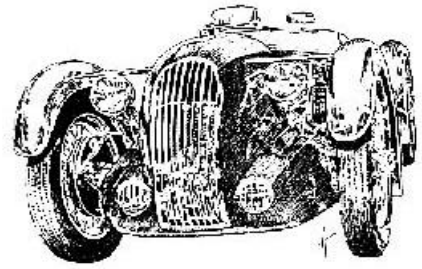


The
SPOKES

Founded 1958



Volume 47 Number 2

February 2005

Official Publication of the MG Car Club Western New York



The Latest Brundo Award Winner

(see article inside)



Next meeting - February 17, 2005
At the Burgundy Basin Inn 7:30 pm
1361 Marsh Road, Pittsford, NY

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

The SPOKES is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

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

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Cover Photo by Jim Priestley

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\$ 5,980.00

Add your name to the MGCC Endowed Scholarship Plaque.

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

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17 Sandpiper Lane
Pittsford, NY 14534

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BRUDNO AWARD/LIFE MEMBERS

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Gill & Betty Langswager•Richard & Bethel Powers•Dave & Barb Wild• Steve Fitch*• Jim Priestley• Wendy Priestley,
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

Doug Scribner, Chairman

I can't believe it's been two months already since the Holiday Party. Gil & Betty did a great job with the arrangements, we had a good turnout (about 90 people) and the food was terrific. Wally Roworth received the Brudno Award, John Thompson received the Good Samaritan Award, and Aunt Blabby herself gave out the First Edition MGCC Cook Books as party favors (you had to be there). Extra copies of the book will be available in Regalia as long as they last.

Since then we've enjoyed another annual Wine & Cheese Party, with a round of valve cover racing featuring some new "cars" and a neat scoring program written by Chris Sangster (masterfully executed by mom Pat). Now we're in "the short month" and Spring is only two months away!

ACTIVITIES

Betty Langswager

Happy New Year Everyone! Our best wishes for a very prosperous, healthy and happy new year 2005!

Our Holiday Season started off with our Holiday Party last December 4 at the Wishing Well. It was a very festive event. Our party room was beautifully decorated with lots of garland, red ribbons and poinsettias. Our tables were decorated with red and green napkins and a "cute" table centerpiece. It was a race track with little race cars racing around a prettily decorated Christmas tree. Many ladies came to help me decorate the trees. Thank you all again, many hands make light work. We made up 14 centerpieces. There were 84 people in attendance and someone at each table went home with a centerpiece. Gil and I picked out the menu for our dinner. Everyone raved about the butternut squash with a nut topping and the seafood newburg. Both of these are Wishing Well signature recipes. Some people went back several times for the squash and newburg, it was so good! Leon Zak showed continuous slides of events that happened during 2004. We're a very busy club. At long last "Aunt Blabby" made her (his) appearance at our party. For the last six or so months we've all been submitting recipes and guessing who is "Aunt Blabby". Then too, there was "Uncle Fuddy" and "Cousin Hortense". These people sure kept their identities very secretive. We all guessed and guessed. At the right moment, after Doug Scribner gave quite a descriptive picture of "Aunt Blabby", Laurie Scribner opened up the doors and in waltzed Dick Powers decked out in dangle earrings and granny glasses wearing a Christmas bib apron with an MG emblem on the front. After a lot of surprise, clapping, hooting and hollering, Dick finally spoke in a falsetto voice, did a lot of ahem, ahem, ahem! He was

in a falsetto voice, did a lot of ahem, ahem, ahem! He was just great, made a wonderful "Aunt Blabby". "Uncle Fuddy" was Ted Hershey and "Cousin Hortense" was Doug Scribner. These guys really kept this club in suspense for many months. "Aunt Blabby" passed out "her" cookbook to every couple in the room. There are a lot of great recipes by a lot of club members, hope everyone enjoys them. Because everyone seemed so satisfied with the Wishing Well, their menu and party atmosphere, we have scheduled next year's party there. So mark your calendar now – first Saturday night in December!

The Valve Cover Races and Wine & Cheese Party was January 16 at the Gates Recreation Center. Thank you, Paul Wheeler for getting the building for us again. We left it mighty clean. Hope we can rent it again next year. The doors were open at 12:00 and many people came early to help move in and set up. Pat & Steve Sangster set up their "state-of-the-art" computer for staging and scoring and producing pictures. Pete Pegoni, Tom Glanville, and Dave Wild set up the ramp and race course. All these folks got the tables and chairs set up. Barb Wild helped me get the coffee going and the food on the tables. As people arrived, they pitched in to help. The valve cover racers were put on display. There were only 11 racers this year compared to more than 20 last year. But, the competition was rough! There were a lot of run off heats. Several members had digital cameras that were used for photo finishes! There are four racers in the Langswager family, last year and this year. Jeff and his son Nick and Gil and I. One of our members from Elmira came to race with us, Mike Clapood. He just built a new racer, #222, "Butt Ugly" which gave me a run for my money. He said he'll be back next year. After an hour of eating all the goodies everyone brought and lively conversations it was time to start the races. Competition this year was tough. Those that entered were: The Avery clan led by Carolyn with their winning #51, Brooks Schneider #848, Bill Baldwin #69, Nick Langswager #31, Jeff Langswager USMC "Jarhead Jalopy", Gil Langswager #99, Michael Clapood #222, Don McConnell #07, Dan Goodwin & Hollis Hames "Roadkill", Al Fink #75B & of course, me #73 Red Hat Special. Like I said before the races were close, having to use a digital camera for photo finishes, not once but several times. These racers are getting better every year, so all you guys & gals get working on yours for next year. After all was said and done the Avery clan, with a pet raccoon driving, won over all – again! It's a tough family to beat. Second place went to Dan & Hollis with their brand new entry. Third was Bill Baldwin with his new tubular framed job. The Best Looking Racer by popular vote was won by me, with my red racer with red sparkles and a red hat lady driving it. My mechanic, Gil, had my racer running much better this year. It won several heats. Gil won some heats with his old racer but was soon eliminated too. In the back corner Scribner's displayed some club regalia for sale. They sold some shirts and tops. Good work Laurie & Doug, gotta

Activities cont'd

keep this club well dressed. It was a fun afternoon for us all, good food, good friends, good competition with our valve covers. A big thank you to the people that made our afternoon so successful; Doug Scribner for announcing, Chris Baum for picture taking, Dick Powers and Dave Wild for judging, Joeanna DeBlaere for assisting with scoring, Laurie Scribner for counting "Best Looking" votes and Tom Glanville & Pete Pegoni for track setup and take down. Thank you everyone that stayed to help me pick up, clean the floor, empty the garbage, and carry all the cartons to our car. Another great afternoon with the MG Car Club!

Calendar of Events:

Feb. 5 - Sat. Mardi Gras Party – Hammondsport, NY
Read Dec. Spokes flyer for details

Mar. 6 – Steak Roast & Auction
NOTE: New Location this year – Eyer Park,
East Rochester
Read the flyer this issue for directions
Bring your auction items, a dish to pass & table
service

Mar. 20 – Natter 'n' Noggin English Pub
Contact Dick Powers for info

Apr. 23 – MG Car Club Overnite to Saratoga
Read flyer in Spokes for details, contact
Cheryl Baldwin
You make your own reservations

May 8 – First Autocross & Drivers School

14 – Tune-up Clinic

15 – Rallye

19 – 22 – Import Carlisle

Notice: Don't forget **3rd** Thursday of each month is our
monthly meeting.

Editor's Notes

by Joeanna DeBlaere and Eileen McMahon

The calendar is out for 2005 and we are already starting on 2006. Some club members have asked me how they can get their car into the calendar and the answer is easy—just send it in. I will take it electronically or by snapshot. We have always asked members at the general meetings and also in the editor's notes to send photos in to Spokes. As our Chairman reminds us spring is right around the corner so get your cars and cameras ready.

We will be doing a lottery again this year for rooms at Seneca Lodge—see article in Spokes.

Articles for the monthly Spokes are due one week after the general meeting.

Early Reminder

Tune-Up Clinic and Carlisle Weekend

Mark your calendars for two events in May:

Saturday May 14 is the Spring Tune-Up Clinic at
MCC Technology Center

Friday May 20 thru Sunday May 22 is
Carlisle Import Weekend

Both events are same format as past years. More
details will follow in March and April issues of
Spokes. Questions about either event?

Call George Haynes at 585-872-6536

MGCC MEETING MINUTES

Pat Sangster

General meeting January 20, 2005

Meeting called to order at 7:35 pm. Last month's minutes accepted. Treasurer's report - dues are due, pay Jim Priestly. Paypal function is now working on the website and can be used to pay dues also. Regalia report - lots of new stuff, earrings, jackets, long-sleeve shirts, wine glasses. We will have embroidered items available soon. Now on sale: silk-screened sweatshirt -\$10.00 each.

Activities report by G. Langswager: Feb 5th is Mardi Gras party and the club has 30 tickets. Purchase yours from Betty Langswager, they must be paid in advance. March 6th is the Steak Roast Auction/Pot Luck Dinner which is at a new location this year (Eyer Park, East Rochester). March 26th is Nog n' Natter at Old Toad. April 23rd is overnight at Saratoga Springs, see Cheryl Baldwin for details. May 8th is the tentative date for the first autocross, needs to be confirmed with MCC. May has tune up clinic, another rallye, and a trip to Carlisle.

Spokes - articles are due week from meeting and any photos of Aunt Blabby would be appreciated. There are a few cookbooks left over from holiday party, will be for sale through regalia soon.

Watkins Glen Festival report registrations to date: Tour de Marque 20, Logan Ridge Estates Founders Tour 54, Knapp Sporting Roadster Tour 29, Concours d'Elegance 6, Glenkhana 16, Glenora Run 95. A new event is starting to kick off Sports Car weekend. SCCA added new event, a road race held in the streets of Camden, NJ which should be interesting.

New members and guests were introduced. No old or new business. Cars and parts for sale: Dick Rzepkowski has 4 goodyear tires, Al Costich has a Volvo for sale. Door prizes were awarded.

Dick Powers arrived to give car show report. Meetings have been held, one change on that Jim Hogan is not doing PR this year for MG Club but Dick has arranged a replacement.

Question raised on Kids Day at the Glen. Any information found will be forwarded.
Meeting adjourned at 8:10 pm.

JANUARY 20, 2005 ATTENDANCE

Carl A. Prouty	Dave Asmuth
Barb Wild	Ted Hershey
Dave Wild	Beverly Mack
Bob Tescione	David Engdahl
Alan Costich	Laurie Scribner
Cheryl Baldwin	Doug Scribner
Bill Baldwin	Nicholas Zuck
George Haynes	Dave Chase
Dick Giambra	Cheryl Zonneville
Brian Fallon	David Leete
Jeff Kath	Dick Rzepkowski
George Herschell	Marlene Rzepkowski
Nancy Herschell	Jim Davis
Barb Zak	Jim Priestley
Leon Zak	Chris Baum
Stacey VanDenburgh	John Baum
Steve Sangster	Ken Heusler
Pat Sangster	Steve Stewart
John Thompson	Nona Kraus
Joeanna DeBlaere	Rich Shineman
Joe DeBlaere	Gil Langswager
Doug Jack	Betty Langswager
Mike Harrison	Wally Roworth
Sue Harrison	Arnold VanDenburgh
	Dick Powers



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December Holiday Party *Fun, Honors and Good Food*

By Aunt Blabby

Hi Boys and Girls, Aunt Blabby here with a few pleasant memories from our December 4th MG Holiday Party at the Wishing Well. First, a big Thank -You to Gil and Betty Langswager for organizing this great evening where nearly 90 club members gathered for fun, honors and good food. Also, two of our members received much deserved awards.

John Thompson, has helped so many of us over the years. He's always there to analyze, adjust, design, fabricate, tow, weld, install and use his vast knowledge to help with the many foibles of our British road cars as well as the many big foibles encountered by our British race cars. For all his years of helping those in need, John was so deservedly given the Western NY Centre **Good Samaritan Award**.

Wally Roworth has been a member of our club for nearly 20 years. During that time he has always been busy with club activities. Wally was club secretary for many years, does the monthly "Ten Years Ago" column for *Spokes*, has been Chair of the Vintage Auto Festival Car Corral for 11 years, has helped out at club Auto-crosses for as long as I can remember and continues to do the timing and scoring at these events. If that wasn't enough, he has a passion for MG's especially his own and continues to improve his car each year, winning the "Most Improved MG" award at our 2004 Auto Festival. For all he has done for the club, Wally was honored with the **Marv and Eunice Brudno Award**.

After the above awards, the not so serious part of the evening took a few by surprise. At the outset, your Foxy Aunt Blabby, Uncle Fuddy and Cousin Hortense want to

thank all who sent in recipes for *Aunt Blabby's Official MG Car Club Cook Book*. As much fun as the three of us had putting this together, we couldn't have done it without you. We couldn't have done it without my friend Cathy Chou too, who did the marvelous and lifelike original art that adorns the cover. The cook books were given out to all who attended the Holiday Party. There are just a few left and they are available as club regalia. Get yours before they're all gone!

As part of the cook book caper, we had a contest to see who could correctly identify Aunt Blabby, Fuddy and Hortense. No one was able to do this, so the "judges" chose the winner from the combination of total guesses and number of recipes submitted. **Betty Langswager** had the highest total and received the *Aunt Blabby Gift Certificate*. A true MG/Blabby honor!

Thanks to all of you who were there for making this one of the best MG Holiday Parties ever!

Your MG Blabby Team:

Uncle Fuddy, Ted Hershey; Cousin Hortense, Doug Scribner; & Aunt Blabby, Dick Powers



MG CAR CLUB OVERNIGHT TOUR **TO SARATOGA SPRINGS**

Saturday, April 23 – Sunday, April, 24, 2005
(Or get a head start by going up Friday)

As a group we will:

- **Stay at the Gideon Putnam Hotel - \$115. per night**
For reservations call Carol @ (518) 584 – 3000
Mention the group block for the MG Car Club
- **Visit the Automobile Museum – special rate -\$3.50**
Special Display “Best of the Best” at that time
- **Tour (and shop) historic Saratoga Springs**
- **Attend the harness races Saturday night & have dinner in the clubhouse**
- **Have Sunday Brunch at the Springs Resort**

More details will be coming – watch “SPOKES”

Sign up with Cheryl Baldwin @ (585) 924 – 4554

MG Car Club **Western NY Centre** **Official Regalia**

Car Badge	\$25.00	Sport Cap	\$12.00
Badge Clip	5.00	Patch, embroidered	2.50
Key Fob, large leather	4.00	Pin, cloisonné	3.00
Sticker, front adhesive	1.50	Dash Plaque, 40 th Anniv.	4.00
Sticker, silver	1.50	Sign, magnetic (10’)	15.00
Blanket	18.00	Tote Bag, embroidered	15.00
Bumper Sticker	1.00	Name Badges w/MG	10.00
“Safety Fast” Wine Glass	6.50	MGCC Cookbook	5.00

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

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

MG CAR CLUB

ANNUAL STEAK ROAST & AUCTION

MARCH 6, 2005 – NOON TIL ?

NOTE! NEW LOCATION!

**AT EYER PARK IN EAST ROCHESTER
TAKE LINCOLN RD. OFF FAIRPORT RD.,
RT. 31F,
THEN TURN RIGHT ON CHESTNUT ST. E., JUST BEFORE THE
UNDERPASS & FOLLOW TO THE PARK.**

**PRICE: \$7.00 PER PERSON FOR STEAK
\$1.00 PER PERSON FOR A HOT DOG**

**YOU MUST SIGN UP SO WE KNOW HOW MUCH TO ORDER.
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46 STONINGTON DR., PITTSFORD, NY 14534**

**BRING A DISH TO PASS & YOUR TABLE SER-
VICE & DRINKS. THE CLUB WILL PROVIDE
COFFEE. PLEASE DON'T BRING DISHES
THAT NEED TO BE "PLUGGED" IN.**

George Herschell

Part L, Number 50. has it been that long since I started these little dissertations? It certainly doesn't seem that long but then again it's funny fast how time goes when you're having so much fun. It has been a lot of fun for me and I hope it has been for those that read my chattering.

This year at the clubs annual Christmas Party, (I know that "Holiday" is the preferred terminology in today's world but, there were Christmas decorations, Christmas colors, and a Christmas type gift exchange so you can call it what you will but to me it is still a Christmas Party.) I once again had the pleasurable task of awarding one of our members the Brudno Award. The Brudno award is named after the late Marv and Eunice Brudno who were members of the club and set the tone for everyone as to how to get involved and have fun doing so. They were into everything and held many offices in the club. But the single most important thing they imparted to any of us was to HAVE FUN.

The Brudno Award then memorializes Marvin and Eunice Brudno. It seems fitting that it is in effect a "Most Valuable Player" type award to be presented periodically, but not necessarily yearly, to deserving members.

The Brudno Award was presented to me in 1986 at the car show in Victor. Dave and Barb Wild had received a Life Member award in 1985 which was the forerunner of the Brudno award. Since then it has been awarded and those recipients are listed in the front of Spokes every month. In 2002 we did award Dave and Barb Wild the Brudno Plaque to make it official that they are also Brundo Recipients.

A persons name is brought to the attention of each Brudno member (individually) via E mail or mail and they are evaluated. Then each Brudno person is polled by myself, and if there is 100 % agreement, the nominee is selected as the person to be awarded the Brudno award. One no vote is sufficient to deny a person the Brudno Award. None of the previous recipients have any idea of how anyone else votes so there is no arm twisting or "campaigning" by any Brudno Member. So now that you have a little history of the award, let's get to this years recipient.

Our honoree this year was Wally Roworth. It gave me a great deal of pleasure to present this award to Wally as we have been friends for many years and his recognition was well deserved.

Wally joined the MG Car Club in 1986 and has been a loyal and active member since. He has had a total involvement in the club, doing whatever is necessary, to help the club succeed in all its activities. He is always at meetings and events which proves how strongly he feels about the club and its functions.

He has held the position of Secretary from 1991 through 1995. (which amounted to a double term). And also writes a monthly column "**Ten Years Ago**" for Spokes, and has been a regular advertiser for many years. He is also a distributor for Moss Motors and has helped anyone and everyone with their parts orders if asked to do so.

He has served as chairman of the Car Corral at our car shows from 1994 to the present time. The Car Corral has grown very large and this past year it was the largest corral ever. He has worked on the clubs Autocrosses for as long as anyone can remember and has done the scoring and timing for these events.

He has a definite passion for MG's, and for his own car, in particular. The amount of work that he has done to that car is commendable and the car finally won a trophy at last years show for the "Most Improved MG". It is an excellent car and the amount of work that has gone into that car was evident and properly rewarded by that trophy.

Wally was also one of the first to volunteer to work with Leon Zak on the clubs cataloging and loading the many photographs that had been collected over the years into the clubs computer data base. It was a great help to Leon and enabled the club to be able to preserve those rare and vintage photos for "posterity".

Wally also is one of the nicest people one could ever hope to meet. He is always looking out for the other members and is willing to help them in any way possible. He is a true example of phrase "**The Marque Of Friendship**". As I said at the banquet,

"So tonight I take great pleasure in presenting this award to a very deserving member and a good friend to all of us. Will you please all help me honor this year's recipient **Wally Roworth** ".

THE CLASSIFIEDS

For Sale: 1974 MG Midget. Has new rockers and patches in body. Needs paint, top, tyres and some TLC. This car is complete but not driven since 1992. Owner is asking \$1,000 -- will take offers.

Call Abe at 436-7427 (office) or 729-2032 (cell).

For Sale: Four Goodyear "Arriva" radial tires, lots of tread left, size P205/75R14. Free to a club member if you pick up and take away.

Call Dick or Marlene at 585-381-3180.

For Sale: 1970 Rover 3500 aluminum V8 engine: popular choice for MG V8 conversions; low mileage engine, 10.5:1 compression, VERY COMPLETE w/ desirable early Rover valve covers, distributor, starter, water pump, SU carbs, engine mounts, exhaust manifolds. Essentially identical engine to 1961-3 Buick 215, automatic Borg Warner 35 also available, call for full specification, \$300, Call Dan 585-377-1877

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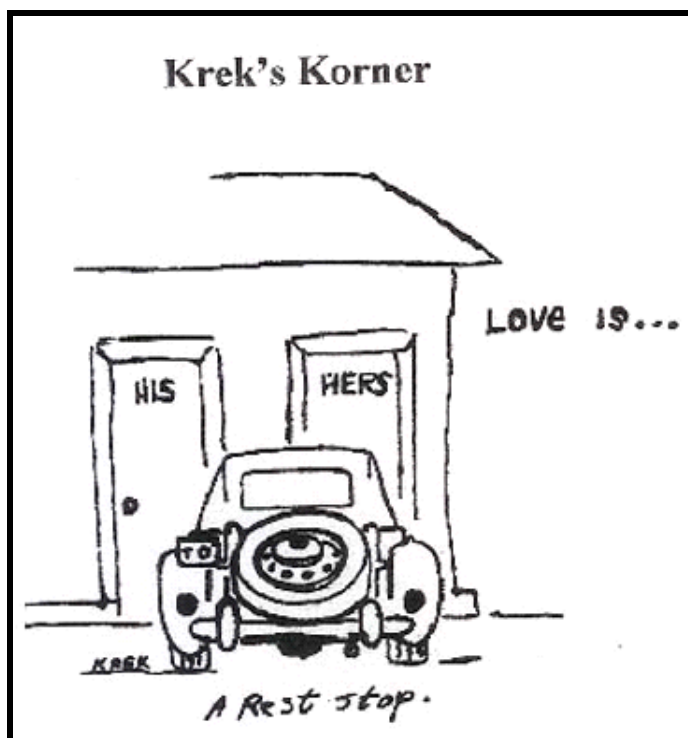
SENECA LODGE ROOMS

by Joeanna DeBlaere

It is that time of year already, time to think about the Vintage Weekend at Watkins Glen. As we did last year we will be having a lottery for the rooms. This year the deadline to submit your name and room preference is April 1st. You must be a club member to apply.

So if you would like a room I need your request in writing on or before the 1st of April. You can send it by e-mail at spokes@mgcarclub.com or by regular mail at Joeanna DeBlaere, 8607 North Shore Drive, Honeoye, NY 14471.

We will need a few people to volunteer to do the party on Saturday night at the log cabin. There is always plenty of people to help with getting this party organized.



“Well, we could be in trouble.” I came in from the garage, stamping my feet as I came to shake the snow off the heavy Winter boots I was wearing. Eileen rolled her eyes in that knowing way and smiled a wan smile.

It had begun in the most curious way. A little wet snow late on a Friday had caused me to decide to touch up the driveway that night just to be sure the buildup was kept to a minimum. I’d “saddled up” into Winter work jacket, gloves and boots and headed out to the plow truck shelter. About 20 deep pumps on the accelerator to prime the 20 plus year old carbureted engine on the plow truck and a couple of false starts later I had the old beast at least running and holding RPM. Time has not been good to this truck, and the automatic choke is just another entry in the increasing list of victims. It takes a goodly amount of pumping on the accelerator to keep it running when it first comes up, but after a few minutes it settles down and behaves itself as I expect it to.

I raised the blade and checked the side to side swing. Yup – the hydraulics were “all good.” Shoving the transmission shifter into first and making sure the transfer case was in Low range, I popped the engine turns up to about 1800 RPM, rapped it a couple of times and brought the clutch out. With a lurch we were underway. I dropped the blade and we began the first pass, which takes me out to the road in just about any side to side orientation in the driveway that keeps me moving. The goal of the first pass is to open up a lane I can widen in successive passes. The first pass is usually the most exciting.

Arriving at the road with a load on the blade, I eased to a stop, raised the blade and backed off a bit. Charging the pile I’d just left at the end of the drive, I blew through it and put the truck into a tight right hand turn. Backing, I lined up on the pile and got set for a quick shove to put the pile on the shoulder just past the end of the drive. Suddenly I had the strangest sensation that I was looking down a steeply inclined hood which used to be pretty flat. “OK, this is strange,” I observed. A quick look behind me revealed that I was also looking down a hill over the bed.

At times like this I like to take stock of the situation. First of all, it was dark. I still had lights on the truck, the engine was still running, the brakes still worked and I could still get the blade off the ground. Fair enough. Shoving the pile onto the shoulder and more than likely adding some stone to the yard that would need to be picked up in the Spring, I turned as I backed and lined up for the second pass. It was getting late, and whatever

had happened wasn’t going to fix itself at that hour. Goal one was to clean up the drive if I could and get back inside for dinner

Finishing up the series of runs and pirouettes required to dig us out after a snow, I pulled the truck into the shelter nose first, on the theory that I might have better light in the morning to see what had happened if I had the back end out. I was sort of musing to myself that maybe the bolts holding the bed on the frame had failed. I carry a fair amount of “ballast” in the absolute rear of the bed, since experience has shown that it’s not a question of power to the wheels as much as it is a question of ensuring the wheels can transfer that power to the ground. Traction is the number one problem I run into when digging out.

Overnight I woke up early and my brain “slipped into gear.” It must be the bed securing bolts, I mused to myself inaudibly, since I’d done a hammer test on the truck frame early in the Fall and had convinced myself that the frame was solid enough for another year. Still, only a real look would tell for sure. After we’d done the obligatory Saturday morning grocery list I’d headed out to check out what had really happened to the truck while Eileen made herself ready for another weekend day of Hunting and Gathering.

It didn’t take long to find the problem. Just ahead of the forward spring shackle for the rear axle’s leaf springs, the frame had failed spectacularly on both sides. As a result, the frame rails looked more like mountains than railroad tracks when viewed from the side. Thus my observation to Eileen, and her knowing roll of the eyes. It was early January, and we had a long ways to go until Spring. We were now in a race to see which came first: Spring, or Death of a Plow Truck

One of my “defining character attributes” is that I hate to lose. On the other hand, I wasn’t even sure what I could do at this point to not lose. After Eileen left to run the Saturday errands I stood behind the truck and contemplated my options. Step one might be to shift the ballast behind the wheel boxes to the front of the bed and see what happened next. So I did that around 10:00AM or so. By noon the frame rails were much straighter, and although there was still a visible “hog” to the frame we at least had something that looked more like a truck than a clown car. With the truck in this shape I was able to do another touch up later that day to compensate for some lake effect flurries moving through the area. So far so good. By the end of that session we had a little sag in the

ON COLLECTING cont'd

frame, with the cab gently leaning on the front of the box for support, so I shifted some of the ballast aft a bit. Wondering how long I could get away with this, I left the truck like that for a week or two, using it as the demand arose.

The answer was “not long.” Arriving at the end of a run on another snowy day, I recognized that we were now carrying a little hog in the frame. I piled out of the cab and fooled around with the ballast again. At the end of the next pass, we had a little sag again, which I patently ignored. At the end of the next pass, we had a little hog. Uh oh. We were now doing what I used to do as a child when I wanted to break off something metallic and lacked the proper tools. It was getting harder to project a positive end to this scenario.

The next step was to do a couple of things. I called the guy I've been buying used trucks from in Ontario and asked to keep an eye out for a likely candidate at the auctions he regularly attends. I'd also been fooling around with buying a tractor for the place, with the stated objective of increasing the mower deck width and also increasing my potential speed over the ground when mowing. I'd been planning for a Spring delivery, but I accelerated the delivery date. Mostly, as I casually mentioned to someone, to be sure I could pull both pieces in from the road if the plow truck actually broke in two.

By now I was pretty convinced that I couldn't just try and skate through the plowing season without doing something else. The key question was “what?” The frame rails at this point had a lot of metal missing in a triangular pattern just ahead of the front spring shackles. There were a number of interesting projections off the frame for bed and cab mounts which would make just slapping a piece of 1/8th inch steel plate on the side of the rails a trifle challenging. Plus, what guarantee did I have that I'd even find anything near the break solid enough to weld through?

An old friend of mine happened to be in town while I was musing about this out loud, and happened to suggest using a piece of channel. Of course. I could weld some lever arms down the vertical height of the frame ahead and behind of the break, and then weld in a length of channel to tie the arms together and it might be good enough to get us through to Spring.

A stop at a Home Depot on the way home one night produced two lengths of “weld steel” 1 1/2 inch channel. A little lighter than I might have wanted, but then this wasn't going to be a permanent repair. This was going to be “damage control,” enough of a repair to get us to Spring and not much more.

The next Saturday the prediction was that we would see significant snow by Sunday morning. Friday night I backed the old truck into the shop. The next morning I lit off the diesel and slapped the heaters on the generator to start trying to get some warmth in the shop. First of all, I put a jack and a wooden block or two under a cross member on the frame and jacked the frame back into relative straightness. From each length of channel I cut two 9 inch arms and placed them vertically on the frame. With the arms welded in place, I used the rest of the channel to span between the arms. I put the channel low enough that I could get the welder in to lay bead at every side of the joints for extra strength.

As I backed off on the jack, the gap between the bed and the cab didn't change appreciably. Flakes had begun falling as I'd started cutting the first piece of channel, and by this time there were two or three inches on the ground. I went out and did a plow run, and by the end of the run the gap still hadn't changed appreciably. I put the truck in the shelter, nose out this time, and called it quits for the day.

Clearly, we're due for a new plow truck. The “White Fright,” or the Phoenix Acres All Purpose Farm / Plow / Utility Truck has seen it's next to last trip off the property. First of all, it has clearly passed its last State Inspection. More importantly, with all the flexing we've done on fuel and brake lines I have no reason to think that they're particularly solid at this point, either. However, it is a whole lot more rigid than it was, and although I am seeing a little sagging, the cab still isn't leaning on the bed for support and at least the leading indicators would suggest we could make it to Spring.

No, I haven't done much else to the B, other than I did move the transmission from one shop that wasn't making any progress to another shop which is also not making any progress. That, however, is a tale for a different telling.

I do hate to lose.....

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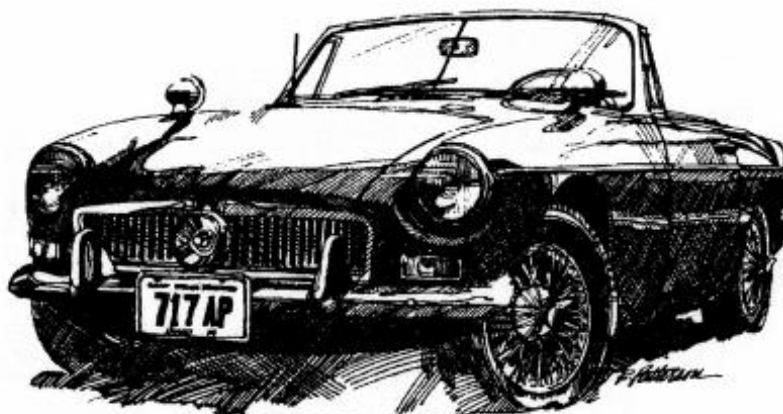
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Cover photo 1954 MGTF owned by Paul and Joan Heaney.

Cindy Cappaccio noted the addition of the Bruno Award/Life Membership list under the front cover. This was the year Steve Fitch received the honor. New Spokes Advertising Director was Tom Pritchard. She asked for cartoons. This was the year that Sue Keppeler started the "MGCC... The Years Past". And Ten years ago Sue was the Club Chairman and she personally remembers what she wrote. Paul Heaney shared the story behind the cover photo. Wendy reports that the dues are slowly being paid.

Phil Parisi wrote that the club was started by 12 people who love MG's. The rules prevent meetings from being business meetings because of the quorum requirements.. A new by-law was set up and proposed for a vote. The change from 1/5th of the voting members to 1/10th. Meetings can be held with 40 voting members. January Minutes were accepted as printed (in deference to the secretary's voice). Wendy reported 132 paid members. Activities: Desi Benet had set up the Old Toad on Alexander Street. British cooking, beer, darts and congenial atmosphere. George Haynes set up the Spring Tune-up first Saturday in May- for peaking up the car's performance. Anne Faust set up a Spring Brunch at the RYC. Definitely not an event to miss. Steve Fitch planned Gymkhana at the MGCC for \$100 per four hours. Dave Chase, even then was getting red jackets. Al Wagner spoke of the Car Show. Vice-Chair Phil Parisi stated that "I have nothing to say". (Raised Eyebrow-wr). Ted Hershey reported scheduling changes with the Green Lantern Meeting Place. Vince Cappaccio read the committees report on the Cash Reserve Policy. Car Show and seed money are proposed to be spent on Valentown Museum, \$400 and Robert Philip Memorial Fund at MCC. Motions for both approved unanimously. The Quorum Change motion was read the second time for voting during the March meeting.. Adjourned and the meeting participants were listed.

Karna Palermo, Activities Chair reported the Newport Yacht Club Cheese Party. Great time with plenty of activities - Slides of Watkins Glen (Phil Culbertson), board games, VCR auto and foot-ball tapes, and quizzes. One MG showed up. It was Sue Keppeler. Snow held off until the cars had cleared the Seneca Road Hill Top. Karna then wrote the activities out in greater detail. Added the brunch in Wyoming New York. Nice write-ups.

The Little Red Wreck.Part One. By Paul Heaney. Stared restoring a 1931 Model A Ford in 1973. Visited brother-in-law in Yonkers. His friend Don had an MG TF. Long story short, Paul bought it. They towed it back to Rochester with Joan in the holey unit. She put up with the hurricane of rust and cold air for a short time. She was supplied a blanket

and a coat to wear. No stops until in the mountains of Route 17 Paul bought frozen Joan a flashlight for signaling.. Mean while the van was heated.. A stop at the 490 rest area thawed Joan out. The MG was towed the rest of the way driverless. Tail lights quit due to a scraped insulation on light wire. The MG did make it home.. This is only the beginning of the story.

Sue's Ten Year Article, result of some arm twisting and general threats, first noticed the thinness of it. More articles is more interesting. Chair people: Sue- Chairperson, Dan Goodwin Vice Chairman, George Hershell-Treasurer, Bob Tescione-Secretary, Mike Mulcahy-Activities, Peggi Heissenberger-Editor and (Old Faithfuls) Dick and Bethel Powers-Publishers. Meetings were held at the Colonial Inn, Empire Blvd, Webster. (Note that was the first meeting place I attended-Wally). 102 people, a small group but with the same enthusiasm as today. A movie at the Little Theater and wine and cheese at the Benet's, Winter Steak Roast in February. Buffalo Octagon presented a planned trip to England at the January meeting. Location and acquisition of the lost Nuffield Trophy was reported by George Heissenberger.

Proposed data on the MGF that was in the plans.

Bury Me In an old Mowog Parts box-Jay Lockrow. 1995 thoughts and hopes for the year. Laguna Seca - vintage races at Pebble Beach., Indianapolis 500 (Cars from old front end roadsters built like trucks to rear engine drive built to absorb the crash energy by falling apart. It is to be noted that accidents and deaths are getting fewer, due to this design. All the oval track racing-Williams Grove Old Timers Association (Near Harrisburg, Pa) with Sprinters, English events like Autojumble at Beaulieu and Lord Montagus collection, Cheltenham hill climbs, French LeMans, Nurburgring for vintage racing, Mercedes Benz museum in Stuttgartand Schlumpf Collection. And re-enactment of the Mille Miglia.

Autocrossing at Xerox: RIP by George Haynes a Great 3 page story. Touching on: 25yr History (XrX Club origin). Had a TR3 replaced with '61 Lotus Seven America in 9/66.Late '66 Joined club. Gymkhanas were the talk, and new to me. Learned on Lotus about tyre pressure and holding the gas in the curves. Wide wheels and tyres, next.. In competition kept up with larger and stronger cars. John Forrester suggested making a "Special" out of his TR4 with new tyres and roll bar. Then suspension mods. New tyres and differential gears welded for power to both tyres.

TEN YEARS AGO cont'd

It was good for two years then "The Shadow" beat them. Rainy day race shifted to the Lotus with narrow Michelin tyres. Beat "Shadow" by .04. Post event race 1:47 (12 sec improvement). It was a heady day for the Forrester-Haynes racing team. Shadow never beat them again. Then our Lotus Elan chassis with a great many repairs and rebuilding. John's Ford Cortina 1500c engine was milled and it was a push start car. Lotus weighed 800#. David vs Goliath but winning more than losing. Last race 1987 riding in the old Triumph autocross car. Fastest time of day. Quit while ahead. MGCC held event at XRX in 1987- ragged but new TR4A performed well. Two events at Spencer Speedway in '93 and '94. Xerox barred autocrossing, from there on. It was a 28 year activity. I drove last as well as first bought back old TR Special for \$125 with TEN very old wheels and tyres. Al Costich aided in starting the TR engine again.. It was appropriate that the car raced at Xerox was cannibalized the same year as the racing was banned there.

On Collecting by Chris Williams covered Mercedes hood release cable, Midget hot running, Datsun pickup brake hoses (14 yrs old) and Healey outriggers repair. And maybe, just maybe, here will be a nice day when a short trip in one of the "daily drivers" will satisfy my needs ... and the pursuit of apexes. And if not, there's a work list to prepare and a schedule to compile for "improvements" to the collection next season. Isn't this one of the things that keeps us going?

Proposed Amendment to the by laws about the quorum change was printed.

The Brudno award is once again printed and the recipients of that honor in 1995 were, Joe Tierno, Dave & Barbara Wild, George Haynes, Alex Kopen, Dick & Bethel Powers, Bert Patenall, George Herschell and Gil & Betty Langswager. This was Steve Fitches honor year.



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Jay Lockrow

A few weeks ago when my daughter was home for Christmas we were watching the telly one evening when a commercial came on for one of the new automobiles. The commercial was centered around the fact that this particular vehicle had the GPS or Global Positioning System and the actors driving the car were being treated to the fact that this great system was telling them where to go, how to go, where to turn and all directions. I, in my humble opinion piped up, "What the heck do you need that for, what's wrong with a road map?" My daughter promptly broke out laughing and said, "Dad, you just set Detroit and Madison Avenue back ten years."

Seems that some people feel they need all of these contraptions and in reality none of this stuff is really new. It has just been computerized and put on a screen in the car instead of a paper packet that you kept in the cubby box. In the Italian Mille Miglia in about 1955 a man named Dennis Jenkinson was navigating for Stirling Moss in a Mercedes Benz. Jenkinson was a much-respected motoring writer and automotive authority much like yours truly. (Short pause for laughter to subside) Anyway "Jenks," as he was called, had the whole thousand-mile route on a roll of paper that was continuous with the instructions written on the side. He would communicate to Moss and tell him that a left turn was coming up or a hill, valley or whatever. "Jenks" was just ahead of his time, he just didn't have it electronically. Ever see one of the old "Bluebooks" put out by auto organization back in the 1900s? Pretty much the same thing. They would give you directions to go from Rochester to Buffalo by telling you to turn at the red barn, left after the local Bistrot etc. Today it's built in, not really new, just improved.

One of the next commercials was also automotive and this particular van or shooting brake had a DVD player for the back seat. "Whatever happened to looking out the window or playing car games as you drove. I remember playing license poker, or "Who will be the first to spot a Studebaker Willys or Nash to complete the car crossword puzzle or whatever. I always loved looking out of the window but today everyone has to be constantly entertained. I was on a bus trip a good number of years ago to Toronto with a group of Girl Scouts. Someone behind me played a video game all the way up and back. I was ready to beep, beep, beep whoever was playing the ^%\$^\$ thing. It drove me nuts.

Once not long ago I mentioned the Onstar system that if deployed someone will automatically contact you and ask if you need assistance. My question is "What if you don't want someone to know where you are? Maybe you are running a little shine or having an affair and the GPS is tracking you! Isn't this an invasion by big brother? I also read the other day that cars now have some sort of black box not

unlike the ones on aircraft. If you have an accident they can collect this thing and tell if you had been speeding or whatever. I don't know about you but this does not appeal to me at all. What has happened to privacy?

Another one I like is the people that get out of their car, leave the lights on and walk away. When they get about ten feet away they turn around and point one of those little gizmos at the car and horns beep, whistles blow, lights flash and tail lights wink then everything goes quiet. The damn lights are still on and they ignore it. I still turn off my lights, lock the door with the key and wait till the damn overhead light in the car goes off before I walk away. I don't trust this trash. If I could do it I would buy a car without it! All right I'm an old f--- but I grew up in the 50's and 60's and we got along fine without all this nonsense and I still can. Besides I bet if they took all this nonsense off they could drop the price of the car several thousand bucks and I could put the money into my TC. My TC has GPS, put down the top and navigate by the stars. It has a 360DVD too, put down the top and you get 360 Delightful Viewing Degrees not just a small screen. Has a black box also, I keep some tools in it!

One of the latest innovations I have heard about is the new ignition key. All you have to do is have it on your person, the car senses it and the car will start. I really can't live without that. I wonder if it would sense the microchip in my dog and start the car for him? "Wesley I didn't say you could use the car tonight!"



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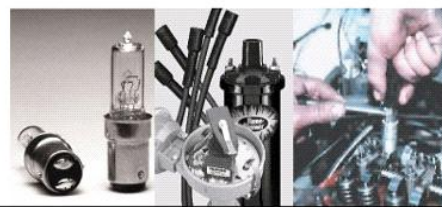
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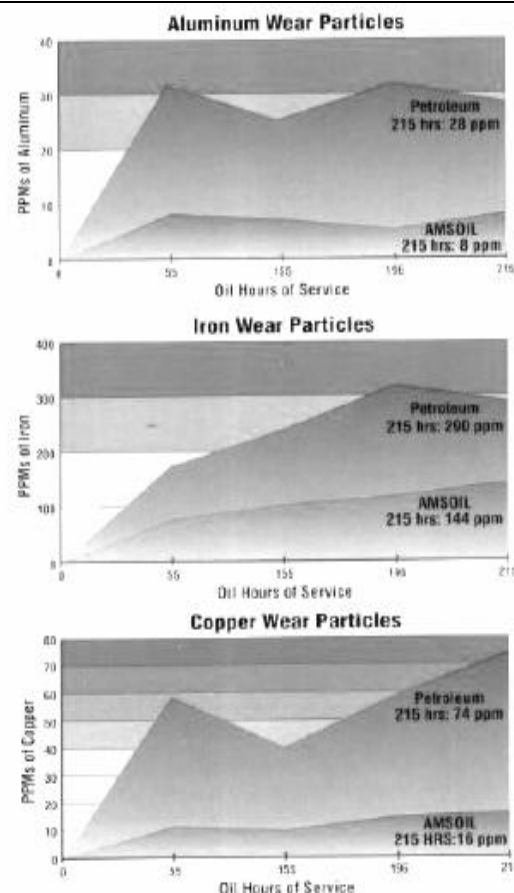


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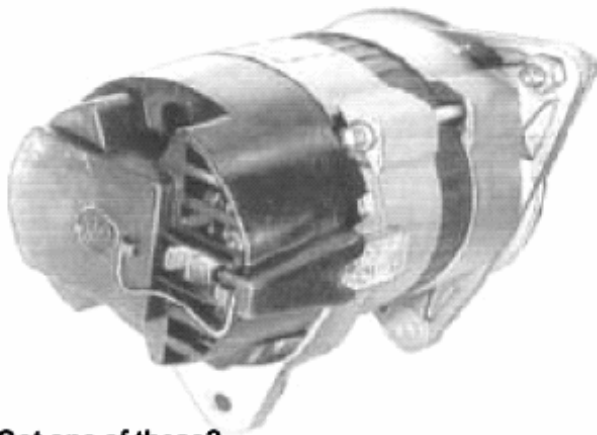
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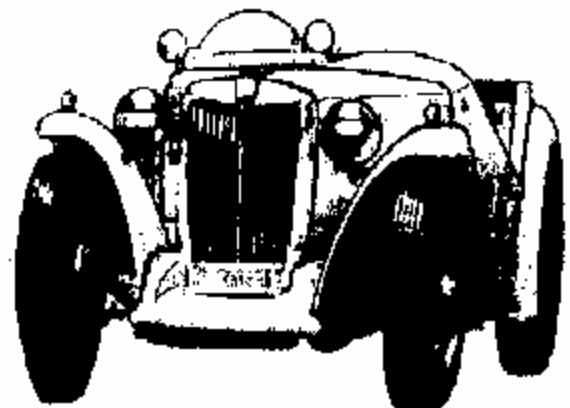
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Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Phone: Home _____ Work _____ Wedding Anniversary / /

Address _____ City _____

State _____ Zip+4 _____ Today's Date _____ New or Renewal? _____

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
251 Bronx Drive
Rochester, NY 14623

**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 Rallye 19 Meeting 19-22 Carlisle	<u>June</u> 1 Stuffing Party (Car Show) 5 Vintage Car Show 5 Post Car Show Party 10—12 Hildene Car Show 12 Autocross II 16 Meeting	<u>July</u> 8 Board Meeting 21 Meeting 24 RIT Car Show	<u>August</u> 7 Pig Roast/Rallye 14 Autocross III 18 Meeting
<u>September</u> 1 Board Meeting 7 Vintage Weekend @ Glen 13 Meeting (TUESDAY!!) 24 Tune Up Clinic 25 Autocross IV	<u>October</u> 9 Fall Foliage Tour 20 Meeting 22 Halloween Rallye & Party	<u>November</u> 3 Board Meeting 6 Garage Tour 13 Brunch Run 17 Meeting	<u>December</u> 3 Holiday Party No Meeting

These dates may change. Please check meeting minutes or mgcarclub.com for

The SPOKES
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