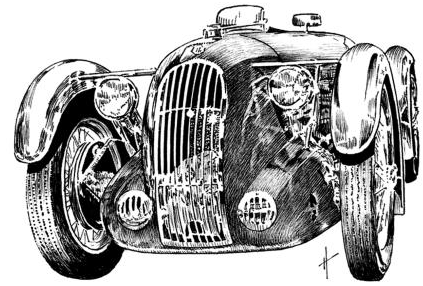


The
SPOKES

Founded 1958



Volume 47 Number 6

June 2005

Official Publication of the MG Car Club Western New York



Phil Parisi—Autocross I

Next meeting - June 16, 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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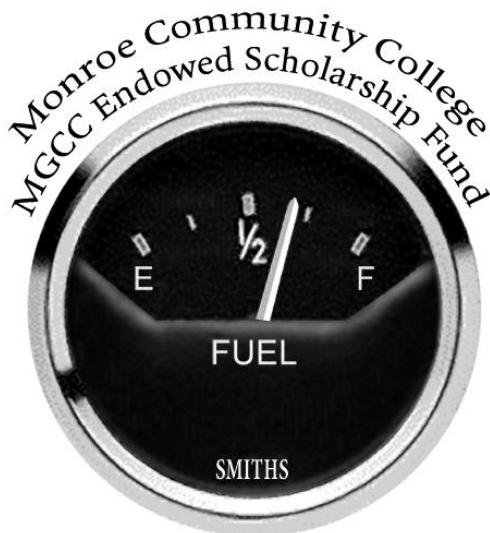
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Eighth Page \$11.00 \$ 44.00 3.6" x 2.3"

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

Cover Photo by Allen Hess

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\$ 6,499.05

Add your name to the MGCC Endowed Scholarship Plaque.

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

Elaine O'Neil-Hess
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Pittsford, NY 14534

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

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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.

Activities

by Betty Langswager

Our first autocross of the season was lightly attended. (It was Mothers' Day). There was a drivers' school attended by seven students. It was of special interest to Gil & I as our grandson, Chris, was one of the students. A third generation Langswager getting into the picture. They were divided into groups for a pep talk by Phil Parisi, who told them no goofing off or showing off. It was safety first and learning how to drive your car and he was adamant in that or they could be sent home. And, yes, last year someone was sent home. Then everyone walked the course in groups. Each autocross is laid out differently by Phil. The instructors are all very much qualified as they have done autocrosses for many years. They are Allen Hess, Dave Avery, George Haynes, Doug Scribner, Tom Glanville, & Phil Parisi. Then the instructors rode in the cars with the students, talking them through the course and giving them pointers. Finally they were allowed a few trial runs, again with a different instructor to tell them how they did. Some solo trial runs and finally they were ready to run against the clock. After all was said and done it was a great day for an autocross and fun to watch. Chris ran a smooth course time after time. All the students, instructors and contestants took turns running to get their fastest time as recorded by our veteran timer, Wally Roworth. After all the times were recorded, our grandson, Chris, had the best time of the day. Hip, Hip, Hooray! We're so proud of you, Chris! Elsewhere in this issue are the results of the event.

Our first brunch of the season was to Bob & Ruth's in Naples. It was a straight run going directly to the restaurant. Twenty six people ate off the buffet, sherbert for desert. The club loves to talk & talk. We stood out in the parking lot afterward for almost an hour to visit. Some of us girls went across the street to a great gift shop and to an Amish wood workers shop & store. No one was interested in going to Widmers winery or the few shops on Main St. So off we went back towards home. Some of us decided to stop at Dawn Grant's & Jim Priestley's new home near Bloomfield. They were in the yard planting flower plants. They have a beautiful yard, big enough for a garden tour, car show & picnic (Hint, Hint!). It was a great day for our first brunch run.

UPCOMING CLUB ACTIVITIES

June 26 – Garden Tour
July 10 – Autocross II
July 24 – RIT Car Show – Special Invitation to our club – 3 classes for us – see flyer
Aug. 7 – Pig Roast & Rallye
Aug 14 – Autocross III

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

June 17 – 18 - "Brits on the Bricks" Toronto MG CC 50th Anniversary Celebration

June 18 – 19 – Father Day Car Show at Six Flags Darien Lake

June 25 – Lakeshore Model A Ford Club Show at Ontario Beach Park

July 9 – Kendall Fire Dept. Cruise In at Carnival – 1:00 PM until ____

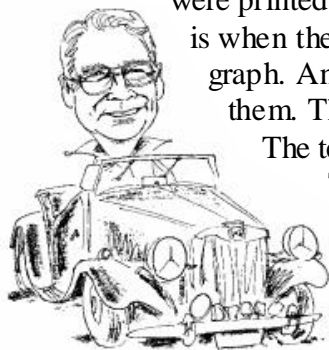
July 20 – Kids' Day at the Glen

Aug 13 – Sampson State Park Fun Days

Forty Years Ago

by Mr. Gil

Just inside the cover of the June 1965 "SPOKES" were 3 pages of the results of the Fifth MG Invitational Rallye. You've got to wonder why but they were printed on blue paper. Now this is when the printing was by mimeograph. Anyway I could barely read them. There were 74 cars entered.



The team prize was won by the Triumph Touring Club for having the most cars entered. There was also a best husband & wife award, a best AM run & a best PM run. Then there

were awards for the best placed marques & a POR (press on regardless) trophy. The complete results were published by car number, listing the driver & navigator, the score at each checkpoint, the total score and the finishing position. Actually, these results were printed and handed to the entrants at the awards banquet that night. That was a lot of work for a lot of people in our club. It was a success according to a write-up by someone who wrote 7 pages on rallies.

The next page listed the July rallye schedule. It was a full page of listings and included some regional races and autocrosses as well. Then came these seven pages that rambled on about the rallies throughout the area including our invitational. Next were three pages on races. There were three pages on Detroit's secrets for 1966, a flyer for the Triumph Club's next rallye, and three pages of "the Monthly news Bulletin". Then a blurb about the "Road to Slobbovia", an SCCA rallye, and some recipes.

There was really a lot in that issue of "SPOKES", but not a column by any of our officers. It contained a lot of news of interest to car enthusiasts of the time but not particularly about our club.

But that's the way it was, forty years ago.

Editor's Notes

by *Joeanna DeBlaere and Eileen McMahon*

At long last, nice sunny weather and lots of places to drive our cars. Right now Joe has the transmission out of the TD as 2nd gear was grinding real bad. At least we own two MG's so we can drive the B-GT to some of the events.

Check out the list of Cruise Nights that Betty has in her Activities article. It would be nice if we can get several people to gather at one of the locations. There is always a good turn out of all makes of cars at the Thursday night Canandaigua Cruise Night.

In the meantime, we wish everyone fun and safe driving.

Deadline for next issue of Spokes is June 23rd.

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MGCC MEETING MINUTES

Pat Sangster

May 19, 2005, General Meeting

Meeting called to order at 7:45 pm. Evening program is Spring Regalia Sale. Last month's minutes were accepted. New members and guests were announced.

Treasurer reports we are in good shape, see treasurer to pay dues tonight. Webmaster mentioned our outstanding website has gotten quite a few people disappointed the car show is cancelled but appreciated notification. Spokes – as usual, articles due one week from tonight.

Activities: Rooms for Watkins Glen Vintage weekend are all set. Anyone wanting to extend weekend should contact Seneca Lodge directly. Betty Langswager gave activities report as Gil went to Carlisle. See Activities report in Spokes. Dave Wild mentioned opportunity to greet Morgan Tour drivers as they drive by. Gather June 12th at Bristol Mountain. Cars are expected to pass sometime between 2:30 -3:00 pm. See Spokes for list of many car related activities that were forwarded to our club.

Cars and parts for sale were announced. No new business. Old business: A member shared his very positive experience participating in the new driver school held May 8th. He also expressed many thanks to the organizers and volunteers and disappointment is the low participant turn-out.

Miscellaneous comments: Looking for electronic pictures for website, send them to Leon Zak. These pictures will be passed on to Spokes editors as well. The club has an email list used to announce impromptu events, reminders, etc. If you are interested in participating, send your email address to leon@mgcclub.com.

Question asked whether anyone has received Watkins Glen Vintage weekend tickets yet. Dave Wild suggested anyone not having tickets yet to follow up with a phone call.

Door prizes were awarded and the meeting was adjourned at 8:30 pm.

MAY 19, 2005 ATTENDANCE

Carl Prouty
Betty Langswager
Leroy Hokenson
Anne Faust
Gene Faust
Dave Wild
Barb Wild
George Herschell
Laurie Scribner
Doug Scribner
Susan Krobusek
Bruce Krobusek
Cheryl Baldwin
Joeanna DeBlaere
Joe DeBlaere
Leon Zak
Vivienne Rizzo
Brian Fallon
Dick Giambra
Cheryl Zonneville
David Leete
Cynthia Jack
Doug Jack
Wally Roworth
Steve Sangster
Pat Sangster
Allen Hess
Beverly Mack
Michael Mack
Chris Baum
John Baum

Beverly Mack
Michael Mack
Chris Baum
John Baum
Elaine O'Neil-Hess
Linda Fazio
Joe Fazio
Tim Rizzo
Rhonda Rizzo
Dan Suter
David Engdahl
Nicholas Zuck
Mike Harrison
Sue Harrison
Ken Heusler
Jeff Kath
Don Riling
George Shetterly
Ben Borlows
Dick Powers
Al Fink
Bill Bethune
Linda Bethune
Gene Dinkel

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PIG ROAST & RALLYE

RUSH FIRE DEPT. PAVILLION on Rt. 251 at Rt. 15A in RUSH

Rallye starts: 10:00 AM

Contact – Henry & Sue Kron @ 637-2896

All cars not running rallye please park on grassy area only, Not on the blacktop, firemen's rules!

Pig Roast starts: 1:00 PM

Bring your own table service & drinks

(Heavy-duty Plates)

Bring a dessert (optional)

Pig Roast - \$10.00 per person

Call Betty Langswager @ 385-9956 for pig roast reservations. Please specify how many will attend

*** There may be a Funkhana if there is enough interest. We only had 10 entrants last year. It's too much work for so few. We'll have a sign-up sheet at the next meeting.**

Trophies for rallye & funkhana. We're all hoping for a great turnout. Both are lots of fun to do. Pray for good weather!

You are welcome to attend the pig roast only, if you don't want to run the rallye or the funkhana.

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**We have attended their roasts and they are
fantastic! Everyone please come!**

MGCC Autocross May 8, 2005

MGB	Year	Best Run	1st Run	2nd Run	3rd Run
George Haynes	'69	207.29	212.60	209.19	207.29
Phil Parisi	'69	208.25	208.25	208.68	210.41
David Avery	'67	209.78 c	209.78	210.99c	146.21 oc
Allen Hess	'71	216.63 c	219.87	218.81	216.63

U2L					
Tom Glanville	'80	210.12	211.13	211.60	210.12
Julia Hess	'04	210.56	215.72	212.32	210.56
Michael Capone	'02	218.18	225.31	221.00	218.18

U21PREP

Bill Bethune	'59	238.64	238.64 c
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O21STK

Chris Langswager	'99	206.50	213.41 c	208.63	206.50 c
Ryan Wight	'04	213.56	213.56 ccc		
Dave Londres	'89	214.41	225.10 cc	218.82 c	214.41

OVERALL

Chris Langswager	206.50	Ryan Wight	213.56
George Haynes	207.29	Dave Londres	214.41
Phil Parisi	208.25	Allen Hess	216.63
David Avery	209.78	Michael Capone	218.18
Tom Glanville	210.12	Bill Bethune	238.84
Julia Hess	210.56		

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).

(54)

I wish I knew how many a service technicians had asked that question of one of the members of the MG Car Company’s design personnel. I know I asked that question a number of times over the past few days. The TD had it right under the bonnet. But I’m getting ahead of myself.

I finally violated one of my own rules IIABDFI (or if it ain’t broke don’t fix it) and paid the price. Last year I had a problem with my fuel pump on the B the morning we were going to leave for Stowe and as a result the car did not go. (For those not familiar with the location of the fuel pump on an MGB it is mounted to the frame, behind the seats, and inside of the rear wheel on the passenger’s side of the car). For all practical purposes, it could be in Tibet and would probably be easier to get at. Changing a fuel pump is terrible under the best of conditions but to do it on the road, at night, in a driving rain storm, (which are all possibilities) is not something I looked forward to, so the car stayed home. I did find out later, after the Stowe weekend, that it was nothing more than a ground wire that had broken loose from its resting place. I fixed it with no problems and the car went on the Fall Foliage tour and did fine as far as that was concerned.

This year when I started the car for the first time I found that the fuel pump needed a little tap with the hammer to awaken it from its hibernation. It was fine and everything seemed to be alright. BUT I got to thinking, (which is always dangerous) maybe I should install the new one that I carry for emergencies. That was my first mistake. Remember IIABDFI? I got the new one out of the trunk (sorry boot) (its semi permanent resting place) and got ready to install it. I had cleaned and painted a restored bracket, so I put the new pump on that and decided to get to it on Tuesday. With the car on jack stands and the rear wheel removed, (no I didn’t have to take off the rear bumper which I have often said should be the first instruction when working on and MG) I crawled under the car and assessed the situation. (after first disconnecting the batteries) I removed the fuel lines (which resulted in a gasoline bath of my arms), and started to remove the nuts holding the bracket to the frame. I’m sure they had been on there since Moses was a wee lad and they had no desire to leave their

cozy spot. (Bear in mind this fuel pump has been on the car since I bought it in 1984) After much WD 40 and a few choice words along with a few scraped knuckles, the bolts finally gave way and decided to give the old man a break and release their hold. They came off and now all I had to do was to maneuver that fuel pump out of its “home”, which again needed a few choice words (some of which I didn’t know I knew) and some grunting and groaning. **Great.** Now all I had to do was to install the new pump in its place.

The new one went in fairly (?) easy and I re-connected everything. Proud of myself, I had a Pepsi, got the keys and turned on the car. DEAD SILENCE. No happy little ticking, no groaning, no nothing. JUST DEAD SILENCE. ##@!*’&##..... I checked all the connections, both of the wires were fine and so were the reconnected batteries. I tried again. ZILCH. Time for “Plan B”. Take the “new” one out, change the bracket to the old one and put that one back on. I knew the old one was working because I had started and driven the car already this year with that one. Disconnect everything and fight to get that damn thing out of there. Finally it gave up and I put it on the bench in the garage. I thought I better check to see if it is working on the bench. It was a new one. (Well it was at least 12 years ago) Mistake Number 2: Not “bench checking” the pump before installing it. I did bench check the old one and it was very happy with its ticking and wondered why this idiot had removed it from where it had been so faithful for the last 21 years. When I connected power to the new pump all it did was buzz. I cleaned the points and again no ticking. So. . . put the old one back in. By this time I was getting more and more angry at both the pumps and myself and things did seem to go a little (little being the key word) bit better. After I got it all connected and turned the key it started a “machine gun like” chatter and wouldn’t settle down to the slow rhythmic ticking as before. It sounded like a woodpecker on steroids. In desperation I finally called Mark at British Auto for some divine guidance. He suggested that I bring the new pump out and he would take a look at it for me. He also said that seeing there was very little gas in the tank, and that the car was at an angle, that was probably why the gas was not being pulled into the

pump and beyond

Later that afternoon at Marks the pump only needed a little adjustment it was happily ticking away as it should have been right from the start. Mark did suggest that if you are going to carry a spare, at least a couple of times a year, put power to it to make sure it will work when you need it. Nobody ever "splained" that to me before. When I got home I decided that I had enough for one day and I would begin again tomorrow.

Wednesday morning I got out bright (or as bright as I can be in the morning) and early to tackle the problem. (This was getting a little old hat and not a lot of fun.) I turned the key on and after about three minutes of that stupid woodpecker again I decided that once again it was not drawing gas. Another call to Mark and more advice. He suggested that I add more gas in the tank and then if that didn't work to try to "suck" some gas through the connection in the engine compartment at the "carbs". **Sure I would.** I really don't mind using a straw but not for gasoline. **SO.** . . .being rather lazy, and hopefully resourceful, I rigged an attachment to my shop vac using a piece of copper tubing and some duct tape and put the fuel line "to carb", onto that tubing. One quick shot with the power and I had gasoline all over the place. Shut off the cleaner, reconnect the fuel line and try the key. Sure enough tick, tick, tick, and everything was fine. The pump just needed priming.

So my half day job turned into two days and much frustration but the car is working again and ready to go to Hildene. I did learn a few important things by this little fiasco. **First**, always bench test a fuel pump before installing it. **Second**, if you carry a spare, check it before you leave on a trip to see if it will work if and when it is needed. **Third**, I now can remove and re-install that pump almost blindfolded so I did get an education on fuel pump installation. (something I hope I don't have to use on the road.) **Fourth**, I am working on a "zipper method" of installing a fuel pump to stop all the #@%&*@ that went on during this mess. And finally, send your wife out of the house for awhile so she can't see how stupid you can be on some things that should be no problem.

Thanks to Gil and George for their sympathy, Nancy for her patience with this idiot, and most of all thanks to Mark at British Auto. He is a good friend to both me and the membership of the MGCC. Without him I would still be going *%\$#@**@**#&*

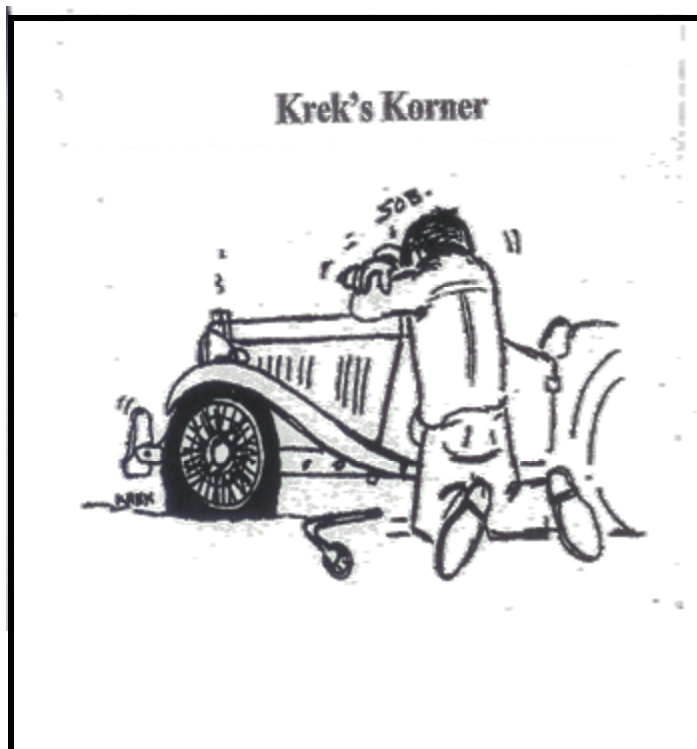
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Autocross I

by Elaine Hess

Phil Parisi planned a perfect Mother's Day --- great weather and racing, which prompted our daughter to visit for the weekend. On May 8th the club racing season at MCC got underway with an autocross novice school and a race over a deceptive course made up of the basic maneuvers. I don't think anyone - the teachers included - expected that the Skid Pad, Slalom, Fast Bends and Hairpin Turn, so easy in practice could suddenly get so hard when the clock was running.

The day began with three teams of teachers and six students who were very happy to get a lot of time with our experts. Doug Scribner and Phil Parisi tried to get everyone's car to break out on the skid pad, Allen Hess and Tom Glanville hoped no cones at the far end of the Slalom would get knocked down and George Haynes and Dave Avery helped demystify the fast bends and the hairpin. After his first trip around the skid pad Dave Lourdes, a student from RIT in his Pontiac Firebird said, *"This is sure different from playing video games!"*

Phil gave a welcome speech, *"This is about car control and fun, and don't forget it or you go home. Lets race."* For me, sadly sitting on the sidelines for another season, it was wonderful to see just how much pride the teachers took in their student's performance. Each novice was watched carefully and there were pride filled comments when a maneuver was done correctly. But perhaps the loudest cheer went up for Bill Bethune who learned exactly where the edge was when he spun his Bugeye Sprite out at the end of the slalom. After all, one can't drive on the edge until one goes over it.

When the veterans took the track, it was clear last year's rivalries hadn't faded much over the winter and competition was added to control and fun. After everyone had finished their three runs, Miche Capone, a friend of our daughter's was a passenger as Phil Parisi drove the course. His comment as he got out of the car, *"Wow! I can't believe the difference between 2:18 and 2:08."*

The days results are listed in Wally's report, but after it was announced that Chris Langswasger had turned the fastest time of day proud grandmother, Betty said, *"He never could have done it without the wonderful teachers!"*

At the end of the day Miche said, *"Now I get it. If you drive a car you should be doing this every weekend!"* I agree, and invite all of you to join us at any of this year's races. All you need is a car and number 30 sunscreen. If you think the fact that you missed this year's school is a problem, rest assured that there are always people to help you with preparing your car, checking tire pressure and learning how to drive the course. Our members who race want everyone to **experience the fun.**

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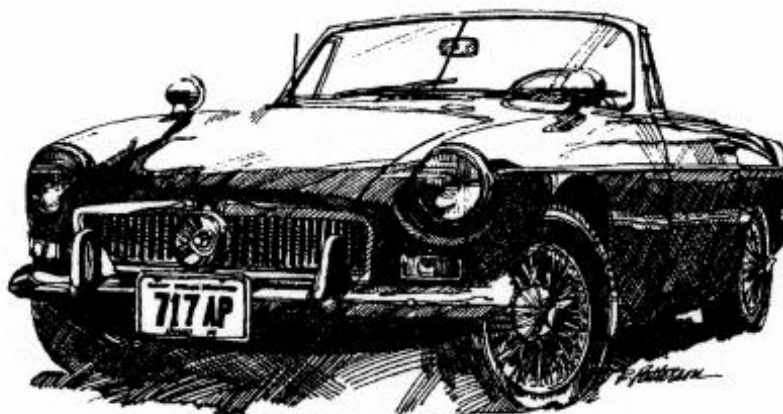
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The MGA Twin Cams and Deluxes of Western New York (part 2)

by Dan Suter

Department of Updates

To start off this month, I'd like to expand on one item from last month's article. The first of the two photos was taken at one of our MGCC rallies in late May/June of 1959. The white MGA on the right, upon close examination, is a Twin Cam with an apparent wood rim steering wheel. The license plate bracket appears to say ROSS Motors so I am fairly certain this is proof of one of our two early-owner white mystery roadsters and where it was purchased.

Emerging Classics

The 1980s marked the time that MGAs and the Twin Cam and Deluxe variants really came into their own as sought-after collector cars. This trend (I think) was always present, but really built momentum starting in the mid-1980s, right about the time I decided that I wanted to buy a Twin Cam or Deluxe roadster. Chasing down ads in various MG magazines revealed that every single example was sold. Then, the newest advertisers in Hemmings were getting hounded with many phone calls; prices started going up 10% per month and there I was in the middle of it trying to find a car!

This period of great interest and growth wasn't limited to MGAs, but rather was seemingly applied to many areas of the classic car hobby.

Similarly, it seemed as if the grids at vintage races were steadily growing as well. Don Funke purchased his roadster (964) for vintage racing and had some good successes with it, including a win at Lime Rock, CT and a Collier Cup win at Watkins Glen in the 1990s. However, I'm not sure that Twin Cams in general have really lived up to early expectations as MGA race cars. In a number of cases, pushrod MGAs have proven to be consistently faster, especially in recent years. It may partially be due to the 'orphan' status of the Twin Cam engine. As such an uncommon unit (with a bad reputation earned early-on), it has not generally had the consistent development that the B-series pushrod engine has had in years of vintage competition. One T/C vintage racer shared with me that tuners can now extract more airflow from highly modified pushrod heads than they can from T/C heads.

Local Cars

Our local cars join our list based on their the date the various owners joined our MGCC Centre, but several were in fact with the same owners, and creating interesting MG history, for many years prior. In fact, (3) of them hail from the Binghamton/Endicott region. My own Deluxe was sold new by Gordy Morris at Morris Garages in Maryland, NY which is somewhat near Cooperstown.

Among Twin Cams in the region, there is somewhat of a grouping of serial numbers in the 900-1200 region, which I think speaks to the fact that they were ordered in December '58-February '59 in order to be on-hand for sales in the late Spring and Summer.

Conversely, the Deluxes mostly had serial numbers very near the end of production. They were often heavily optioned cars, and were probably slow to sell. There is some evidence that a number of them sat for months at the large distributors (Hambro in NYC/NJ; Inskip in Philadelphia; and Arnolt in Chicago) and were sometimes sold late in 1962 or even 1963, by which time the MGB was well underway. We also know there should have been a 4th Deluxe roadster in our area also: Bob Burns, the original owner of Dick Powers' red MGA Mk II roadster, attempted to order it to Deluxe specification through Don Stahl, but Don was unable to procure one from the distributor so the car arrived with regular steel wheels instead.

Summary of Known Local Cars

7 cars from the 1960s and 1970s are thought to have been in this area; (may only be 6 if I am unknowingly double-counting) ; 2 are definitely still in the area. Additionally, 6 cars from the 1980s to present were documented; 4 are definitely still in the area. Thus, our grand total is a surprising 50% rate of continued area ownership, which I think is a great number.

There is an excellent Yahoo e-group for Twin Cam and Deluxe owners with shared technical advice from literally all over the world. The group has cooperated on bulk orders of Twin Cam specific parts, held group breakfasts at MG meets, and works on building data bases for everything from engine number codes to body numbers.

The MGA Twin Cams and Deluxes of Western New York (part 2) cont'd

In the last installment, I will look at a few interesting lost leads, red herrings, and also share some limited Buffalo- and Syracuse- related information I have.

*****PHOTOS AND CAPTIONS*****



YM3 821, formerly owned by Mark Kaplan,
photo taken in Sept 1993, G. Herschell photo



GHNL2 108593, coming home in July, 1989,
D. Suter photo



YD3 964, formerly owned by Don Funke, photo
taken at Watkins Glen, 1990, D. Suter photo



YD3 984, photo taken October, 2004,
D. Suter photo

1980s to Present

<u>Owner</u>	<u>Chassis Number/ Years car was owned by a MGCC WNY Member</u>	<u>Details</u>
Steve Edelstein	PARTS (engine/gearbox) <i>In club: 1970s</i>	Steve Edelstein worked at U of R as associate dean and also briefly worked at Access Auto, our semi-famous former indoor foreign car junkyard off Norton street. He purchased a damaged-but-rebuildable Twin Cam engine, and gearbox. He does not think they came to Access with a car—just the motor and gearbox. He still has them. Long-time acquaintance of Gil L and Dave Wild, he was recently in touch with them as well. <i>Source: E-mails with S. Edelstein, 2005.</i>
Don Funke	YD3-964 <i>In club: 1984-99</i>	Originally a red roadster. Don bought from a Norwich, NY barn in ~1984. Original engine. Mid-dusty blue, Vintage raced ~1987-93; Collier Cup winner and class winner at Lime Rock. Sold to Henry Moore of CT; sold to R. Yarwood of WA; currently owned by Jim Holody of Ontario, Canada, currently vintage raced, glacier blue with alloy pin-drive wheels. <i>Source: Conversation with D. Funke, 1991, T/C e-group.</i>
D. Suter	GHN2 108593 <i>In club: 1989-present</i>	Mk II Deluxe roadster purchased new Dec 6, 1962 by Dave Nicholas, Binghamton. Black with red interior. SCCA raced 1963-5 including 3 rd place at Watkins Glen, June, 1965. Sold to J. Kenyon Oct, 1965. Sold to J. Tierno/G. Ruston, December, 1988. Sold to D. Suter, July, 1989. Retains original 1622 engine and most of the racing components. <i>Sources: BARC Gazettes, 1961-69; conversations with G. Ruston, D. Nicholas, J. Tierno.</i>
Gordon Ruston	YD3-2xxx (believed to be 2459) <i>In club: 1990-2001</i>	Black roadster. Body B1833. Owned since early 1960s by MGCC member Gordon Ruston in Binghamton, NY. <i>Source: conversation with G. Ruston, 2002.</i>
N.W. *	YD3-1345 (believed to be this VIN) <i>In club: 1991-96</i>	Purchased by N. W ~1991 in Geneseo as a basket case project. Full drive train had previously been replaced by AMC Gremlin components. SCCA raced as a 'special'. Missing: engine, drive train, and all T/C parts except brake pedal box and master cylinder. Current status unknown. <i>Source: Conversation with N. W 1992</i>
R. P.*	GHN2 105393 (believed to be this VIN) <i>In club: ~1991-1999</i>	Mk II Deluxe roadster purchased new or near new in Binghamton/ Endicott, NY. Iris blue, removed bumpers. SCCA raced with great success 1961-2 until 1622 engine failed. Gold seal replacement unit. <i>Source: BARC Gazettes, 1961-2.</i>
Mark Kaplan	YM3-821 <i>In club: 1993-97</i>	Restored red coupe (beautiful car!). Purchased in ~1993 from JT Johnston of Sacramento, CA. Car had been an original CA-delivered example with heater-delete; early owner Ed Brown of CA. Very successful show car including winning its class at NAMGAR 1995 and Watkins Glen con-course. Sold ~1997 to C. George of TN who has (4) T/C coupes. <i>Source: conversation with M. Kaplan, 1997.</i>

* Names of these owners were not included as I was unable to confirm permission to use their names before

The COVER had a picture of the Victor Car Show (By Dawn Mehserle)

On the TABLE OF CONTENTS page was a picture of an MG TD and a Biplane at the Williamson Fly In Breakfast..

EDITOR'S NOTE Late publishing to include the Car Show Data. Vince worked on her Jaguar for show instead of working on his MG. John and Carol Manuele were complemented on widening, lowering and the mounts for the MG Sign security. Pete Pegoni took it and also brought it to the Car Show. Another announcement. Steve Fitch is having an Autocross School in the Xerox parking lot 208, June 25th. It will be sponsored by the Xerox Auto Club

MINUTES OF JUNE MEETING Opened by Chairman Ted Hershey at 7:30 pm. Steve Fitch announced Gymkhanas on July 30 and October 9 at the MCC Campus Parking Lot.. The Xerox Auto Club Driving School will be in the morning concentrating on three maneuvers. They will run them in the afternoon. Watkins Glen room availability was mentioned. Dave Wild and Gil Langswager are planning Friday afternoon events at the same time the Glenora Wine Club is sponsoring a 120 mile Fingers Lake wine tour, \$9 driver and \$6 rider, includes goodie bag August 27 MGCC Gourmet Club at Captain Yoggies BBQ. Bring your own beverages. Car Show report. Tom Sergeant congratulated on his fine handling of the show and preparations. Tom said- "Good weather, good cars and lots of club support made the successful show", And there was a record number of cars on the field. Jim Priestly and Lane Boughton successfully sold fire extinguishers. The July meeting will have a BPOE Lodge 24 prepared Spaghetti Dinner. \$5 and reservations. Vice Chairman Phil Parisi had nothing to report except that he is looking for 1969 MG parts. Al Costich moved that the MG Sign be sold. No seconds. Some repairs are being done on the sign. Harbor Fest at Ontario Beach will have some MGCC members there. Meeting closed at 8:34pm. Attendees were listed.

TEN YEARS AGO By Sue Keppeler. A few articles, event announcements and ads. The meeting was 1 hour long. There was no old or new business. A little Nuffield Trophy talk, upcoming 4th Annual Antique Car Show at Silver Stadium and a trip to the Renaissance

Faire in Sterling, NY. The Genesee Country Museum Trip went well and was enjoyed by 8 participants.

George Herschell reported on the letter he received. It covered an 8 day trip of England, Scotland and Wales giving the activities in each stop. The trip could go to Europe with enough interest. Price of UK tour was 1000 pounds, except for lunches. George Haynes and Cindy Cappaccio were in charge.

MGCCWNYC TWENTY YEARS AGO by Old Mr. Gil. 14 events were spelled out for the enjoyment of the members. Chairman Dave Wild and Barb-Spokes editor made pleas for articles.. Relatively Useless Facts section stated, "An average junk auto contains about 32 pounds of Copper, 20 pounds of Zinc, 510 pounds of cast iron and 1.25 tons of steel." Plea for 25 year old MG stories. A picture featuring a Work Coat with MG logo and what looks like an engine (block printed). On its back.

DAY TRIP ---THE ALL DAY BREAKFAST by Vince Cappaccio. The MGCC showed TC,TF,A,B,B GT, a MIDGET in MGs. Also a MORGAN, a TRIUMPH, a JAGUAR and even a CORVAIR.. IT WAS A GOOD BREAKFAST PREPARED BY SOME ONE ELSE.. As we were preparing to leave it was suggested that the group convoy up to Orbakers on 104, which is what we did. Lunch was at the picnic tables out back under the trees. Good conversation and food. Then we decided to go to the Heritage Square in Ontario, NY, just east of Rochester. Parking along the driveway we noted the buildings were locked. We wandered around looking in the windows. A neighbor came over and told us that the guide should be there shortly. In the meantime he would fill us in on a little background information. Noting a Midget with hard top we asked about it. It was his barn and he took us over and gave us a tour. A Bug Eye and an E-type Jaguar were under cover and barn stuff. The Guide appeared and she gave us a knowledgeable and interesting tour. Log miners cabin, meeting house and the one room school house. Our Guide's information about each building included its history, how it had been restored

TEN YEARS AGO CONT'D

and many other interesting anecdotes. We requested that the outhouse be unlocked. The barn out back had contemporary facilities. All of this in 11 acres. After the barn break and tour we went to the beautifully restored 1800 farm house. Then a final stop at the Jailhouse replica. As we were going to their cars a suggestion to visit the Trolley Stop Dairy visited by Cindy and me very often during the summer. The owner has a Triumph Spitfire. Paul's hat blew off, something to be expected in a convertible. Several nice pictures. Another good time..

ON COLLECTING by Chris Williams. We are talking about cars once owned and now wanted back. In the fall of 1967 after graduating from a top ten university there were few choices-enlist, go to grad school, wait to be drafted or move to Canada. I decided to go to the later called "Coddington College of Nautical Knowledge," to become a Navy Officer. With a new degree and a new bride, now a new car. With visions of MGA's or perhaps a nice TR-4 as my first "new" car I sought out my father for advice and family financing. My father always the practical guy. When in high school I suggested a foreign car as the "family" car. (hoping for an MG Magnette or even an exotic Riley sedan). He bought the concept but also a Mercedes 220S, still a family heirloom. Datsun was acceptable to his father. Pre-dating the 510 sedan and Z cars was the Fairlady sports car. Later "1500" and then "1600" and the 410/411 sedans. The compromise an RL-411(1600 sports car engine and transmission). Little cross checkered flags on the C pillar announced that it wasn't practical all of the time. Seeing that my new bride couldn't drive yet we got the automatic emission. I negotiated a deal whereby I could swap the 411 with auto emission for the 4 speed that I wanted. I added tach, ammeter and oil gauge. A few years later I had to trade it (differential problem) and bought a 510 Station Wagon, used it for 12 years while still lusting for a sports car. That was when I bought my first Midget (collection anchor). Then a truck I fixed for my daughter knowing that some day me, my tools, and some vacation will go and fix it if it has a break down. Maybe we get wiser as we get older, I sure hope so.

HISTORICAL VEHICLE LICENSE PLATE by David Rubin. He prepared 5 different prototypes. Submitted them to the DMV who were receptive to the idea. A survey was prepared and distributed with the hope for its acceptance by the DMV. One of them was.

A CARTOON. Charlie Brown looking at a Case tractor:"An' it got a stick-shift an' bucket seat an' a ZILLION horsepower just like a real SPORTS CAR"

UPCOMING AREA EVENTS were listed . A really active Summer. 12 Activities.

THREE PAGES OF CAR SHOW AWARDS, NATIONAL PARTICIPATION AWARDS, JUNE BIRTHDAYS AND ANNIVERSARIES.

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow. He told about a family friend , Forrest Read, who became very important in his life. My 1958 Triumph TR3 was purchased from him. He told about the long tours in England on the Continent—France, Germany, Italy, Switzerland and places I've forgotten. Driven thru the Vatican City and through the Alps on the famous car train. Car was shipped back to the States. 1961 he had a hip replacement which was never right. 1969 he ordered a new TR-6 delivered to Brown's Hotel in London. He and his Wife toured England, Ireland and Wales. I purchased it in 1983 with a sprig of heather in the ash tray, picked by Mrs. Read on their trip. At the homestead gathering after the memorial service for Forrie another friend commented - "You know, you and I have an awesome responsibility taking care of these cars." That probably would have made Professor Read very happy.

TUNING YOUR S.U.CARBS.by Roger Garnett. A well written article on the subject. 12 steps and some final advice. Copies available.

Thus spaketh the June 1995 SPOKES.

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On Collecting

by Chris Williams

I sat on the shop floor, beginning to feel the concrete through my jeans, reluctantly coming to the conclusion that it was time to put the tools down and slowly back away. Maybe, I mused to myself, I could find something guaranteed to produce a tangible result, like mowing the back half of the green stuff that passes for grass at our place, so I'd at least have some sense of accomplishment for the weekend. Slowly I wiped down the tools and put them back in their places. So much for getting this job done for another weekend.

It had begun so simply. The '77 280Z had gone to the place it's been inspected every April almost since I've owned it. Usually, the inspector treats it with reverence, checks a few things and puts a sticker on it. "Not Exactly" this time.

"You've got a bad set of rack bushings, your left inner tie rod end is shot and you've got a wheel bearing going bad." The inspector, who was born the year the car was built, pulled me into the shop to see. As he heaved on the left front wheel, I could see the steering rack jumping up and down. Clearly this was not a good thing. In addition, he was right in that the left inner tie rod end was flexing at the rack as the rack moved. "Now put your hand here," he said, pointing to the coil spring on the right front strut. Slowly he rotated the right front wheel. "Feel that little 'rumble-grumble?' That's your wheel bearings."

Well, OK. The car has sat more than I would have liked in the years since we built the house, mostly because it's half an hour from the house to the Macedon barn and another half hour back, and there has been much to do with a new house, a new shop and now a new barn going up. Clearly the mounting bushings for the steering rack were done, and they would need replacing. The inner tie rod end was questionable, since it's supposed to flex by design, but this guy was (in theory) more experienced than I and if I did a "half job" and brought the car back with something still wrong shame on me.

It was an "inspection day," wherein we try and get more than one done on the same day. I called Eileen at home and caught her before she left. "Up in the loft, in the shelves by the desk, is a Vic Brit 'Z' catalog. I think I need to look at that while I'm here." The price for one inner tie rod end, once I'd figured out (with the inspector's help) what was actually involved, was staggering, and the price for two was close to an entire new steering rack. I opted for a new rack, figuring I'd do the job once on this car and in all probability never again. I marked up the parts I wanted by underlining them in the catalog, including new urethane swaybar bushings, new wheel bearings and seals and some also new rack mounting bolts, on the

theory that at this point in my life I should actually allow myself to deliberately break some things from time to time if it's going to be a) safer than taking a torch real close to a not altogether clean oil pan, or b) faster than trying to coax out some rusted old bolt using half a can of penetrating oil, the skin on several knuckles and a strong dose of (inordinately) infinite patience, or both

Yes Sir, that part number is currently out of stock. We expect to ship in approximately 6 weeks." The lady at Vic Brit was, of course, referring to the steering rack. Well, I couldn't exactly hold it against her that steering racks seemed to be in demand this year. (Maybe this is "the year of the Rack?") I ordered the rest of the parts, thanked her politely and said I'd have to get back to her on the rack. I've had reasonable luck with an Advance Auto Parts store in Macedon, so on a whim I called them to see if they had a listing for a rack. Not only did they have one, but they could have an actual rack in the store by the next weekend.

The day I picked up the rack was also the day that I concluded that getting some lights in the barn would be a good thing, and maybe it would serve me well since the floor had yet to be poured and maybe if I provided better illumination in the darker corners I'd get a better floor. That said, I spent most of the following two or three weekends getting wire run, lights hung and adding power drops down every pole to provide outlets for battery chargers, vacuum cleaners, or whatever. About the same time I also concluded that if I was going to clean out some of the scrub and brush hiding a "nicer looking" small stand of pines behind the house it would be best to get it done before the leaves popped.

I took a week off of work, on the grounds that they "owed me" for all the weekends I'd put in for network and telephone cutover events. Of course I charged it as vacation time, but I wasn't going to buy any "you can't take time off now" arguments. The week, however, was consumed with barn lights and scrub removal. Memo to file: If you get the tractor stuck in wet ground three times in one day there could be a message you're missing. Second memo to file: A four wheel drive pickup makes a pretty good "yard anchor" while you try and suck your tractor out with a come-along. Third memo to file: The come-along will be good enough to get the chain tight. Then you get on the tractor and get an inch. Then you get on the ground and get the chain tight. Then you get on the tractor and get another inch. Then you.... This would appear to be (almost) one of those infinitely repeating series. By the end of that day I was definitely one tired puppy.

On Collecting cont'd.

It was at least three weeks from the date of the inspection that I managed to finally get to the Z. Actually, I'd planned to take the day, which was a Friday, to work in the barn again, but the contractor's crew showed up to level the floor prior to pouring, so I decided to take the day to work on the Z instead. The old rack actually came out pretty easily when it was all said and done. The shop manual says in effect "undo everything and it will slide out sideways." Well, that's true if you also unbolt the air conditioning compressor and just bump it up a very small but very essential half inch. No mention of this in the manual, of course. It will ever be thus.

With the rack on the floor, I examined the outer tie rod ends critically. The rubber cups were looking a bit tired, and I said to myself "self – you'd be stupid to not just do this whole thing while you have it in the shop. You've already 'broken' the front end alignment. Why not do all of this and also align it for hopefully the last time as well?"

So I ordered up some new outer tie rod ends, and while I was at it one of the front swaybar links looked a tad thin where corrosion had done its thing. I ordered one of them as well. That took another week for the supply chain to run its course. When it was "time" I headed over to Advance Autoparts again. "Yes sir, here ya go" said the counter clerk, plopping two TRW boxes on the counter. Clearly these were the tie rod ends. So I casually inquired as to the whereabouts of the swaybar link. The reaction was polite, but effectively "Swaybar link? We don't got no swaybar link. We don't got no order, neither."

Quietly suppressing my desire to ask for the guy who took the order for the swaybar link so I could reach across the counter and demonstrate how I felt, I asked them to check to see if they could get one. This time the reaction was effectively "We don't got no listing neither." Now I was steamed. The dealer could get one, but it was \$25 to buy it and another \$25 to ship it overnight – and that was just the link. No nuts, no washers, no nothing. So I call Vic Brit again, and found that they had a complete kit including rubber bushings for \$11. It cost me another \$11 to ship it, but that was cheap at twice the price compared with the dealer. I put the rubber bushings in the "just in case" drawer in the toolbox. You never know. (See also: "packrat.")

So finally it had come to this day. Happily I'd mounted the new rack, threaded in the new outer tie rod ends, set them to the measurements I'd taken (using calipers) before I'd torn the old one down, knocked the bearing races out of the left wheel hub and installed new races and bearings, mounted and pre-loaded the hub, set the

left brake caliper in place, and come to "all stop." It was simple enough, only it was so simple I couldn't see it. The preload on the wheel bearings, according to "the book," is checked using a spring gauge. When the starting torque is between 4 and 7 inch pounds, the bearings (with new parts) are preloaded "just right." The left front had gone in "by the book." Not so the right front. The problem was that as I began to wind down on the wheel nut, the starting torque jumped from about 3 ½ inch pounds to 12 or 13 in a heartbeat, and to top it off I could hear metal to metal contact somewhere. With my hand on the strut spring, I could feel what the inspector had called out. The bearings had probably been fine, but clearly something else was wrong.

It had to be something simple, but it was so simple I couldn't see it. I tried a little metal removal at the back of the hub, on the grounds that maybe the spindle was a trifle worn and the hub was seating farther inboard than normal. No success. I searched high and low on and around the spindle for any signs of abrasion, to no avail. Whatever it was, it wasn't obvious. It was late in the day, my backside was beginning to hurt, and it was time to hang it up for the day. There would be other chores requiring my attention for the rest of the weekend.

Some days the Dragon wins.

Temporarily.

(To be Continued)

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BURY ME IN AN OLD MOWOG PARTS BOX



Jay Lockrow

The car is dirty; it needs to be washed. So what does this entail? To most folks it would be a trip the local car wash where you would hand the attendant a certain number of dollars and you drive through a man made rainstorm with brushes, towels and possibly someone at the end to wipe down the windows. Occasionally you might even find someone with a vacuum to do the inside of the car as you arrive. I have even seen some people empty their ashtrays on the floor before this maneuver. (Totally gross!) You drive out and drive home. To many people this is a clean car but to me it is stirring up the dirt. I could probably count on one hand the number of times I have used a commercial car wash and without a doubt can tell you that I have always been sorry. I will never use one again.

First of all commercial car washes do not get your car clean. After going through a commercial car wash open the car doors and look at the door jams or check the windows on the inside. I'll bet they haven't ever been wiped down by one of the attendants. Open the trunk and see if the inside of the trunk has been vacuumed and the edges wiped down. Try the hood and see if the edges have been cleaned and the engine detailed. More often than not you will find on the average guys car an accumulation of leaves, dirt and other debris under the hood and clogged tightly around the base of the windscreen wipers or air vents. These are the people that usually have overheating or cooling problems with their vehicle. This is not clean, in fact all car washes do in my opinion is make a car look good from about twenty-five feet. Any closer you begin to see areas where these mechanical marvels have made a mess of things.

Several years ago when I was taking the Metro Bus to work on a regular basis a series of new busses were introduced with Plexiglas windows. After about three or four months the windows turned frosted and you couldn't see a thing out of them. If you studied the window for a few minutes you could spot areas in corners and such where the car wash brushes missed and the Plexiglas was still clear. This proved to me the abrasive power of these contraptions and I never used one again. Look at a vehicle that has been run through contraptions like this on a regular basis and you can spot areas where the paint has been totally rubbed off. To say the least this is not what I would pay for at a

car wash.

Call me old fashioned or whatever I just never use commercial car washes. Give me a hose, a pail of warm soapy car wash soap, a washing mitt or sponge, towel or chamois and let me to it myself. Besides I do a better job at less than half the cost.

First thing I do is vacuum the car front to back. This includes the trunk if I have been using it to transport something like plants, lumber, potting soil or whatever. I then rinse the car well with plain water and only then do I apply a good coating of a commercial car wash soap of some kind. I usually do the car in stages and rinse well between each. Then the car is wiped down with a towel or chamois including the windows on both sides. While doing windows I also do the door jams on both the door and body. This is so often overlooked at the "Car Wash" and is so obvious when not done. After this I open the trunk and wipe down the edges of the lid and opening. I usually spend a few minutes throwing out any trash accumulated over the last week or so. The engine compartment is next and I do the same here doing the edges of the hood and around the engine bay. I keep a close lookout for collections of leaves or other debris in the air vents or other places under the hood. Another good place to look is the inner fenders just in front of the doors. These can be great collection areas for leaves, dirt and tree seeds. I also check the oil, radiator, gearbox etc at this time. Every few times I use a bit of Armor All to clean up the plastic and rubber parts. A clean engine room is a lot easier to spot a leak in or diagnose other problems.

About once a year I give the vehicle a coat of wax and detail the interior vinyl seats, floor mats and anything else that needs attention. Your car is now clean and presentable. You'll feel better too because you did it yourself and probably saved a few bucks, besides its fun!



Racin' at The Mitty '05 *MG's and TR's Challenge each other at Road Atlanta*

by Dick Powers

At the end of April, three teams from our WNYMGCC went to Road Atlanta to race in the *Mitty '05*. This event was the MG Vintage Racers Focus Event for this year too.

Over 100 MG's & TR's joined the other racers for the 28th running of the *Mitty*. Moss Motors sponsored the MG/TR Challenge (no free parts) and Road Atlanta provided 2.54 miles of great turns, hills and a blind downhill *Turn 12* that reminded me of skiing at Stowe and Mt. Tremblant.

From our club, Ted Hershey was there with the Tin Cup Midget and Al Costich and John Mc Donald as crew. Joe Tierno, supported by Vintage Racing Services, was there with his famous ex Bob Bucher MGA and I was there with my Shoe String Racing infamous ex Bob Burns MGA. I picked up Chuck Woodworth in Lenoir, NC and he came along as crew, but as usual, 222 didn't miss a beat and so most of our time was spent visiting old friends, eating, drinking and going to parties. Walter Mitty and SSR really had a good time at Road Atlanta.

Given that there were so many MG's and TR's, 2 race groups were used. Pre-War MG's up to and including the MGA were mixed with the TR 3's and some early Spitfires. The second group had most of the Midgets along with B's, C's and V-8's all mixed with TR 4's, 6's and most of the Spitfires. Both very good fields for the drivers and spectators.

The first day of practice was Friday and many of us were learning the track. I must admit that I really enjoyed this track as the early turns and hills are well balanced by the long back straight with it's downhill braking section leading to the ski-jump on the way to turn 12. My nearly stock MGA was up to 100+ at the end of the straight, so I imagine the B-V8's were taking a good look at 140.

Unfortunately for Ted, his Midget experienced oil pressure problems during the first few laps of his practice. Not wanting to destroy the motor, he chose to park it for the rest of the weekend. Too bad, as there were many fast Midgets and B's there that Ted could have had fun dicing with.

My practice went well and the new set of Hoosiers that I hadn't expected to buy, were helping 222 find

the line. Joe had a few minor problems during the weekend, but Vintage Racing Services had him on the track for the Thursday Test Day, Friday Enduro, every practice and every race.

Nice being in the first group as there was a good number of T-Series MG's and even Bob Sterling's 1934 6 cylinder *supercharged* MG to race with. Bob is a great guy and drives his car well, but unfortunately one of the TR 3's got a little too close and ala NASCAR, got a few dents and black rubber "O" from the big tires on Bob's car. The '34 MG and Bob came through just fine!

Lots of parties as I mentioned, but some were scheduled at the same time. I think Joe found a way to get to them all. At the MG/TR party, Kas Kastner (TR Racing Legend) and Peter Thronley (son of John Thornley, founder of the MGCC) were guest speakers. A nice mix for the MG/TR gang. That said, Kas started his racing in a TC, so he must still have a little Abingdon-on-Thames in his blood.

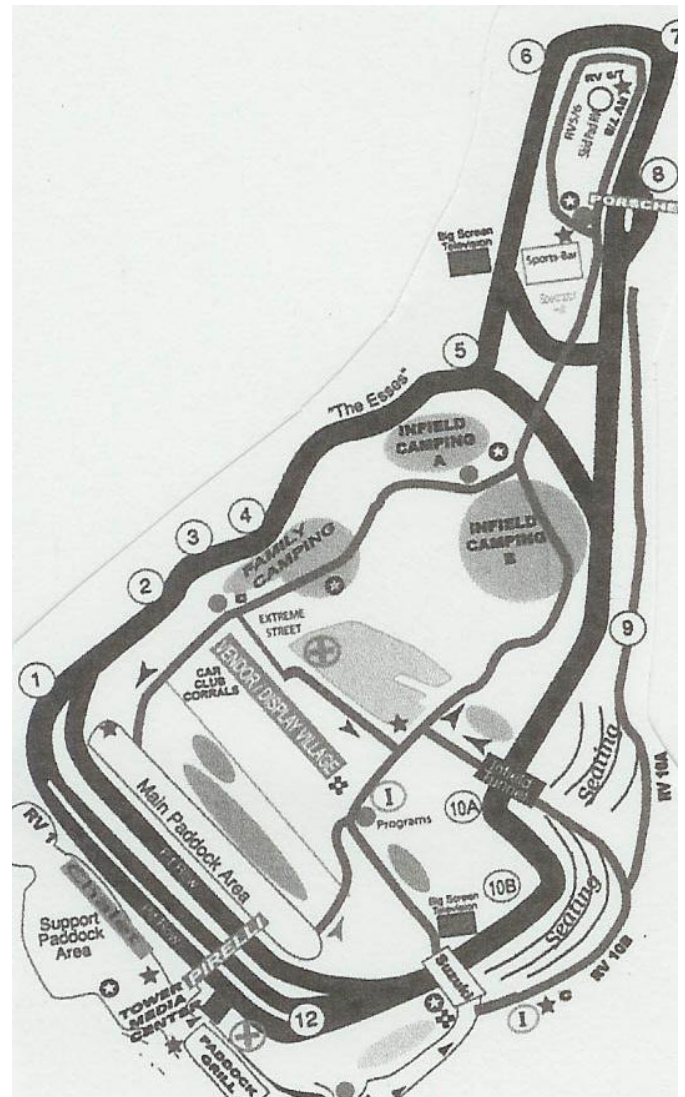
Sunday dawned clear and sunny and many spectators and marque clubs came to the track. The 2 MG/TR feature races were that afternoon and good dices were had by all. For a few laps I had good close racing with my friend from California, Jim Weissenborn. He was driving an MGA coupe and we had been about even all weekend. On lap 2, Jim and I were nearly side-by-side as we fell towards Turn 12. I was still on the inside as we approached Turn 1 and was able to just slip by.

Up near the front, fierce battles were going on with eight really fast MGA's and two TR 3's. There was no MGA the equal of the 2 front running TR 3's, though. Joe finished a well deserved 7th, but those two TR 3's were just magic around Road Atlanta.

In the second MG/TR feature, the MGB-GT-V8's of Les Gonda and Jerry Richards, were the class of the field. During the race they "swapped" the lead and on the final lap came to Start-Finish side by side. A good show for sure.

Nice event and Walter Mitty is alive and well at Road Atlanta and in all the racers too.

The Course at Road Atlanta



*Dick Powers
in his #222
MGA*

JUNE BIRTHDAYS

1 Madeline Moodie
 2 Annabelle Tescione
 3 John Martin
 6 Latty Goodwin
 7 Ken Stickle
 9 Patricia Philip
 10 Patricia MacDonald
 11 Charlotte Wright
 12 Ben Barlow
 12 Ted Hershey
 14 Ellen Baxter
 15 Julia Daykin
 16 Bernadette Harrison
 18 Jeffrey Peters
 20 Mary Ann Peters
 22 Matt Callahan
 23 Carl Prouty
 24 John Baum
 24 Keith Price
 25 Bob Austin
 26 Gene Dinkel
 28 George Shetterly, II
 30 David Asmuth
 30 John MacDonald
 30 Valerie Zoltner

JUNE ANNIVERSARIES

2 William & Margret Brorein, Jr.
 2 Dan & Rosemary Burke
 2 Leroy & Harriette Hokenson
 7 John & Margaret Cook
 9 Jim & Gail Colegrove
 12 Doug & Laurie Scribner
 12 Arnold & Stacey Van Denburgh
 13 Jeffrey & Susan Kath
 13 Jonathon & Julie Perry
 14 George & Nancy Herschell, Jr.
 14 Ron & Evelyn Stone
 15 Bill & Kathy Rampe
 16 Norman & Charlotte Wright
 18 Jack & Bernadette Harrison
 21 Gil & Betty Langswager
 23 James & Barbara Kingston
 24 Mark & Gayle Gibson
 24 Jeffrey & Mary Ann Peters
 29 Dick & Marlene Rzepkowski

CONGRATULATIONS!JULY ANNIVERSARIESJULY BIRTHDAYS

? Carolyn Meyers
 1 Jim Colegrove
 2 Barb Fink
 2 Pat Sangster
 3 Carol Newman
 4 Peggi Heissenberger
 7 Tom LeStrange
 7 John Spencer
 7 Robert Welch
 7 John Zoltner
 8 Bob McElroy
 8 Russell Daykin
 9 Tim Rizzo
 10 Julie Smith
 11 Dan Burke
 14 Dave Wild
 18 Peggy Haefner
 20 Beverly Haynes
 22 Tom Lenweaver
 22 Carol Garner
 23 Suzanne Glanville
 24 Donna Pritchard
 25 Hermey Lovell
 27 Clifton Jenney
 30 Cheryl Asmuth
 30 Susan Goodwin

HAPPY BIRTHDAY EVERYONE!!

? Thomas & Gail Rapp
 1 Allyn & Phyllis Wagner
 8 Bob & Wendy Austin
 13 Bill & Sue DeVos
 15 Randy & Tracy Potter
 17 Bob & Nedra McElroy
 19 Don & Linda McConnell
 23 Donald & Mary Sweeney
 25 David & Kim Avery
 25 Bill & Linda Bethune
 25 Jim & Kathy Walsh
 27 Eric & Dawn Mehserle
 31 Paul & Fia Lilley

HAPPY BIRTHDAY EVERYONE!!

Tune up Clinic? What Tune-up Clinic?

by George Haynes



After many years of busy Tune-Up Clinics, the last couple have been pretty discouraging. What's not to like about a free event where you get to do things to your British car in a modern shop - with lifts?

Not only are sign-up lists shorter than they used to be, some folks sign up and then don't show up. The last two Clinics have seen us close up at 3PM, an hour earlier than the planned time. Is it possible that everyone's car has been upgraded to the point of not needing additional work? I really don't think so. So what's going on? Why isn't this event more popular? I'm not burned out, just disappointed that there hasn't been a better turn-out.

Help me out here. Why aren't our Tune-Up Clinics well attended like they used to be?

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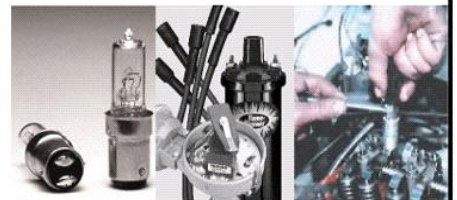
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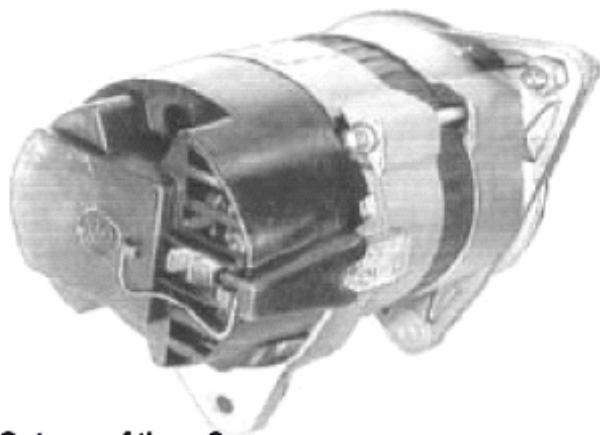
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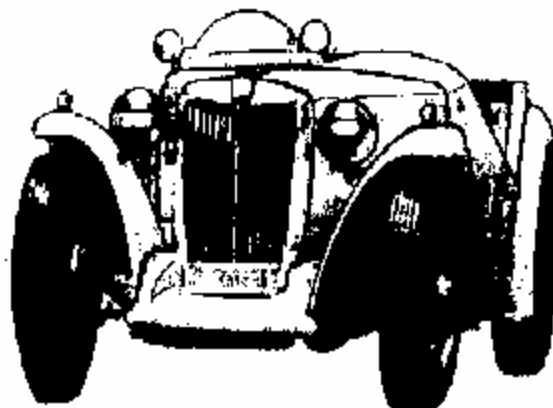
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Annual Membership Dues are \$30.00—All Memberships expire December 31st

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Phone: Home _____ Work _____ Wedding Anniversary / /

Address _____ City _____

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

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
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Bloomfield, NY 14469

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

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

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