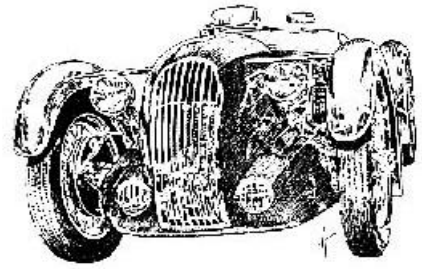


The
SPOKES

Founded 1958



Volume 47 Number 3

March 2005

Official Publication of the MG Car Club Western New York



Bangles and Beads



Next meeting - March 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 Allen Hess

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\$ 5,980.00

Add your name to the MGCC Endowed Scholarship Plaque.

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

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

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

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Desi Benet•George Haynes•Dave Chase•Alex Kopen* •Joe Tierno•George & Nancy Herschell
Gill & Betty Langswager•Richard & Bethel Powers•Dave & Barb Wild• Steve Fitch*• Jim Priestley• Wendy Priestley,
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

This is it, folks. By this time next month we'll be into spring-time. I promise. And we're less than three months away from the Car Show. (Yeah, I know, and 10 months away from our next Holiday Party, but first things first).

By the time you're reading this our annual Winter Steak Roast and Auction event will be history. I'm sure the combination of a nice new venue, good food, good company and a lot of fun will have made this event memorable.

On March 20th (the first day of spring, of course) we have our "Swing Into Spring" get-together at the Old Toad Pub. More good food, good company and fun.

Next month is the overnighter to Saratoga Springs... food, company, fun...gee, there seems to be a trend here...and I'm loving every minute of it. And it gets better, because Saratoga's like, over that way, and to get there and back we drive our cars. That's a pleasure even a Rochester winter can't make us forget. In fact, being deprived for 5 months or so makes us long for it. Now, if you'll excuse me, I have to go out to the garage, sit in one of the cars, and make "vroom-vroom" noises. It's just something I have to do at this time of year.

Then April 23 & 24 comes the over night tour to Saratoga Springs. See the flyer in this issue. You can call to make your hotel reservations but be sure to call Cheryl Baldwin to let her know that you're going.

May is a busy month. The first autocross is the 8th. The tune-up clinic is Saturday the 14th, so you can get your car ready for the rallye on the 15th. Then a bunch of us are going to Carlisle, PA on the 19th for the import & kit car flea market & show.

Of course, the first Sunday in June is **THE SPORTS CAR & VINTAGE AUTO FESTIVAL!** That's June 5th. We all remember that and we're all prepared to work on it to make it another success. Prior to the show there will be the stuffing party on June 1st to stuff the envelopes for the show.

That covers the first half of the year. The full schedule is on the back of "SPOKES" so check it out. Hope to see you at every event.

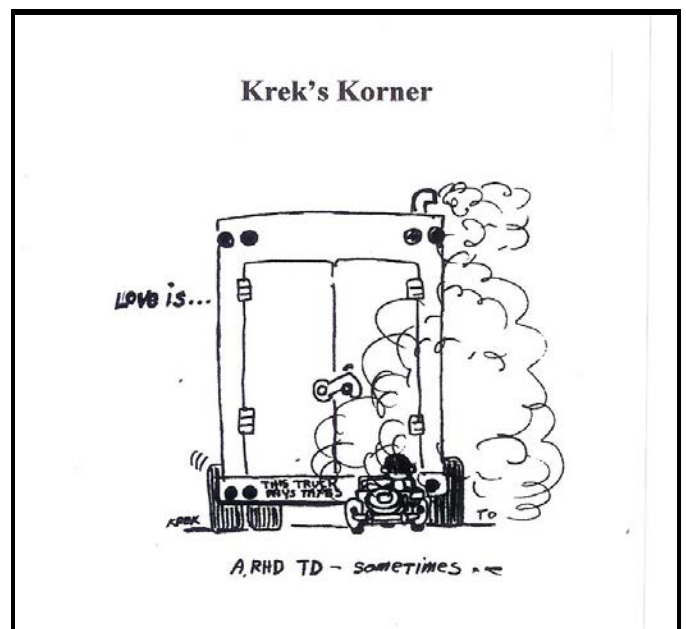
ACTIVITIES

Mr Gil

The February event was a fantastic success! 20 people turned out on a beautiful sunny day to enjoy a Mardi Gras party in Hammondsport. Betty couldn't go because she just had her hip replaced, but I went at her insistence so I could come home and tell her all about it. I left as soon as the parade was over to get home to her. Several people stayed for the whole weekend so I'm letting one of those couples tell you all about it in a separate article.

Next up is the Steak Roast & Auction March 6 at a **NEW LOCATION!** Eyer Park in East Rochester. By the time you read this it will be all over. Lets hope it was another smashing success. It is one of the most popular events.

It wouldn't be spring without our annual "Swing Into Spring" social event March 20 at the "Old Toad". Contact Laurie Scribner or Dick Powers to give them your choice of food. The flyer was in the February issue and also in this one.



MGCC Spring Tune-up Clinic

Saturday May 14, 2005

10 AM to 4 PM

*MCC Technology Center (at the rear) on West
Henrietta Road near Friendly's Restaurant
Coffee and donuts provided*

*Bring your parts to install (plugs, muffler, brakes, etc)
the shop manual and some hand tools. Experienced
"Advisors" will be available to assist/show you how to
do the tasks you have planned. Several lifts are
available but must be shared during the day.*

*Contact George Haynes at 585-872-6536 for more
information or to sign up.*

Sign up sheets also at the March and April meetings.

THANK YOU

Dear MG Car Club members,

I want to thank you for all the wonderful cards, your visits, love and best wishes for my recovery – it worked! I came home early from rehab. I still have a long ways to go. Each day gets better.

Thanks again for all your TLC.

Love to all,

Betty Langswager

***If you have a colored dot on your address label
then***

**MAKE A NOTE NOW!
DUES ARE DUE
FOR 2005!**



MGCC MEETING MINUTES

FEB. 24, 2005

ATTENDANCE

Pat Sangster

General meeting February 17, 2005

Meeting was called to order at 7:30 pm. Last month's minutes were accepted. Treasurer reports we are in great shape. New members and guests were introduced. Don Keefe of Victor Lions Club was introduced as speaker for the evening. Since the Lions Club and MG Club work together each year on the Car Show, Don was invited to talk about the Lions Club. Don, Lions Club president gave history of Lions Club and talked about charities the club supports such as visually impaired, hearing impaired, seeing-eye dog programs, sponsoring children for camps, purchase large-print books for library and Victor High's Dollars for Scholars program. They have two major fundraisers each year, one being the car show, to raise the money for charities. It was mentioned that the Car Show is a major fundraiser providing 90-95% of the money they donate each year.

No one here from Spokes but chairman mentioned articles are due one week from meeting and Spokes should go out two weeks after meeting. Nothing new to report on the website, everything is fine. Regalia report mentioned wine glasses, magnetic signs and wide variety of shirts, sweatshirts, and jackets are available. Activities for the next few months include: March 6 Steak Roast and Auction, Swing into Spring at the Old Toad on March 20th, and Apr. 23-24 Saratoga Springs overnight. May will have an autocross, Tune Up Clinic, rallye, trip to Carlisle. June is our Car Show and Hildene Car Show. Aug. will have another rallye which needs a volunteer to run, contact Gil if you are interested. [See articles in Spokes for details on activities.] The Car Show report stated plans are moving along smoothly with literature almost ready to print. Help is always needed, contact chairman or any member of the car show committee.

Watkins Glen Weekend will again see a lottery for rooms at Seneca Lodge. Contact Joeanna DeBlaere by April 1st to put in your request for a room. [See ad in Spokes.] Dave Wild reports the poster features an Alfa Romeo which is the car of the year for 2005. Watkins Glen Promotions has now merged with the Chamber of Commerce from Watkins Glen. This should be a positive move.

Cars and parts for sale were announced. No old business. During new business Dick Rzepkowski presented a racing trophy to D. Powers. A question was raised on club's film library, is it still active and could there be a list of club films available to members published? Motion made to add librarian report to next meeting, motion was seconded. George Haynes reminded everyone of the opportunity to have spare parts brought to Carlisle and offered for sale. Contact George if you have car parts to sell. Anyone interested in a room for Carlisle weekend should contact Dave Chase.

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

Betty Langswager
Gil Langswager
Carl A. Prouty
Joseph R. Schultz
Barb Wild
Dave Wild
Bob Tescione
Alan Costich
Gary Sandusky
Ted Hershey
Kathy Hershey
Jeff Kath
Jeff Peters
Brian Fallon
Beverly Swarts
Charles Swarts
Leon Zak
Bob Welch
Dan Goodwin
Rhonda Rizzo
Tim Rizzo
Allen Hess
Elaine Hess
Joseph Fazio
Brian Smith
Steve Stewart
Cheryl Zonneville
David Leete
Dan Suter
Doug Scribner
Laurie Scribner

Nicholas Zuck
Hollis G. Hames
Michael Mack
Beverly Mack
Bill Baldwin
George Haynes
Cheryl Baldwin
Steve Sangster
Pat Sangster
Dave Ott
Gracie Ott
George H. Greeml
Mark Gibson
Don Keefe
Allyn Wagner
Dick Powers
Nancy Herschell
George Herschell
Marlene Rzepkowski
Dick Rzepkowski
Lindsey Short
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Stacey VanDenburgh
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Ken Heusler
John Baum
Chris Baum
Don Riling
Nancy Chase
Dave Chase
Carl Baxter

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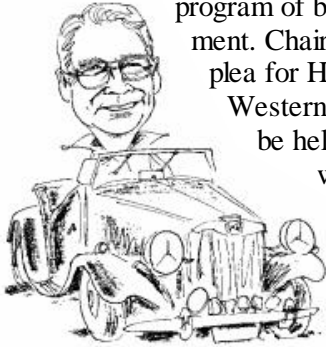
585-482-2695

Forty Years Ago

by *Mr. Gil*

Club meetings were held, get this, on the second Friday of each month at the Avery Bowling Center on Lyell

Avenue. They started at 8:15 PM and included a program of both business and entertainment. Chairman Tony Rosati made a plea for HELP working on the Fifth Western NY Invitational Rallye to be held in May. (Geeze, I forgot we did five of those things).



The committee chairs were in place but a lot of helpers were still needed.

The March event was the "Spring Fever" rallye on the 28th. It was a straightforward, clue type run of 94 miles. It started at Eastway Plaza on Empire Boulevard and ended at the Green Lantern Inn in Fairport for a hot buffet @ \$2.00 a head.

An April rallye was scheduled for the 25th, even though we were all feverishly working on the big Invitational coming up May 23rd.

Another major event in the planning stages is a rallye with an English theme to be done in conjunction with the Sibley department stores. It will be marked by the gathering of MG clans from far & wide. It is scheduled for the last week in September. Stay tuned for further details.

Speaking of England, a joint meeting of the officers and past officers of the three area MG Car Club Centres is set for March 31st. That is the Syracuse Centre, the Elmira Centre, and the Western NY Centre. It will be at the Lafayette Inn in Geneva. The group will be the guests of Sir F. Wilson McCoomb of England, representing the Parent MG Car Club, and Fred Horner, of the J.S. Inskip Group, MG distributors in the U.S. (That's back when we were on very close terms with both of those organizations)

There were four prominent advertisements in the March issue: Foreign Car Parts of Rochester, 475 Lyell Ave., Jack Wegman's business; Bernd Schrodt's Foreign Car Service, 1101 Clifford Ave.; Pit Stop Inc., 481 Broadway, Corky Herendeen's business; and Best Motors, 1235 University Ave. Do any of you remember them?

Import Weekend at Carlisle, PA

May 20—22 2005

Several MGCC members will again travel there on Thursday the 19th to set up our flea market spaces. We always solicit members who have something to sell (and who cannot attend in person). We will transport your parts and try to sell them for you. A portion of the flea market site fee is allocated to each seller. Similarly, if there is something you need, let us know and we will be on the lookout for it, for you.

If you plan to attend part or all of the weekend at Carlisle, please call Dave Chase for rooms at 585-334-6826. Camping at the show fairgrounds is available, too.

For more information, or to contact us about selling your parts, call George at 585-872-6536 or Alan at 585-482-2695

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).

Mardi Gras Wine Tour

by Stacey, Rhonda and Elaine

On Saturday, January 29th as a blizzard whirled outside the 'sun-room' windows, we all began to pay close attention to the long range forecast. The Mardi Gras Wine Tour would happen rain, shine or snow, but a drive to Hammondsport in typical Rochester winter weather wasn't the kind of adventure we were hoping for.

A week later, sunglasses and jackets were a last minute addition the supplies - the Langswager/Rizzo MG event luck had resulted in a frosty February morning, with brilliant sunshine guaranteeing we would reach the predicted 50 degrees. To a passer by the group who met at Eastview Mall to caravan to Hammondsport might have been mistaken for the Mini Cooper Car Club - but the Minis are 50% British and have good heaters.

Who ever thought that Mapquest would provide such a scenic drive? Since Stacey Vandenburg proposed the route, she was asked to lead the cars. Do you know how difficult it is to travel under the speed limit in a MINI Cooper S? Especially when it is red with white rallye stripes? The instructions took us south of Canandaigua through Rushville and much of the road went along the west side of Keuka Lake. All the shrubbery and the fields and trees were covered with a thick frost that sparkled in the morning light. Dramatic mists and fog rose from the lakes and rolled down hillsides. It looked like we were on the set of Lord of the Rings. But enough about the scenery... we were going to drink wine...

Car club members were a tad concerned that we were underdressed when we entered the Village Tavern Inn. The invitation said to come in costume. Most of us scrounged up a goofy hat or a couple of strings of Mardi Gras beads thinking that was certainly festive enough. Boy, were we mistaken. Folks were dressed in elaborate costumes of satin embellished by massive amounts of glitter and sequins. Dramatic makeup and huge head-dresses with feathers and more sequins were the finishing touches on the throng of pirates, indians, animals surrounding the bar. Beads, beads, beads and more beads were everywhere. In contrast, our MG group looked naked.

After enjoying a huge brunch of beignets, muffins, fruit and cold-cuts, we managed to get on the same tour bus. In each seat was a bag full of gifts including splits of champagne and lots of Mardi Gras beads. Our guide, the owner of the Village Tavern Inn, looked like Don Amiche in his sparkling pink gaucho costume was very knowledgeable about New York wine. We had a very informative lecture before arriving at our first winery - Konstantine Frank. The tasting there was very good - the samples the young man poured included Celebre

Sparkling Reisling, Chardonay, and Salmon Run Meritage. Those of us who said we liked dry, dry, dry wine were treated to a taste of their \$59 a bottle 2001 Meritage and after that, it was tough to go back to the normal wine. The tour received a special discount in the store, and few of us could pass up the bargains. Then we were back on the bus, grooving to the happy tunes on the stereo system and off to our next winery, Hunt Country. We had a beautiful view of the lake out the window as we sampled more wines including a very nice port. Before we left we took advantage of the discount and bought more wine.

Unused to having quite so much wine so early, a slightly woozy group was off to the next winery, Bully Hill. This show was the best of all. Our servers had an elaborate comedic rapport that engaged all as we laughed and laughed and drank and drank. Many in the group raved about the Gallery and the Bully Hill restaurant which were unfortunately closed for the season, but happily we have an excuse to return later in the year.

The slightly rowdy activity on the bus was testament to the fact that most of us were feeling no pain, but we were hungry. Fortunately, our fourth winery, MacGregor's on the east side of the lake, was also our lunch spot. The poor worker pouring samples of Merlot and Cabernet Franc barely received any attention as we devoured our Cajun red beans and dirty rice. However, the very nice Pinot Noir Reserve was too good to ignore and our attention returned to the contents of our wine glasses.

Our last stop, Ravines Wine Cellars provided the most exciting driving experience of the day. Its steep driveway was coated with ice and rather than taking us up to the door the bus began to slide backwards toward the lake. Our driver managed to stop and we all got out and carefully made our way to the tasting room. This winery is relatively new and specializes in dry wines. Their Pinot Noir and Vignoles were memorable even at the end of a day of tasting. As we slowly and carefully walked down the hill to the bus, we were all happy to be headed back to Hammondsport.

However, there was no rest for the wicked. We knew that the Village Tavern Inn sponsored a Mardi Gras parade in the afternoon, but what we didn't know was that we *were* the parade! Surprise! Music was provided by a Cajun band on a hay ride truck. We all thought it was funny that there weren't a lot of people along the parade route, but those who were were showered with the candies, beads and doubloons we were given to throw. The lack of an audience didn't spoil the fun, and the walk did us all good.

After the parade, we said good-bye to the club

Mardi Gras Wine Tour cont'd

members who went back to Rochester, agreeing that we had all had a great time and would gladly do it again - if only to let Betty Langswanger, who was recovering from hip surgery join in. Others remained in Hammondsport for the evening, many of us staying at the 18 Vine Inn and Carriage House. As the Hesses, VanDenburghs and Rizzos finished their delicious Cajun dinner at the Village Tavern Inn the Hames and the Goodwins were seated to begin theirs. We toddled back to our B&B through the deserted streets of Hammondsport. It had been a delightful day, it was a beautiful dark and starry night, and the drive back to Rochester on a sunny, warm Sunday offered a new set of beautiful winter scenes. And now it is time to begin planning our costumes.



CHEERS !!!!!



THE MADRI GRAS GROUP

by George Herschell

Some time ago I wrote about the MGB being the best MG ever. I believe that to be very true now more than ever after some recent conversations with MG B owners from all over. I became interested in a web site that has a chat line between MG owners and restorers and just plain folks looking for MGB information. The site has been an eye opener which makes me firmly believe that the MG hobby is in very good hands. This site is a round table discussion type of "I want to do "whatever", can somebody you give me some information" to "OK buddy this is what I did in that situation". It has become a fraternity of MGB owners sharing their experiences and knowledge with others, and after hearing and seeing what is being done to the cars, it is not only a marvel, but also a good case study in innovation and upgrading.

Many are restoring their MGB's close to original standards, and many others are taking them up to V-8 or V-6 configurations but whatever is being done, is saving another MGB from the scrap heap. The pictures posted and the level of craftsmanship is amazing. One car in particular has been chronicled every day with its latest work in progress documented with excellent photographs of that work. Not only that but the owner/restorer is discussing every step and answering questions along the way. My only regret is that he lives in South Carolina and I probably will never get a chance to see the car in person once it is finished. BUT it is not a completely authentic car but one being done the way the owner wants it. The color scheme is fine and while it is not absolutely correct to original standards the finished product is something to behold. I take my hat off to anyone that is restoring a car and doing it in such a way that it will be probably better than it was when it ever came from the factory. That level of craftsmanship is to be applauded. The owners are finding that many parts (or replacement items) can be purchased from national auto parts companies, and it is not, in many cases, necessary to go through the MG vendors that advertise nationally. It has also been a good way to find out who is having parts quality problems with which supplier. It also is telling me which supplier is answering those problems with good faith and not a lot of double talk. All in all it is a win, win situation for all involved. It has also been a good way to share some of the little things I have learned over these 40 plus years of MG ownership and it gives one a good feeling to be able to pass along some of the things I know to possibly spare someone else from making the same dumb mistakes I have.

Now let me say right from the beginning I am not an advocate of the "customizing" that takes place in making a car "better than it was in the beginning by correcting

some of the factories mistakes". MG did a remarkable job producing the B, and created a car that is timeless in its appeal. They are still sought after for repair and restoration. It has also given the new restorers access to a vast supply of knowledge from all over the world. Yes this site has contributors from all over the world.

Now what are some of the things I see being done to the B in this site. Many are converting the later rubber bumper cars back to the early chrome model standards and doing a fine job of it. The earlier models are being upgraded in mechanics and interiors. There was one car in particular that struck me as being exceptionally nice. It was a B and the owner had done the seats in a beautiful gray fabric to match the gray of the top frame. This was in a black car and was striking. Not only that, on an extremely hot day it would be much more comfortable getting in that car than to scald your backside on leather the temperature of hot solder. Another owner did his engine in Healey Green to compliment the metallic gray he was painting the car. Questions came up about racing stripes on the hood (sorry bonnet) and the comments and suggestions complete with photos were a great help. I'm sure to the person asking those questions. Someone asked about the placement of a certain part and how it should properly be installed and a photo came back of a completed car with the answer in that photo. I'm sure some of those answers would have been helpful to me when I did my car back in 1988.

Finally I must add that I do not condone butchering a car and really going off the deep end but most of this kind of work is to be applauded. Would I do such things to my car. Yes and no. As the car stands today it is as close as original as I can keep it. I bought it from the original owner and I am trying to keep it as authentic as I can. I wouldn't dream of doing anything to it that would take it from that originality. But if I were doing a car from scratch, that was a real challenge, I might do something to personalize it to my liking. I would love to get an MG B GT and convert it to an RV8 GT as is being done in the UK complete with air conditioning and power windows, but that is totally (read \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$) impossible for me to do. But the ones I've seen done that way are fantastic and something that would be a real joy to travel in.

So once again it is the owners choice as to what he can and can't afford to do but many of the cars on this web site are really being done just that way and they are being done very well.

So if you see a B or some other MG that you think you would like to do, I say more power to you. It is one more piece of history saved from oblivion.

Coming May 15th — Watch Spokes for further details



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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. There is a minimum 3 night stay and 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 to 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.



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(on the first day of Spring!)

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or: Dick Powers, 585-323-2687, mgahmogca@rpa.net

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- 5) Vegetable Wellington (vegetables & goat cheese in a puff pastry), with chips \$8.99

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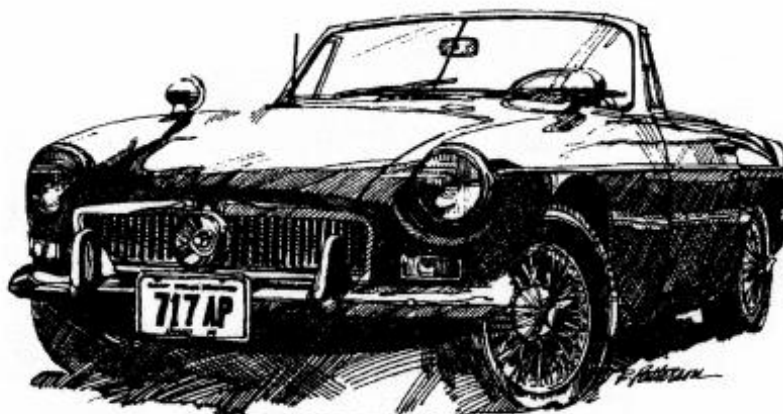
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The SPOKES cover had a picture of Sue Keppeler's 1962 MGA, at Cheese Party.

EDITOR'S NOTE: She requested letters for the "Letters to the Editor Column" George Herschell reported Home Club's new Slogan _ The "Marque of Friendship" Cindy concurred with this and felt that it was apropos to MGCC WNY Centre activities. Computer still need a database. A 25 hour task was foreseen.

Sue Keppeler wrote the Ten Years Ago('85). Sue had rambled in SPOKES about the MGA she was seeking. The first quest into a city garage with her dad in tow and he probably remembered. Sue said "Now wouldn't that be depressing".. Steak Roast- 62* and two identical MGB's parked, thanks to Dick Powers and George Herschell..February Minutes said 26 members and 3 guests were present. The Club attained a P.O.Box. Buffalo Octagon canceled their English Trip and Andy Black, official MGF mechanic at Ross Motors spoke that night .He gave some history of English Racing and then answered car related questions. Strong Museum event 24th. March saw George Heisenberger on "MG's That Might Have Been" and Jeff Langswager's "A Short Piece of Fiction".

Wally Roworth recorded the March Minutes of Chairman Ted Hershey. Gil Langswager, Committee Chairman presented the first of two \$600. Awards to Sheldon Fisher, owner of the Valentown Museum. Historically started in 1809, more buildings added in 1861 and 1889. In 1910, the Railroad, central to the community, failed and the town closed down. Sheldon Fisher Project used pieces of property and mortgaging them.. The award will help in reducing some. Then Ted presented the Annual Robert Philip Scholarship Award to guest Robert Frasier, a trainee at Monroe Community College, in the Automobile Technology program. "The Award is in the memory of a special person who was talented, a skilled craftsman, intelligent, friendly and very helpful in dealing with sports car problems. He had a deep love for sports cars and did a particularly nice job on his Morgan" The Award is used to aid a deserving student and as in this case enable the recipient to continue in classes. MINUTES accepted as written..

TREASURER'S REPORT Jim had reworked the front end and brakes of his MGB. Wendy washed it. 261 members and 13 new this year. ACTIVITIES: Desi Benet reported another great time at the Old Toad, 51 participants- gourmet not to be missed. Dick Powers reiterated the good times at the Oban Inn, Ontario on the Lake, in Canada. A Sunday Brunch April 30th. A caravan from Ontario Beach park to Somerset for nibbles and then across the River at Lewiston. George Haynes: Spring Tune-Up May 20 at the MCC behind Sears on Monroe Avenue. Take your problems, repairs, and adjustments. There is always

plenty of good help to resolve the things that need resolving. Was suggested to duplicate this in the fall. The Carlisle Show and Flea Market May 12-14th. Good place for your spare parts but be ready to bring back more than you take. Ted reminded us of the Spring Steak Roast and Auction.. Dave Chase still had some badges and paraphernalia with 2 Red Jackets left. Allyn Wagner, Vice Car Show Chair reported planning progress but will need a lot of help. Anticipate The Wilds Stuffing Party. Remember the "Rock Hunts" in Victor. Show was June 4th Green Lantern had only April and May for us. Another location was being searched. 1997 will see the new MGF in the U.S., European production only, this year. Meeting attendees listed at close of minutes.

NEW MEMBERS: John Cracchiola, Cheektowaga, NY 14427, 1959 MGA, 1966 MGB.

NOTES FROM NE AND ENG: NE Newsletter- The Boot and Bonnet heard from George Herschell where he asked them to join our group while we tour New England. Answer another time. In Safety Fast Two Letters from George Herschell, Collier Cup 40th Anniversary at Watkins Glen and he reported on 8 cars that toured to Stowe, Vermont for the British Invasion. This covered the "Bubble Gum tyre patch, his winning 3rd in Chrome bumper class and ALSO wining the raffle for 2 round trip tickets to England.

THE LITTLE RED WRECK II by Paul Heaney. Getting the MGTF home he did the absolute minimum for license and driver safety. Put 5 gallons of gas into repaired tank. Starting problems were solved with a brass hammer. We drove it in a Model A club event only to run out of gas. (Seems that Joan had driven a little bit- a 130 miles of little bit. Got tied to a Model A Ford and proceeded at at 60 mph on a 20 foot tow strap. Worried about fitting under the Ford- but it was made to go, not stop. While finishing my "A" I would go to events with my Bombay Taxi Horn and Train Whistle on the MG having fun. Joan then drove the "B" and came out without rust and dishevelment.

Stolen from the NECC. MG Midget and Rolls-Royce traveling side by side. Yes, the Rolls did have a phone and a fax machine but no Double Bed. Had one installed that pm. Later the Rolls passed the B parked on the side of the road- windows steamed up. Rolls driver stopped and pounded on the window until a head appeared. I have my new bed. And the head said, And you got me out of the shower to tell me?

MGCC WNY Centre Cash Reserve Policy was written. (A small lettered full page).

Behind the Garage Door- "The Big Picture" by

TEN YEARS AGO cont'd

the recently retired George Haynes. Vince Cappaccio and I decided to cover all the vehicles in the club that were being rebuilt. This developed into a ten model car list of 28 individuals. A constantly changing scene.

ON COLLECTING by Chris Williams. Annual ritual of "breaking out" cars one by one. '77 280Z- starts with twist of key, '72 Spridget -some cranking, '80 Datsun pickup- long pull on fuel, '58 Mercedes 220S-real long time on refueling, '62 tri-carb Healey 3000-will take time as a project. And a reason to get out of bed.

MGA Rear Wings were available from Anglo-Parts.

INDOOR AUTOMOTIVE FLEA MARKET Central Auto Exchange March 26, 1995.

The Entry Level "Sport's Car" - Where is it Now? By Dave Wild. An interesting tale on the various sports cars available in the '50s- MG-TC's ,TD's, Jag XK-120 , The Allard, the Nash-Healey, 6 cyl Corvette, the Crosley Hotshot and SS, and the Kaiser-Darrian. Because of comparison price MG's were preferred. There is much more but it winds up the entry level sportscar was affordable and high performance. Then it was the "pocket rocket" - the "superbikes Yamahas, Kawasaki's, Hondas, Suzuki's and Ducat's going up to 120mph. The advantage over the 50's machines, "Golden Age of Sports Cars"- that sound at speed, "OH - MY GOD, THE SOUND!!!! It takes my breath away and IT MAKES ME WANT TO RIDE AGAIN.

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow (Feb'95) Talks at great length about calendars and their pictures of various cars which BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow (Feb'95) Talks at great length about calendars and their pictures of various cars which appeal or not to different people. He listed some cars he would like to see on a calendar. Finally talked about Cisitalias and one found in the Pennsy field. I can see the mundane at local shows but the WNY Centre MGCC show at Victor each year and a good calendar is the one they put out a few weeks ago- and dog-gone them anyway, my car isn't even on it.

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow (Mar,'95) This month it is B.A.T. Cars. A picture showed it all. Seen at some car shows. A 16 yr old enticed his family into buying one for him. It turned out to be one of the originals and only one in perfect condition After 36 yrs. I'm still interested in them. And Alphas are pulling out of the North American Mkt.

SUNSHINE PAGE by George Haynes. March and April Birthdays and Anniversaries.

CLASSIFIEDS: FOR SALE/WANTED. A WHOLE PAGE of Shop Tools, cars and help needed for the Club computer

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BURY ME IN AN OLD MOWOG PARTS BOX



Jay Lockrow

Before we get started on this month subject one little up date. Last month I mentioned Dennis Jenkinson and the long roll of paper with map and instructions he used on the Mille Miglia in 1955. Just recently an Italian road map that he used when he was doing reconnaissance for this event sold at auction for 3300 pounds. Personally I'll take the old road map over "Onstar"

Several times over the years I have mentioned the Mercedes Benz S series that my dad owned. Just recently two of these cars have been sold. One restored with interesting English coachwork for over one million four hundred thousand pounds. Another in original untouched condition with the short chassis sold for over four million pounds. (S was for Sports, SS for Super Sports, SSK for Super Sports Kurtz, German word for short, and SSKL for Super Sports Kurtz Light. No SSKL cars are known to exist but a few fakes have been made.) Why the price discrepancy? Cars in original unrestored condition are bringing top prices.

On this subject of Mercedes Benz I have had a few old memories jolted out of the depths of the gray matter. Thanks to Jeff Miller of the Western New York Centre of the MG Car Club. Jeff contacted me after reading one of my columns that mentioned Ahr and Co. in Buffalo. Jeff is a real Mercedes Benz fan and he wanted to see my collection of literature and such so we got together right after the first of the year and dug through a big file of trash. Lots of memories came back in a flash but the following is the best.

The story is the clutch/gearbox problem with the "S" Mercedes we had in about 1952 or so. I was with my dad one Saturday morning in the Benz driving into Buffalo to have the wheels balanced. We never made it. In South Buffalo all of a sudden the clutch would not engage even though it had been working fine minutes before. Nothing worked and my dad had to call mom to come and drag the old bucket home. Within the next week or so he contacted a private mechanic that was pretty good and he came to the house. It was decided that the gearbox had to come out so this project got under way. The floorboards were taken out and then the rear axle had to be disconnected from the chassis and dropped. At this point the mechanic glanced at the drive shaft and asked with a huge grin on his face, "You have a wrench to fit that?" pointing at a long tube with about an eight inch nut across the flats. My dad said, "Believe it or not I think I do!" He went up to the attic and brought down a monkey wrench about two feet long. We promptly unscrewed the driveshaft, removed the gearbox and started disassembly. It was found that a small star washer was holding all of the pressure of the clutch, which I can tell you

from experience, was plenty. After a good deal of study we reassembling the gearbox with a small spacer and had things back together after about three weeks. Several years later for some reason we took the gearbox out again and for the life of me I don't recall why. This time he let someone work on it that he shouldn't have. He had an accident with his car and my dad had to go to a field and pick up parts scattered all over. Fortunately he found them all. He took it to another guy that assembled it and butchered it. It was put back in only to have to come out again later. It leaked all over the place. In all I think it was out and in about four times. The last guy was a friend that followed the blueprints and put the box back together correctly without the need of the earlier mentioned spacer. At one time someone had chewed up the speedometer gear when they had put the gearbox together incorrectly and this gear was unobtainable. My dad looked for about a year for a new layshaft, was able to find one but the guy would not sell it. The layshaft had the worm gear on it for the speedometer. Finally it was decided to reassemble the gearbox with the old layshaft and keep looking for a new drive gear as the worm gear on the layshaft had been partly ground off but not damaged. With the gearbox properly assembled the drive gear should work if we could find one where as before it was out of alignment

Fast-forward a few years and my dad was at a Chrysler dealer parts counter one day. On the counter was a plastic gear. He asked what it was for. The parts man told him it was a speedometer drive gear for a Chrysler. Dad borrowed it, brought it home and believe it or not it matched perfectly. For a couple of bucks he had found the missing link. The old gear was ground off and the plastic gear put on the old shaft with epoxy. Back in business.

This car was a delight to drive as long as you were not in heavy traffic. If you want to push a stiff clutch try this car. In heavy traffic your hip would actually hurt after working it for some time. On the open highway it would cruise easily at eighty miles an hour and more than once it was over the century mark, we thought, as there was no speedometer. Ask me, there are loads of wonderful stories about this car and I love to tell them. Incidentally I still have the big monkey wrench it was originally used on steam locomotives.

MARCH BIRTHDAYS

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 2 Lyn Smith
 4 Bill DeVos
 5 Lee Blair, Jr.
 5 Richard Powers
 5 Sue Pittenger
 5 Stacey Van Denburgh
 6 Marlene Bartasevich
 8 Karna Palermo
 10 Al Fink
 11 Lane Boughton
 12 John Cook
 12 Thomas Glanville
 13 Mike Harrison
 13 Audrey Davis
 14 Terry Welch
 15 Vincent Monaco
 17 Dave Chase
 17 Gail Borycki
 18 Don Moodie
 20 Gene Faust
 20 Robert Keppeler
 22 Laurie Scribner
 23 Kathy Boughton
 24 Carl Baxter
 25 Dennis Costich
 27 Jim Walsh
 27 Susan Kath
 27 Dawn Mehserle
 29 Joseph DeBlaere
 31 Sue Harrison

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 17 Elton & Patti Schulz
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 7 John Thompson
 7 Tricia Lucchesi
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 10 Elton Schulz
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 14 Jordan Emerson
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 15 Mark Gibson
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 16 Bill Rampe
 16 John Trippe, Jr.
 17 Carolyn Barlow
 19 Bill Bethune
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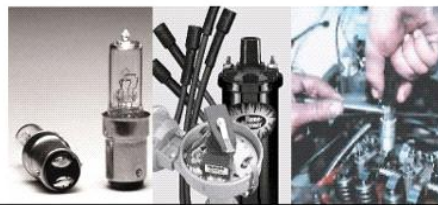
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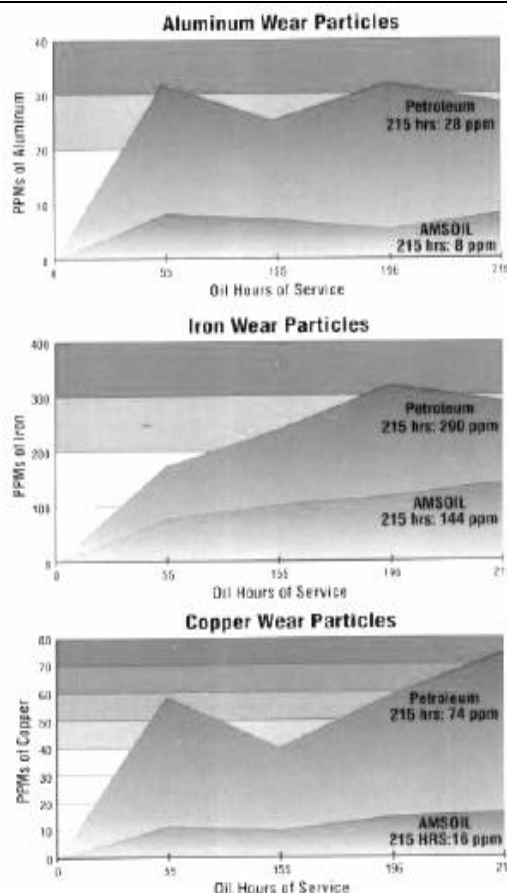


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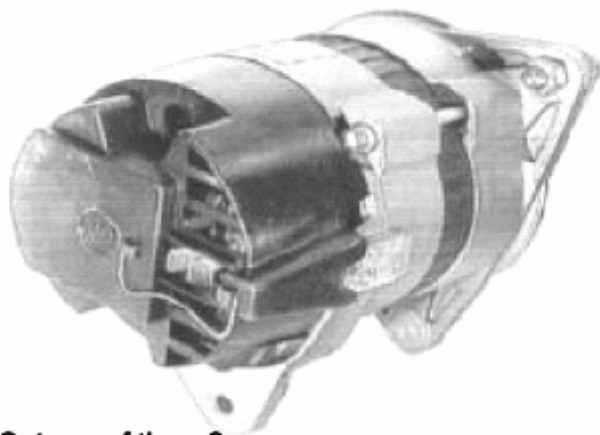
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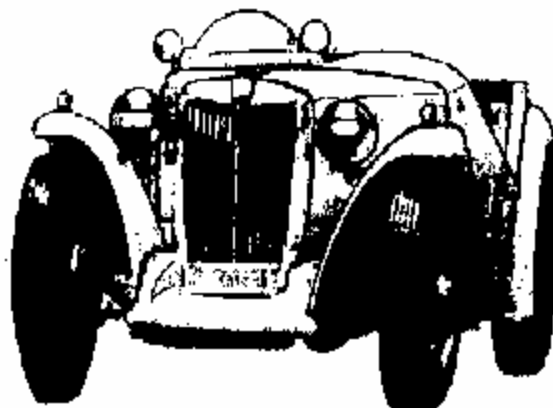
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CALENDAR OF EVENTS 2005**

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<u>January</u> 6 Board Meeting 16 Wine & Cheese Party/Valve Cover Races 20 Meeting	<u>February</u> 5 Mardi Gras Party 17 Meeting	<u>March</u> 3 Board Meeting 6 <u>Steak Roast & Auction</u> 17 Meeting 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 16 Meeting 26 Garden Tour	<u>July</u> 8 Board Meeting 10 Autocross II 21 Meeting 24 RIT Car Show	<u>August</u> 7 Pig Roast/Rallye 18 Meeting 21 Autocross III
<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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