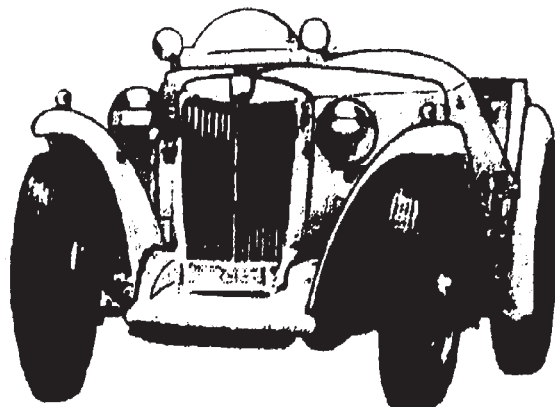
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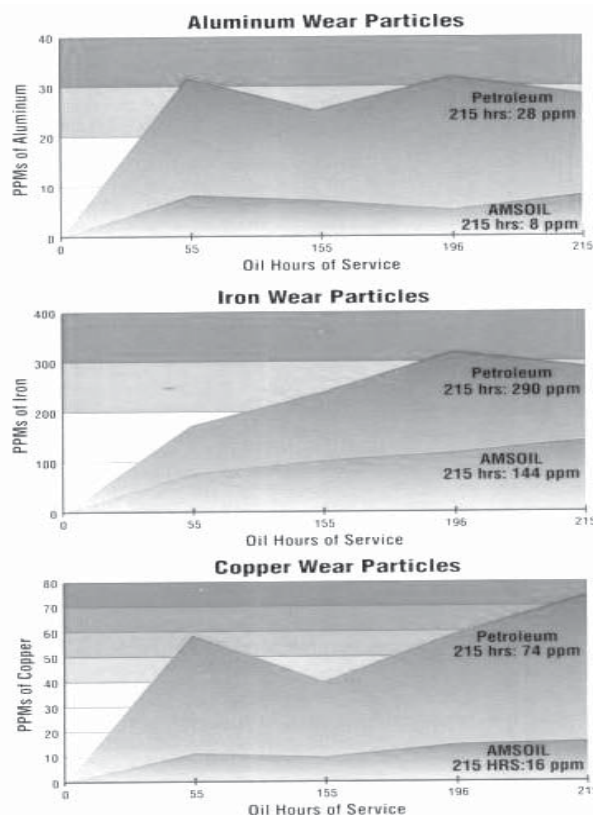


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MAY EVENTS: TUNE-UP CLINIC & THE CARLISLE IMPORT WEEKEND

George Haynes

With this issue of Spokes, comes a reminder that two annual events will occur in May, only two months from now!

Tune-up Clinic. First comes the Spring Tune-Up Clinic on Saturday, May 15th. It is held at the MCC Auto Tech Lab on West Henrietta Road and runs from 10 AM until 4 PM. This is a do-it-yourself session, with several knowledgeable MGCC members on hand to share their expertise with all who have chores to perform on their British cars. In sessions past, we have done tune ups, brake jobs, exhaust repairs, fluid changes, spring replacements and just about anything short of an engine swap. If requested, we can hold seminars on those things unique to British cars: SU carburetors and fuel pumps and Lucas ignition systems. So mark the calendar now and make a list of services your car might need at the start of the driving season.

What to Bring. You'll need to bring your own parts (plugs, points, gaskets, etc.), a shop manual, and some hand tools, because MCC does not have enough to go around.



We even supply coffee and donuts for hungry mechanics! There will be a sign-up sheet at the March and April meetings, and you can call me (872-6536) for more information.

Import Car Weekend. The weekend following the Spring Tune-Up Clinic, is the Import Car Weekend at Carlisle, PA. MGCC members rent flea market spaces to sell our excess British car parts. We always encourage other MGCC members to send along parts which they would like sold, and we try to find parts for members who are looking for something special. We leave early on Thursday, May 20, so let me know a couple weeks before that if you have something we can help you sell.

2/19/04

Dear MG Car Club Members,

MG's have had a great influence on my life. I have many fond memories of working in my grandfather's garage on his TD and MGCGT. In the past couple years I have helped pull the rear end and replace the axle shaft in the TD, as well as rebuilding the carburetors in the MGCGT. Because of the satisfaction I have learned with the unique little British cars, I have chosen the profession of an Automotive Technician. I am currently enrolled in my 4th semester at Monroe Community College in the General Motors ASEP (Automotive Service Excellence Program). I have been working very hard and with my grades last year I am pleased to have made the Dean's list.

Since joining the ASEP program, I have been gaining experience working as a co-op student at Doan Chevrolet Oldsmobile in Spencerport, and hope to earn my ASE certifications this spring. I want to thank the whole club for your generosity and support with your scholarship in memory of Bob Philip. I was very young when he passed away, but I hear he was a good friend to my grandfather and my dad speaks very highly of him.

It is an honor to accept this scholarship in his name. I would like to thank everybody once again and someday I hope to use my experience to get an MG of my own.

Sincerely,

Chris Langswager

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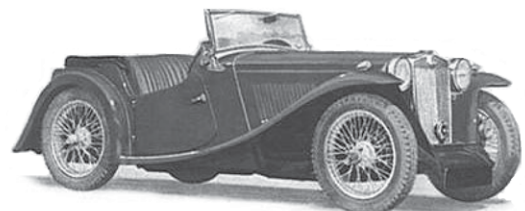
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As I look out the window at the snow on the roof, (melted considerably from two weeks ago) I can only think "Come On Spring". I make regular treks to the garage to uncover the sports cars, wipe away their tears of inactivity, and assure them that it will soon be time to come out of hibernation and play in the warm sun once more. Then I cover them carefully, and go back in the house walking past the two family cars covered with the ever present winter road salt. Being a life long resident of Rochester I can truthfully say that this winter is no worse than many we have gone through in the past but now I have seen enough snow for this year and am anxious to get the cars out. In a conversation with my son Jim, we were talking about the snow and the cold and how the kids have to stand and wait for the busses etc etc. I reminded him that when we went to school there were no school buses and, before I could say any more he chimed in with "yeah I know, you walked a mile to school every day, through the snow and sleet, barefoot, and it was uphill both ways." I hate a wise kid. Even if it is my own son.

But he was right. We go on and on too much about what it was like "when we were young". But I would like to go back to when my MG TD was young, way back to 1959. At the time we had one family car, a 1956 Ford two door which was the first brand new car we ever purchased. It was our only means of transportation but at the time that was fine because Nancy didn't drive. We were living in the north east section of Rochester and I was working downtown. I had loved MG's and especially the TD model ever since they first came out in 1950 but they were always just out of reach of the budget of a young family just starting out with a new (to us) house. But one day Nancy saw an ad in the paper for an MG TD for \$495.00. She told me about it (which was her first mistake) and I went to look at it. You all know the story by now. Her second mistake was to tell me if I wanted it to get it and we would keep it for about 6 months and then get rid of it. Well in late 1959 we did just that. It was to be a second car that and I would drive to work to save the Ford. It worked and we did just that. That was 1959 and the six month special is still in our garage some 45 years later. But the feeling I'm going to try to get across is what it was like driving that car year round in Rochester.

There was GOOD news and BAD news. The good news was, it was only four cylinders so it was inexpensive to operate. It also had a "starting handle" (crank as we call them here in the colonies) and I wish I had kept count of how many times that saved me from walking. It was small, and easy to park in small spaces. Remember, in 1959 you could leave a car parked downtown and expect to find it there all in one piece when you came out of wherever you

had gone. It was sporty and I could drive home on nice days with the top down. It was fun getting waves of approval from other sports cars and I really felt I had arrived. But the inevitable happened. Winter came. The first couple of winters weren't too bad but then we had a real bear of a winter and driving the TD through that winter was a whole new experience. Again there was GOOD news and BAD news. The good news was that it was still economical to operate, and it never once got stuck in snow and ice that it couldn't get out of. It burbled along with its lovely exhaust sound making its typical MG music and passed many cars stuck along the road. I had many a fist waved at me when I crawled past in first gear while other cars were in a snow bank, stuck until AAA could come and rescue them. Remember at this time the only four wheel drive vehicles were commercial and not the every day variety of "all wheel drive" vehicles we have become accustomed to.

Now to the BAD NEWS. Weather protection in that car, if called minimal, would be an exaggeration. The TD had side curtains. Remember them? There were gaps between the side curtains and the windscreen that Hannibal could have driven his army of elephants through without ever touching the sides. Which meant if it had snowed and blown during the day, when I came out of work at night I had to brush off the car. But to do that I first had to brush out the inside (with my hand) so I could find the snow brush to brush not only the inside but the outside as well. You swear that you will put it so it will be easy to find but under a couple of inches of snow (inside) it is not easy to find. Now we have the car all brushed off, and we're ready to go. No I don't think so, not quite yet. First you turn the key and listen to the fuel pump. It's not going click,click,click,click, but rather click.....click.....So you know what that means. Get out the "starting handle" and crank it over manually. (If a battery is low there is usually enough power in it to get a spark to the plugs but not necessarily enough to crank over a cold and stubborn engine.) So out of the clamps behind the seats it comes and you crank the car by hand. Usually it would start after about two such urgings and when running the crank was returned to fight another day in the cold. (It also came in handy for adjusting the valves when needed.) I used to cover the car overnight at home in the driveway as the Ford had claimed residence in our one car garage. So in the morning it was remove the cover, store it on the porch and then crank over the car. It prompted my oldest son George to tell his mother one cold morning, "daddy's winding up his car".

Now that we have it running let's go home. (or to work or wherever) In extremely cold weather the shifting was stiff until the fluid got warmed up and then it was fine. If it started to snow, you turned on the wipers. T Series wipers are at best (as I like to describe them) slightly less than inadequate.

MG (S) Miles (continued)

In a light rain it's not too bad, but in a wet snow, they just try hard but are no match for that heavy wet white stuff. But again there is a saving grace in that one can operate them manually from inside the car. (even if the knob is on the passengers side) There is a heater but no demister (as the British refer to it) The heater did a wonderful job of keeping the right side of my right foot warm and that's about all. It's difficult to warm an area when there are so many places for the cold to creep in, while the warmth (what little there is) rushes to escape. The "demister" became the back of my (sometimes) gloved hand. When the windscreen became coated with road salt, the only thing to do was pull over and use the only "washer" available, some snow from the side of the road hopefully with less salt than was on the windshield.

A few years later we moved to Webster and I still worked in the city. This was before the days of the Bay Bridge and as result, I was forced to use the Empire Blvd. hill. This was a killer hill in bad weather. It was steep and slippery and I can remember more than once when the little MG in first or second gear would almost idle its way up that hill while cars were off the road in every direction imaginable. It was a wonderful sure footed little vehicle. Of course that's not to say it never lost its footing and I can remember a number of times when it went sideways into a snow bank as a result of its overly aggressive driver.

I drove that car for 6 years winter and summer and finally decided, when it had an engine problem one night coming home from work, that it was time to do something with it. It was stored in the garage in 1966 and 1967 and finally I started work on it in 1968. It was finished in 1970 never again to suffer the ravages of another Rochester Winter.

Would I do it again? Not on your life. Would I trade those six years of everyday driving for anything else? No way. It was a different time and a different world. And most of all it was FUN.

Some years later we bought the B and started traveling in that. I remember a number of trips to Vermont in the fall, with cold temperatures and ice on the windshield. No problem, just turn on the defroster and the heater and all is taken care of. The windows roll up, the wipers work all the time and it is comfortable and warm and it's still a sports car and best of all still an MG. Maybe it's my concession to getting older and I must say it is a very civilized car. However, that TD in all those years brought me much happiness and a new experience driving a car that asked to be driven (no matter what the weather was) and always did what was asked of it. It is a remarkable little car. That being said, in closing I can only add,

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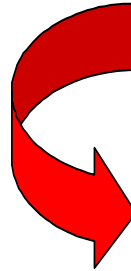
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REMEMBERING GWEN HARRIS

Not everyone in the MG Club is acquainted with Bob Harris. As a reminder, Bob drives a white, late model Spitfire and has been quite competitive in our Autocross events for several years. Bob and his pal Rob Houseknecht have been frequent participants at events at The Roadster Factory and Vintage Triumph Register.

Fewer of us were acquainted with his wife, Gwen, who died February 8th of cancer, at the age of 49. Even though most did not know Gwen, Beverly and I were among the lucky ones who did and we felt her passing should be noted in Spokes.

The thing we will most remember about Gwen is her smile - more like a grin, actually - and she smiled a lot. I learned that Gwen shared her smile/grin with all the staff and students at the school where she worked. It was pretty obvious that Gwen was a happy person, and she was fun to be around for that reason.

Her cancer was diagnosed in September and, despite aggressive treatment, could not be stopped. Her death will leave a huge gap in Bob's life and that of her son Dan who lived with them. Those of us who knew Gwen, even just a little bit, will miss her good humor and the easy smile which went with it.

George Haynes

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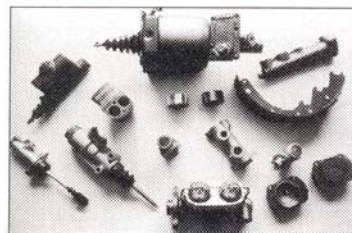
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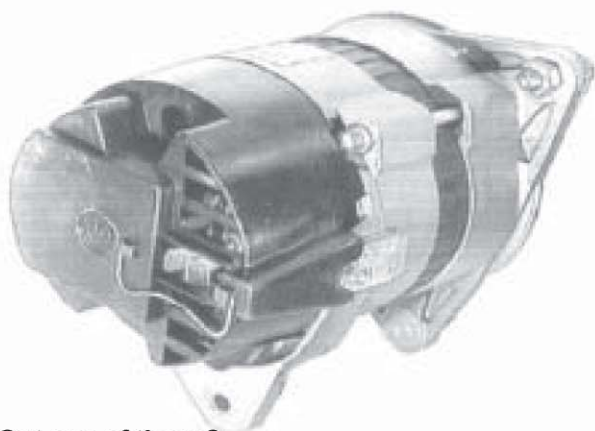
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We re-manufacture - Starters - Alternators - Generators



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of WESTERN NY CENTRE
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Six-pack Cooler	10.00	Fleece w/emblem	22.00
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THE MG CAR CLUB, WESTERN NY CENTRE, INC. MEMBERSHIP APPLICATION

Annual Membership Dues are \$30.00 — All Memberships expire December 31st

Name _____ Birthday _____
Spouse _____ Friend _____ Birthday _____
Phone: Home _____ Work _____ Wedding Anniversary ____/____/____
Address _____ City _____
State _____ Zip+4 _____ Today's Date _____ New or Renewal? _____
Cars Owned & Year _____

INTERESTS: Racing _____ Gymkhana _____ Rallye _____ Restoration _____ Car Show _____ Social _____ Touring _____
Other _____

Hobbies, etc. _____

Occupation _____ Email Address _____

Available for Roadside Help? No _____ Yes _____ (Days _____ Evenings _____ Nights _____ Weekends _____)

Make your cheque payable to: MGCC OF WESTERN NY, INC. Mail your cheque and application to:

**Jim Priestley
251 Bronx Drive
Rochester, NY 14623**

WESTERN NEW YORK CENTRE MGCC

CALENDAR OF EVENTS 2004

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

<u>January</u> 8 Board Meeting 15 <i>Meeting</i>	<u>February</u> 8 Wine & Chocolate Tour 19 <i>Meeting</i>	<u>March</u> 4 Board Meeting 7 <u><i>Steak Roast & Auction</i></u> 18 <i>Meeting</i> 28 Auto Parts Flea Market 28 English Pub	<u>April</u> 15 <i>Meeting</i> 18 Brunch Run
<u>May</u> 15 Tune Up Clinic (10-4) 16 Autocross (& Driver School) 20 <i>Meeting</i> 20-3 Carlisle	<u>June</u> 2 Stuffing Party (Car Show) 6 Vintage Car Show 17 <i>Meeting</i> 27 Autocross II	<u>July</u> 15 <i>Meeting</i> Kids Day @ Glen (TBA) 25 RIT CarShow	<u>August</u> 1 Steak Roast/Rally (TBA) 8 Autocross III 19 <i>Meeting</i> Garden Tour (TBA)
<u>September</u> 2 Board Meeting 9 Vintage Weekend @ Glen 14 <i>Meeting (TUESDAY!!)</i> 25 Tune Up Clinic 26 Autocross IV 28 Dinner Run	<u>October</u> 12 Fall Foliage Tour 21 <i>Meeting</i> 25 Halloween Party	<u>November</u> 4 Board Meeting 7 Garage Tour 16 Brunch Run 18 <i>Meeting</i>	<u>December</u> 4 Holiday Party (TBA)

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

The SPOKES
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