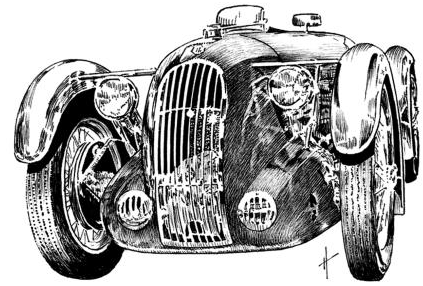


The
SPOKES

Founded 1958



Volume 47 Number 8

August 2005

Official Publication of the MG Car Club Western New York



**Bob Harris Digging For Traction in
Autocross II**

Next meeting - August 18 , 2005
At the Burgundy Basin Inn 7:30 pm
1361 Marsh Road, Pittsford, NY



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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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Cover Photo by Allen Hess

SPOKES CONTENTS

On the Road	4
Editor's Notes	4
Activities	5
MGCC Meeting Minutes	6
July 21, 2005 Attendance	6
National MGA Registry GT 30	7
TD Transmission Rebuild Saga	8
Mini/MINI sig (special interest group)	9
MG (S)Miles and Awaaaaaay We Go	11
A Fond Farewell to Kathy	13
Thank You!	13
"If I Were a Car"	13
Classifieds	14
Seneca Lodge Rooms	14
Autocross II	15
Autocross II results	16
A Rose Between Two Thorns	18
Bury Me In An Old Mowog Parts Box	21
Sunshine Page	22



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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:

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Gill & Betty Langswager•Richard & Bethel Powers•Dave & Barb Wild• Steve Fitch*• Jim Priestley• Wendy Dakin,
Wally Roworth
* Members Emeritus

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

by Doug Scribner, Chairman

"Summertime ."

I just got home from the "RIT Show," a wonderful experience of ideal Summer weather, beautiful cars and "hanging out" with MGCC friends.

"And the livin' is easy..."

For the first time in 45 years, the Genesee Valley Antique Car Society actually recognized cars made outside the USA with classes for "foreign sports" cars, and several of our members took home well-deserved trophies: Mark Gibson, the DeBlaeres, Gary Sandusky, Roger Gunther...forgive me if I missed anyone...

"Fish are jumpin'..."

So far this Summer we've been to car shows/meets in Manchester, Vermont and Columbus, Ohio (our 30th Mini Meet, where Allen and Elaine Hess enjoyed their first and helped us with a lot of the "work").

"And the cotton is high..."

Probably by the time you're reading this the Second Annual MGCC Pig Roast will be history—I'm looking forward to another "day off," a car rally, great food, hanging out with MGCC friends...don't you just love Summertime?

"Your daddy's rich..."

Then next month is Watkins Glen and Stowe, Vermont, and we're still a long way from dreaded Winter...

"And your Momma's good lookin'..."

Okay, so shoot me, I love Summertime, and I hope you're all enjoying yours.



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Editor's Notes

by Joeanna DeBlaere and Eileen McMahon

As Doug said our Club had a few members win trophies at the RIT Car Show. The Club also had a very nice turn out for the event, it would have been nice if the Club could have parked together in one designated area. That would have been a beautiful sight. As it was a hot day lots of Club members, along with their chairs and snacks, gathered under a nice shady tree.

Note the change in date for the Autocross III, it is on August 21st. Thank you Phil Parisi.

Deadline for next issue of Spokes is August 25th.

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Activities

by Betty Langswager

Our garden tour was great fun. Thanks to Elaine Hess and Rhonda Rizzo we saw three great gardens. The first one was at Cobbs Hill Daylily Farm. Our hosts were Charlie and Judy Zettek. They grow many varieties of day lilies. They grow hybrid lilies and also cross breed them for unusual colors. They keep detailed records of their location, color and description of each plant.

The second stop was at Sonnenberg Gardens in Canandaigua. Susan Krobusek gave us an interesting short history of Mary Clark Thompson when she lived and built the mansion and the start of all the massive gardens. Susan and Bruce Krobusek volunteer at the gardens and Bruce is their official photographer.

The third gardens were in Hall, NY. It was a large farm turned into gardens of every description. Mr. & Mrs. Borglum were our hosts. We were at the "Borglum Iris Gardens". They met us at the road and directed us to park under their big shade trees. They told us how the farm evolved and that they're so busy with people visiting and with shipping plants all over the world. Out behind the main house were acres of iris and peony plants. Each of the gardens were "dig your own" plants. You carry them home in your own bags. They provide the shovel!

A beautiful day for a garden tour, great top down weather. At the end of the day we all stopped at "Sharks" in Bloomfield for a huge ice cream cone – Yum!

Another activity we all had to do, very sad but very necessary, was to attend a loved one's funeral service. Gil and I want to give Ted Hershey and his family our heartfelt sympathy in the passing of Kathy. We will miss her and her big smile. She was a great lady, loved by all.

Autocross II was July 10th. We had more cars participating this time around. I haven't heard the times of each driver yet. We're of course pulling for our grandson, Chris. Whatever his time is, he does a great job driving the course real smooth! There is a special write-up elsewhere in this issue.

Activities Schedule :

- August – 18 – Meeting
- 21—Autocross III
- September – 1 – Board Meeting
- 7 - Vintage Weekend at the Glen
- 13 – Meeting on TUESDAY!!
- 24 – Tune-up Clinic
- 25 – Autocross IV

- October – 9 – Fall Foliage Tour
- 16 – Garage Tour – NEW DATE!!
- 20 – Meeting
- 29 – Halloween Rallye – NEW DATE!!
- November – 3 – Board Meeting
- 13 – Brunch Run – ADDED DATE!!
- 17 – Meeting
- December – 3 – Holiday Party
- (no meeting in Dec.)

OTHER CAR ACTIVITIES

- Cruise Nights – Mondays –
- Greece – Baldi's Pizzeria – Elmridge Plaza
- Webster – Charlie Riedel's – Empire Blvd. Near Bay Rd.
- Greece – Schaller's Drive-in – 965 Edgemere Dr.
- Tuesdays –
- Fairport – East Lift Bridge Lane, North of Canal
- Greece - Overtime Sports Bar – 4670 Dewey Ave.
- Gates – Pineapple Jack's – 485 Spencerport Rd.
- Wednesdays –
- Macedon – Log Cabin – 2445 W. Walworth Rd. 31F
- Rochester – Stoney's – 2005 Lyell Ave. near I390
- Thursdays –
- Spencerport – Sullivan's Charbroil – 4712 Ridge Rd. W.
- Gates – Troyer's Speed & Custom – 4555 Lyell Rd.
- Canandaigua – Wegman's – 345 Eastern Blvd. Rts. 5&20
- Fridays –
- Fairport – Perinton Square Mall – N.E. corner Rts. 31 & 250
- Saturdays –
- Penfield – Penfield Hots – 1794 Penfield Rd.
- Sundays –
- Greece – Ricky G's – 3670 Mt. Read Blvd. Near Maiden

MGCC MEETING MINUTES

by Pat Sangster

Minutes, July 21, 2005, General Meeting

Meeting called to order at 7:40 pm. Accepted last month's minutes as written in Spokes. Treasurer reports no income other than dues coming in now. Regalia reports much to offer, check it out. Spokes articles due one week from tonight. An update to Seneca Lodge rooms for Watkins Glen Weekend has one room available, see Joanna DeBlaere if you are interested in reserving it. Club Librarian has nothing to report. Activities report included a few jokes, for list of activities see article in Spokes. [Gil L. says thanks to all, is recovering nicely.] Dave Wild reported on signups for many activities run during Watkins Glen Weekend. Next year's focus car is Porsche, tentative focus cars are: 2007 Ferrari or BMW, 2008 Austin Healy, 2009 Morgan/MG Run off, 2010 Jaguar, 2011 Lotus.

New Members and guests announced. A few people discussed their projects. Cars and parts announced. Dave Chase and Roger Gunther made the trip to Michigan for NAMGAR and made a contact for water pump bearing replacement. See Dave if you are interested in contact information.

Discussion held on club options for recognizing deceased members. Previously the Board has agreed to make donation to endowment fund by purchasing plaque in person's name. Motion made that at time of deceased, club makes donation and framing copy of letter notifying family (printed on MG letterhead). Motion was seconded and unanimously accepted. Motion made to send flowers along with plaque and contribution. No second, motion was dropped.

New business: Club member Don Riling is two-time winner at British Motor fest held in Saratoga Springs, congratulations Don. Discussion held on query from website – Restaurant in Honeoye invited British cars to attend "Beatles" night, tentatively scheduled for August 27th. . Joe DeBlaere to follow-up with restaurant and bring details to next meeting. Please note there is Spam message going out to MG membership mentioning "support team" or "admin". Do not respond, if you are unsure forward to Webmaster. New members list is out and available at head table. Door prizes were awarded and meeting adjourned at 8:30 pm.

JULY 21, 2005 ATTENDANCE

Betty Langswager
Laurie Scribner
Doug Scribner
Carl Prouty
Bob Abels
Georgian Abels
Barb Wild
Dave Wild
Michael Mack
Beverly Mack
Beverly Swarts
George Herschell
Nancy Herschell
Dave Asmuth
Brian Fallon
Charles Swarts
Chris Baum
John Baum
Michael Goodwin
Susan Harrison
Mike Harrison
Gene Faust
Anne Faust
George Haynes
Jim Padula
Allyn Wagner
Roger Gunther
Dave Chase
Steve Stewart
Dawn Priestley
Joanna DeBlaere
Joe DeBlaere
Alan Costich
Cheryl Zonneville

Allen Hess
Elaine Hess
Barb Zak
Steve Sangster
Pat Sangster
Henry Kron
Don McConnell
Chris Williams
Eileen McMahon
Joseph R. Schultz
John Thompson
David Leete
Don Sweeney
Dan Goodwin
Bob Tescione
Gordon Neatrouer
Brook Schneider
Dan Suter
Ted Hershey
Susan Krobusek
Linda Fazio
Joe Fazio
Bruce Krobusek
Leon Zak
David Engdahl
Dick Rzepkowski
Marlene Rzepkowski
Joan Heaney
Paul Heaney
Don Riling
Jim Priestly
Dick Powers

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National MGA Registry GT 30

by Roger Gunther

Mackinaw City, MI, was the sight of this year's Get Together (GT) in July. Nearly 200 MGAs from as far away as Key West, Georgia, Texas, Oregon and British Columbia, Canada made their way to the event. Representing our Club was Dan Suter who trailered his car, as well as Dave and Nancy Chase and Roger Gunther and Lyn Smith who chose to drive through Canada to GT-30.

Dave Chase's class (Altered A) had the fewest models represented – only three. Roger Gunther's 1500 was one of forty-four in his class. Other classes included Twin Cams, Deluxe, Coupes and 1600 models. The featured car was a metallic gold with white leather interior 1962 MGA Mk II – the 100,000th MGA to roll off BMC's production line (see photo) now owned by Fred Skomp of Key West, FL..

Mackinaw City provides lots of opportunity for shopping, live theater, and glorious sight seeing. Many attendees took time to visit nearby Mackinac Island – a beautiful Victorian community where only horse-drawn vehicles and bicycles are allowed. Some will remember Christopher Reeve's Movie, *Somewhere In Time*, which was filmed at the Grand Hotel on Mackinac Island.

In addition to a car show in one of the many parks in the area and a Funkhana, more than 240 avid MGA owners and their families attended the Banquet enjoying great food and companionship capped off by awards for each class. Dave's car took 1st Place in the Altered Class while Roger's took 5th Place in the 1500 Class.

Next year's GT will be held in Gatlinburg, TN, in June. GT-32 is scheduled in Whistler, British Columbia. For MGA owners it's a fun time – think about attending.



NAMGAR GT-30 winners Roger Gunther and Dave Chase with featured vehicle - BMC's 100,000th production car, a 1962 MGA Mk II.

TD Transmission Rebuild Saga

by Joe DeBlaere

Readers Digest version (for non gear heads): It was broke, now it's fixed, and it was fun.

What I knew when I started:

First & reverse gears howled when the car was in motion. One guy at Seneca Lodge wanted to know if I had ANY oil in my transmission. It was full. Second gear acted like it had no synchros at all and almost always ground during engagement, for an up shift or even when double clutching for a downshift. It was very, very difficult to shift. The 3rd & 4th gears were fine. Driving the car was not as much fun as it should be. This needed to be remedied.

What I learned along the way:

After doing some research, speaking to some of our club experts, reading the TD shop manual and the transmission chapter in Horst Schach's "The Complete MGTD Restoration Manual", I decided NOT to go to John Twist's clinic and do it myself. When all was said and done I'm glad I made this decision. It was about as hard as expected except for some prior "rebuild" foul ups leftover from 30 years ago. Whoever did the work 30 years ago was a schmuck, and that's putting it kindly. The shop that did the work was in Webster, I still have the receipts (but it is no longer in business—go figure). I removed the transmission through the floor and left the engine in place. One of the first pieces of "customization" I discovered was that the cluster gear shaft locking bolt was GONE. It was broken off and hidden under a copper plug driven into the case to prevent oil leaks (Lord knows it couldn't have been doing much good for locking down the cluster gear shaft so don't let it leak). A day trip to the machine shop was needed to drill out the plug, weld a tip on the broken lock bolt, removed it and then re-tap the hole.

It had some significant parts missing!!! The missing parts included a mainshaft distancing piece (more on this later) a guard plate and spring plate for the center mainshaft bearing and one of the needle bearings on the cluster gear shaft was gone. It had only 27 instead of the required 28 needle bearings (two sets of 14 each). This may not sound like much but it had worn the cluster gear shaft excessively, in this location, in only 1000 miles. The second gear sliding hub (part of the synchronizing mechanism) was the "new improved" design but it did NOT slide. It was forced/jammed in place (could it be this is why it didn't shift so good? Duh!). I had to use a bearing press to get it off the mainshaft. The missing mainshaft

distancing piece created this problem (along with the schmuck). It also had a bad front mainshaft bearing.

On the good news side all the five gears (including reverse) and associated shifter forks were good (they cost ~\$250 EACH). The cluster gear is fine (~\$700). I have some new skills- reinstalling synchro balls & springs using the latest hose clamp/screwdriver technology and a newly manufactured (home made) cluster gear shaft installation tool. I spent about \$350 for parts and 20 hours labor (in/out, apart & reassembly). I learned a lot. It was a very good experience. The knowledge I gained is priceless. I have touched every nut, bolt, bearing, screw and ghost on this car (remember when the rebuilt engine threw a rod in the first 100 miles) in the last 5 years.

While I was at it I upgraded the throw out bearing to the roller bearing type (as opposed to the infamous British self consuming carbon disc). I upgraded to synthetic gear lube. Another few interesting (to gear heads) anecdotes. My very first step in transmission reassembly was to put second gear back on the mainshaft along with its own 28 needle bearings. I greased the shaft to hold the needles in place and then could not get the gear to go over them. They kept falling off or being displaced. Either the inside diameter of the gear was too small or the cumulative diameter of the new needle bearings set was too large. I huffed & I puffed & couldn't get it to go together. Should I use the old needle bearings? They fit before. No, I had to find out why the new set didn't fit. My first thought was to measure the individual diameters of the old & new needles; maybe it was a tolerance stack up of the new parts (typical retired engineer thinking). Was it a possible manufacturing deviation? K.I.S.S. (Keep It Simple Stupid) prevailed. I counted the number of needle bearings and discovered the new set had an EXTRA one (29 instead of 28). Thanks Moss. I guess too many are better than too few. All the other new bearing sets had the correct count. While disassembling the first motion shaft (the front input shaft) I huffed & I puffed and could not get the nut that holds the main bearing to unscrew. The literature, in all cases, failed to note that this nut was a left hand (backwards) thread design. Silly me, I guess I should have known, everyone else who ever took one apart surely knows. Grumble, grumble. The nonchalant two sentence note in the workshop manual about carefully aligning the tabs while installing the cluster gear shaft took a whole day to complete properly. It never noted that a contortionist magician or ambidextrous gnome with tiny hands and the patience of a saint was required.

TD Transmission *continued*

What I know now:

It's done. I feel a real sense of accomplishment. I learned a lot. I have the experience. It has all new bearings, gaskets & a new cluster gear shaft and locking bolt. I used 4 balls/springs (not 6) combination in the synchro mechanisms for 2nd gear sliding hub to make it much, much easier to shift (NONE of the new parts vendors have the correct spring constants-meaning all the springs apply too much pressure i.e. are too stiff). The sliding hub slides correctly now. The transmission has all the correct parts in it. No parts are broken, "customized", missing, or otherwise bastardized. What's in your tranny? This is a non-schmuck, for the love of the marquee, rebuild. It shifts great, very easily; very smoothly-like it must have when it was new. Well it is new. The howl is gone. Second gear has synchromesh again. The new tranny should last another 50ish years. I would definitely do this job again-it was gratifying. It is now as fun to drive as it is supposed to be.



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Mini/MINI s.i.g. (special interest group)

by Elaine Hess

For this year's July 4th fun, Allen and I accompanied Doug and Laurie to the 2005 Eastern Mini Meet in Columbus, Ohio. From personal experience we know that anyone who buys a Mini, or MINI has to be a little different. We found out that 400 Mini/MINI owners in the same place make for an interesting and fun weekend. Everyone seems to arrive on Thursday night, register and go to the welcoming Happy Hour. Happy Hour on Friday night was preceded by the day long Concours d'Elegance and posing for a panoramic photo record of the participants. Saturday offered a rallye across the Ohio country side, including going over (or is it through) one of the state's few remaining covered bridges. After a picnic lunch we were entertained by those who competed in the Funkhana, then attended the Happy Hour after dinner. Sunday was an autocross at a local track (We think Doug came in 4th - darn that cone!) and a banquet, followed by an impromptu Happy Hour.

Next year's Meet will be held near Washington, D.C. around the July 4th weekend. We intend to go again and hope there are others in the club who would like to form an MG Car Club Western New York Centre Mini/MINI convoy. In 2007 the convention moves on to Tennessee where everyone can challenge The Dragons Tail.



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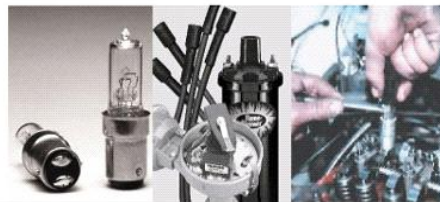
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All items are available for purchase at our monthly meetings, or delivery can be arranged.

Contact: Laurie Scribner 585-872-5133 (weekdays).

Last month I talked about our trip to the car show at Hildene in Manchester VT which prompts me to expand a little on how we travel and what we take with us in the way of emergency supplies and tools. I'm sure everyone knows their car and what it will and can do. (I think I should add the word **HOPE** in place of the word "sure" in that last statement.) The single most important thing I can stress is to **KNOW YOUR CAR** and how to do some basic repairs to it if need be. I'm not talking about an engine rebuild on the side of the road, but basic things that can be done without too much trouble, and the use of appropriate words, for such an occasion. The single most important thing is to know your car and make sure it is ready for whatever trip you are planning. Check it out before you leave home and if something is the least bit doubtful correct it before leaving on a journey. This happened to us a few years ago when we were ready to leave for Stowe. I had a problem with the fuel pump. I decided to leave the car home and corrected it later. Did I miss not having the car with me? Most definitely. Was I glad I left the car to fix at a later more convenient time? You bet your life I was. That repair on the side of the road would have been disastrous. (see (S) Miles part 54)

Now to the basic items to carry. I have heard of people who carry a "spare" almost everything and I sometimes wonder how they have room for luggage. We carry a spare: fuel pump, a set of spark plugs (gapped) a set of points (also gapped) a rotor, a fan belt, and a can of brake fluid. We also carry a complete tool kit in a small canvas bag that fits quite nicely behind the drivers seat. In that bag are various wrenches, screwdrivers, pliers, a feeler gauge, a 12 volt timing light, some shop rags, a Uni Syn, fuses, a tire gauge, and a small box with nuts, bolts, hose clamps, etc. I have one screwdriver that has an extendable blade that is magnetized and it has proven invaluable many times for pieces that have decided to explore reaches in the engine compartment that one needs fingers 15 inches long to retrieve. I also carry a few heavy rubber bands of various sizes. (They can work for throttle return springs in an emergency.) I also have in that bag, a large sheet of 5 mil plastic which I can use if I have to lie down on some wet surface to do something under the car. It doesn't take up much room and is welcome if ever needed.

In the recess inside the spare tire, (disc wheels mount in the trunk reversed giving us more space) I carry a workshop manual, a parts catalog from Moss, a small First Aid Kit, (this should be in every car no matter what it is or where it is going) a few towels for polishing, (or sopping up rain that has decided to become a passenger) a spare gas cap (they have been known to disappear inadvertently at fuel stops) and a throttle cable. Next to the spare tire I carry a fire extinguisher (which also should be a must in any car you are driving.)

Behind the passengers' seat is another small canvas bag that contains all our cleaning tools, Windex and scrubber, hand cleaner, polish, chamois, sponge, toweling etc. I do not carry oil because it can be obtained at any gas station, K Mart, or Wal Mart, along the route in an emergency. If your car is using an excessive amount of oil perhaps, it should be corrected before taking the car on a long trip.

I saw an article in the latest issue of British Motoring put out by Moss Motors and wrote the editor taking very strong exception for one of their suggestions. They showed (and suggested this was a good idea) an MGB packed, ready to leave on a trip, and in the trunk was a plastic gallon jug filled with gasoline! **I would never under any circumstance carry gasoline in the trunk of any car I was driving.** (I exclude the trips to the gas station to fill the can for my lawn mower but that I do not carry in the trunk.) It is smarter to fill the car before it is on the empty mark and with then range of our cars being so great, you are bound to pass a gas station somewhere along the route. (I know we have to stop more frequently than 300 miles so gasoline should be no problem) **Please do not carry gas in the trunk.**

Our two folding canvas chairs go behind the seats and the cooler and misc. small things can go behind the seats on the shelf in the back. We have found that shoes and small items can be stuffed in the little nooks and crannies in the trunk. (Like putting shoes up over the wheel wells and along side the spare tire.) We have two suitcases that fit very nicely in the trunk side by side and still have room for odds and ends. I do not have a luggage rack on the trunk lid of the B and will never put one on. Two reasons, first the weight (if heavy) of anything that might go

on could do damage to the trunk lid and second, I'm too lazy to try to clean between all the bars when I wash the car. I'm also too lazy to try to wrap the luggage in plastic in case of rain. (Yes "Virginia" it does rain on our trips. Even a hurricane once.) We also carry a cell phone, and a AAA membership. I have one other item that I carry and it was prompted by something I saw on one of our trips. Al Colquhoun when parking his B at Lake Placid on a hill got a rock and put it behind the rear wheel as a "chock". It made sense so when we got home from that trip I made a pair of these from a 4" x 4" x 6" piece of pressure treated lumber. I cut this diagonally on the 6" dimension and now have two blocks or chocks that I carry at all times. I also have to mention one thing that Al also told me one time in our travels. I was debating when we got ready to leave if I should take something along and his comment was "better to be looking at it than looking for it". These words that I will always remember have "saved" me more than once.

So there you have a brief description of what we carry and how we do it. It is not a complete list and I'm sure everyone will modify it to fit their needs. Gene Faust had an idea at one time to list every thing that folks needed on trips. As we traveled, if someone lost or had to replace something Gene listed it and said that he would carry those things in his car from then on. I'm sure the list got quite long and it is really impossible to carry absolutely everything that will be needed.

Another point to remember is if you are traveling with a group of folks in similar cars, "buddy up" on spares and carry one that can be used in either car. I know that George Haynes and Dave Chase did this many times carrying only one spare wheel and tire when they both were driving their MG A's. It works and does give more room per car.

"Spares" possibilities are endless and I've only tried to give a few suggestions in this piece, but I hope it will be of some benefit. In the many years we have been traveling in our MG's (since the late 60's) we have had our share of hiccups but only once did we tow one of our cars home. (only later to find it could have been driven but we decided not to take the chance) If your car is properly prepared and if you have some basic knowledge of it you too can have many years of traveling and a great many

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A Fond Farewell to Kathy

by George Herschell

We were all saddened this month with the sudden passing of Kathy Hershey. Kathy was a long time member of the MG Car Club and took an active part in all things related to club activities. She suffered a serious brain aneurysm some years ago and valiantly fought, and won that battle regaining her faculties. She continued her involvement in the club and was present at many meetings and events with that winning smile and "Hi, How are you" greeting. The smile was infectious and was matched only by her enthusiasm and concern for others. She loved to laugh, and one couldn't be around Kathy for any length of time without feeling good. She had that type of personality.

Kathy worked for years at the Mary Cariola Children's Center but after the problem with her health she could no longer work there. However, she still went back volunteering, and visiting, as well as attending many MCCC Functions. She was that kind of person.

I'm sure we all extend our most sincere sympathies to Ted and the entire Hershey family on their (and our) loss. We should always remember Kathy's philosophy "Love never dies. Live fully. Laugh Often." We should all try to remember this as we think of Kathy and all that she did for so many people. She was truly a gem and will be missed.

Thank You!

I want to thank you all so much for the flowers, candy, cards, calls, visits, good wishes & prayers you gave me because of my surgery! I'm doing OK now. The staples (and other things) are out and the test results were negative. Recovery does require a learning curve which I'm working on now. I get a visit from a nurse once a week and she says I'm doing fine. Hopefully I will have seen a lot of you before you read this.

Thank you from the bottom of my heart! It means so much!

Gil Langswager

"If I Were A Car"

Author Unknown

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull, but that's not the worst of it.

My fenders are too wide to be considered stylish. They were once as sleek as a little MG; now they look more like an old Buick.

My seat cushions have split open at the seams. My seats are sagging. Seat belts? I gave up all belts when Krispy Kremes opened a shop in my neighborhood!

Air bag's? Forget about it. The only bags I have these days are under my eyes. Not counting the saddlebags, of course.

I have soooooo many miles on my odometer. Sure, I've been many places and seen many things, but when's the last time an appraiser factored life experiences against depreciation?

My headlights are out of focus and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins.

It takes me hours to reach my maximum speed.

My fuel rate burns inefficiently.

But here's the worst of it -almost every time I sneeze, cough or sputter..... either my radiator leaks or my exhaust backfires.

Thanks to:

Tony Roth Classic MG Club of Florida

Classifieds

For Sale: 1963 Austin Healey 3000 BT7 2+2, 69k miles, stored 20 years indoors, asking \$10,000
Call 585-586-8465

For Sale: 1977 Triumph Spitfire—engine runs great, stored in Buffalo. Needs new clutch, needs a dent repaired rear panel & interior needs recovering. Has 48k original miles, no rust, original paint (yellow) & top in fair condition. It will need to be towed due to the clutch. Asking \$1,000 or best offer
Call Kevin 716-893-1130 ext. 19

For Sale: 1977 MGB Tourer. Red with black interior. Second owner. No rust, drives great. Excellent overall. Asking \$8,000. or reasonable offer.
Call Cindy 315-825-3012.

Seneca Lodge Rooms

by Joanna DeBlaere

A room with one queen size bed has become available for the Vintage Weekend on Sept. 9 thru 11. There is a 3 day stay required. If you are interested in the room please contact me at 585-229-2230. If we do not use it I MUST turn it over to Seneca Lodge and we will not get it back next year.

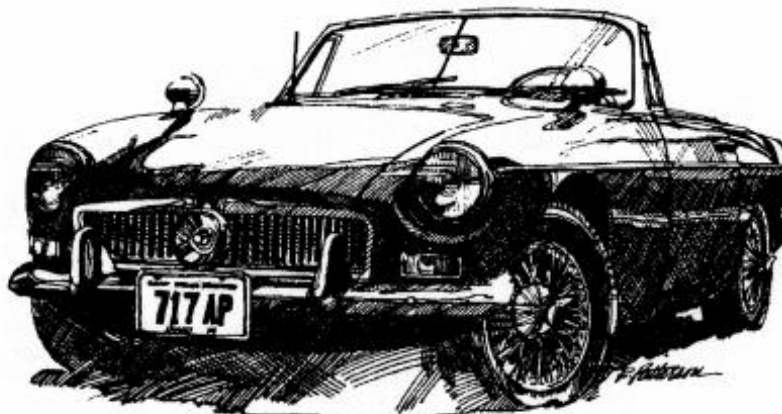
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Autocross II July 10, 2005

edited by Phil Parisi

En el Barcelona, la mañana clara del domingo le hubiera parecido sumamente cálida acualquiera, pero para el grupo de Newyorkinos reunidos para llevar acabo el mimi-Circuit de Cataluña en el MCC, el día estaba pero que quemaba, calientísimo. The truth of this could be seen in the fact that by 9:30 AM the audience had set up their chairs in the shade of a few trees rather than close to the course.

For this race, Phil had scaled Barcelona's Circuit de Cataluña down to MCC size creating a deceptively challenging open course. We were not in our usual space rather this course ran through two smaller lots. More than one driver commented on the "thrill" of traversing the wide cement sidewalk with looming light poles, which connected the two halves of the route. It looked perfect for the MINI and when Doug suggested that the addition of my car would make a "real Mini class," it was hard for me to be sensible. But I settled for being a spectator/photographer and held an umbrella so Wally could have a small patch of shade as he recorded the times.

The autocross regulars were joined by club members Dave Asmuth, who drove one run in the TR6 he is working on, Al Costich who brought Number 68 out for a test drive, Bob Harris, Bill Rampe. Since we hope to get even more new participants, it seems important to describe why everyone needs to plan to stay until the end of the day's racing.

Everyone usually arrives around 9 or 9:30 to help Phil set up the course. Phil arrives with maps of the day's course, but there are always small adjustments that need to be

made as the cones are placed. Once the course is laid out, chalk boxes need to be drawn around the base of each cone. The course is swept if necessary, and a chalk line is laid down through the cones. Meanwhile, the timing and scoring area needs to be set up, and a number of other small tasks such as setting up the air compressor need to be completed before the track is ready.

Once that is done, cars are registered and go through tech inspection. Most people use the time to learn the route by walking the course a few times. Usually, after all the cars have been through Tech, the entire group does a final walk around the circuit with Phil (or others) pointing out the difficult spots. There are no practice runs, either before racing begins or during any breaks, instead everyone gets three times runs.

The registration numbers are used to divide the group into 'workers' and 'racers.' The 'workers' monitor the course, reporting missed gates and downed cones for the 'racers' group. After the first group has completed all its runs, the early 'racers' work the course for while the 'workers' have their fun.

One important change which I mentioned above, is the decision mimic the SCCA and chalk the route. Now, anyone who has hesitated driving for fear of getting lost amongst the myriad of cones (this means you, Chris) should come out on August 21 and give parking lot racing a try.



George Haynes in his Triumph



Bill Rampe in his Spitfire

Autocross II July 10, 2005

by Wally Roworth

MGB

Allen Hess	243.44	248.53 c	245.04	243.44
Phil Parisi	240.37	245.09	238.37 c	239.75 c

U2L STOCK

Jacob Massey	221.90	223.10	222.38 c	221.90
Bill Rampe	253.75	311.03	303.35	253.75
David Asmuth	335.22	335.22	-----	-----

U2L PREP

Alan Costich	248.35	246.35 c	252.62	249.06
Bob Harris	234.03	241.59	236.53	234.03

O2L stock

Chris Langswager	240.47	241.50 cc	240.47	238.31 cc
Ryan Wight	234.04	237.66	237.00	232.04 c

O2L PREP

Jonathan Manuel	237.72	255.53	244.69 c	237.72
George Haynes	230.03	234.34	231.19	230.03
David Asmuth	335.22	335.22	-----	-----

MINI

Doug Scribner	234.06	235.25	234.06	-----
Ben Barlow	245.79	251.04 oc	245.79	247.87

OVERALL FINISH POSITIONS

1. Jacob Massey	Nissan Seufra 91	221.40
2 George Haynes	Triumph TR4 65	230.03
3 Bob Harris	Triumph 76	234.03
4 Ryan Wight	Hyundio Tiburon 04	234.04
5 Doug Scribner	Mini Van 67	234.06
6 Jonathan Manuel	Chevrolet Cavelier96	237.72
7 Phil Parisi	MGB 69	240.37
8 Chris Langswager	Chevrolet Cavilier99	240.47
9 Allen Hess	MGB 71	243.44
10 Ben Barlow	Mini Van 62	245.79
11 Alan Costich	MGB GT 68	248.35
12 Bill Rampe	Triumph Spitfire	253.75
13 David Asmuth	Triumph TR6	335.22

Another beautiful sunny day with nice breeze



Chris Langswager

Allen Hess



Jacob Massey

A Rose Between Two Thorns

by Elaine Hess

It was reassuring to see that it is not only car owners who start with one, seemingly innocent project and end up with a lifetime's work of things that need attending. This year's garden tour we observed that one seemingly innocent but definitely beautiful flower could result in acres that need tending.

After welcoming coffee and donuts in the School Number One parking lot, we walked across the street and down the driveway from our gathering place to find a city wonder - a quiet, cool, and country like vista behind a protective hedge. Our host, owner Charlie Zettek gave us the history of his addiction, "Not long after we moved here, I planted a day-lily . . ." He could have stopped there since the huge beds filled with the green texture of hundreds of different lily varieties dotted with the color of swaying early blooms was spread before us. In addition to the general tour, he discussed his hybridizing program and showed us how to go about trying to create a new flower ourselves. We also got lessons on planting and dividing the lily clumps. Most interesting to me were Charlie's ideas on how to plan a garden to create continuously changing waves of color.

Just before we left he presented everyone with three of his hybridized lilies - a red, a yellow and a pink. Just enough to get everyone hooked. Like me many people wrote their names and the lilies they would like to get in the fall in his Ordering Wish-Book. Given the long blooming season for Day-lilies, we only were able to see the early blooming varieties. During July and August he holds a number of Open House events so people can see the range of his blooms. For those of you who couldn't join us, here are the address and the dates: Cobb's Hill Daylily Farm, Charlie and Judy Zettek, 1 Hillside Ave Rochester, 585-461-3317

Open House Dates:

Sunday	July 10	1-5 PM
Wednesday	July 13	4-7 PM
Tuesday	July 19	4-7 PM
Sunday	July 24	1-5 PM
Wednesday	August 3	4-7 PM
Sunday	August 7	1-5 PM

A free hybrid daylily with every visit.

After an unscheduled, but necessary stop at Wendy's for a Frosty we headed south for lunch and a walk through the Sonnenburg Gardens in Canandaigua. I thought I would be the only person who hadn't been there, but it

turned out that there were many tour members who had 'always meant to get there.' The restaurant was swamped by the sudden arrival of 33 people and it did take a while for everyone to get their order. Happily, when the food did arrive, it was freshly prepared and very tasty. We stayed longer than planned as we explored many of the sights the Sonnenburg offers. Some chose to try the wine tasting - the cool, dark room was extra appealing on the classic summer day we were experiencing - before they toured the mansion, gardens, carriage house and/or greenhouse, while others did things in a different order. Most quickly decided the tram was the way to get around, as the walk in the hot sun just seemed too daunting.

Given the heat of the past two weeks, coming over the Austin Road hill didn't present us with the broad vista of flowers that might have been. Our cold wet spring resulted in everything blooming late, while summer has begun with everything bursting open then quickly fading in the blistering sun. We were happy to be waved into the shade of trees for parking, and as we all cooled down, we realized we did have the energy to look at another garden. Dana Borglum turned out to be as good a speaker as he was a gardener, giving a thoroughly entertaining and informative tour of his "Personal Social Security Account." We all learned a lot about Iris, Peonies, and Hostas as well as additional information about Day-lilies. Then we were provided with shovels and bags and were invited to dig what we wanted to add to our own beds. I overheard, "I need this for my garden." on more than one occasion. Fortunately, Allen didn't accompany me as Dana showed me a few things it turned out I *had to have*. Unfortunately, I now have to plant them on what feels like the hottest Monday ever. If any of you would like to take a beautiful drive in the country to see if there is anything you just *have to have* here is the place to go: Borglum's Iris Garden, Dana and Sylvia Borglum 2202 Austin Road, Geneva, NY 14456-9118, 585-526-6729, www.Borglumsirisgardens.com Closed Saturdays

Departure time was determined by what was being loaded into cars. We all had an added driving adventure when we were sent off in an unknown direction at an emergency road block on 20/5. Happily, almost everyone made it to Stop #4 - Shark's in East Bloomfield for an ice cream dinner. Rhonda and I began to discuss plans for next year over the massive amount of ice cream they call a small cone. We do hope everyone will join us next year for Rhonda and Elaine's Excellent Adventure Number Five.

2005 MGCC Garden Tour



Dana Borglum, of Borglum's Iris Gardens sharing a bit about Iris, Peonies, and Hostas and Day-lilies with members of the club.

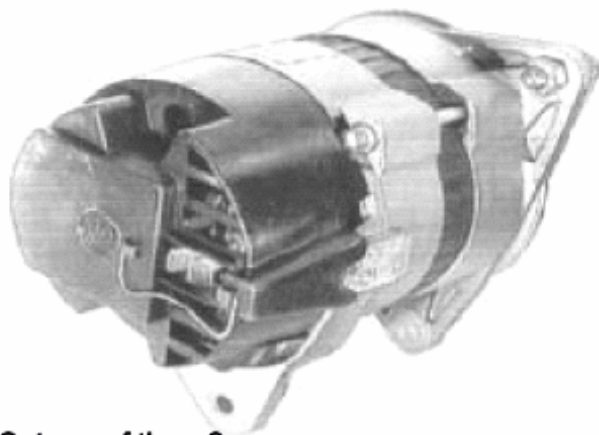
A group tour of Dana's "Personal Social Security Account".



A bit of shade on a hot summer day at Cobb's Hill Daylily Farm

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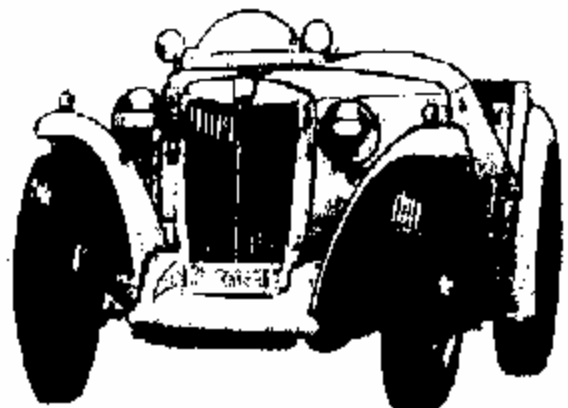
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BURY ME IN AN OLD MOWOG PARTS BOX



Jay Lockrow

According to my careful calculations, with the help of advanced algebra, trigonometry and the input of $E=mc^2$, the speed of light and the size of Dave Wilds shoe, I have become aware that I am approaching fifteen years of writing "Bury Me in an Old MOWOG Parts Box." In these fifteen years I have covered everything from antique cars, sports cars, race cars, stolen cars, saloons (the kind you ride in not the kind you drink in) humor, quizzes, outboard motors and a bit of everything else. The quizzes have for the most part been only mildly successful. From one club I would get possibly five entries, another maybe two and another none. Either people don't like quizzes or they don't know the answer or don't feel like looking them up. Possibly they really don't have any real interest in automobiles but belong for social reasons. I dunno! On the other hand scoring feedback, the quizzes probably have the best return. Once there was even an entry from New South Wales Australia. I don't recall how that came about.

I have requested several times for ideas for columns and believe I only ever had one letter from Gary Newman of the WNY MG Car Club. I used several of his ideas, like pranks pulled, in MOWOG. With email so easy and available I don't understand why I don't get quick "Why doncha write somthin about Saxon speed sixes?" (Saxon I think only made fours and were not much of a car)

Believe it or not the column that generated the most feedback with remarks by mouth was the column on antique outboard motors. Possibly all these car people are really boaters at heart. Even a few weeks ago I received a letter about this very subject. They are a bit different and fun. At the moment they are really dirt-cheap and a good inexpensive hobby to pursue. Incidentally I was with a friend a few weeks ago at the Dunkirk flea market and he picked up a British Seagull outboard. You never know where you will find one.

Not actually part of MOWOG but I have even taken a stab at writing a little humorous fiction. I made up a fictitious sports car club based on actual friends (at least I hope they still are) doing zany things. I was hoping to get some reaction of some sort possibly even a story back. No such luck, zip, zero, nuttin!

So the fact remains should I go blindly forward and keep writing about my automotive experiences or not. Any time I threaten to quit a few people always change my mind and some even tell me to put it into book form. I suppose I could do that and possibly I could become world famous

and immensely rich like J.K. Rowlings and the Harry Potter books. Something tells me that just wouldn't happen. Anyway I'll press on for a bit longer and possibly someone will send me some ideas, it sure helps.

Just finished reading a wonderful article in Automobile Quarterly about a Franklin Dealer in California. Those who have never heard of Franklin it was an air-cooled car that was made in Syracuse NY. As a bit of an aside my grandfather's brother worked for Franklin and ran the medical emergency department. The article goes on to tell how successful this particular dealer was. The biggest point of interest in the article was a picture of a Franklin racecar that was used to run several events in the area. The car still exists in original condition and the owner insists it will never be restored. (I can hear you now he's back on that kick.) The fact remains that some cars should not be restored and I feel this is one of them. It is time fellow car lovers to see this window of opportunity to bring out some cars that are not squeaky clean but in original condition with patina. I for one love them and would like to see more. Let's get some of these old treasures out so we can see them. If you are planning a show in the near future bend the ear of the organizers and tell them you would like to see some sort of class for original unrestored cars. If for no other reason to shut Jay up!



AUGUST BIRTHDAYS

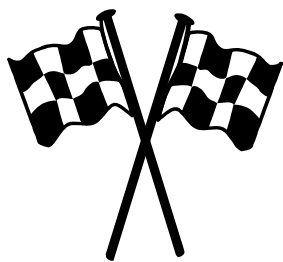
1 Randy Potter
 3 Mary Brophy
 6 David Engdahl
 7 Sherry Corcoran
 7 Mary Costich
 8 Mary Isselhard
 8 Sarah Atkinson
 9 Jeffrey Kath
 14 Elaine Hess
 14 Marlene Rzepkowski
 16 Wendy Priestley
 17 Patti Schulz
 18 David Lucchesi
 22 Jay Lockrow
 22 Linda Stewart
 25 Linda McConnell
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 29 Joe Tierno
 29 Anne Faust

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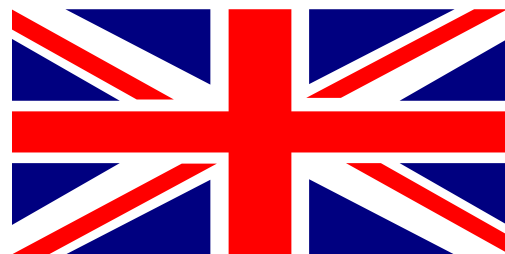
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Email Address _____

Cars Owned & Year _____

INTERESTS: Racing ___ Gymkhana ___ Rallye ___ Restoration ___ Car Show ___ Social ___ Touring ___

Hobbies, etc. _____

Occupation _____

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
3326 County Road 40
Bloomfield, NY 14469

**WESTERN NEW YORK CENTRE MGCC
CALENDAR OF EVENTS 2005**

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

<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 20 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 Brunch Run 19 Meeting 19-22 Carlisle	<u>June</u> 10—12 Hildene Car Show 16 Meeting	<u>July</u> 8 Board Meeting 10 Autocross II 21 Meeting 31 RIT Car Show	<u>August</u> 7 Pig Roast/Rallye 18 Meeting 21 Autocross III
<u>September</u> 1 Board Meeting 9 Vintage Weekend @ Glen 13 Meeting (TUESDAY!!) 24 Tune Up Clinic 25 Autocross IV	<u>October</u> 9 Fall Foliage Tour 16 Garage Tour 20 Meeting 29 Halloween Rallye & Party	<u>November</u> 3 Board Meeting 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!

The SPOKES
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