

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 4

April 2006



Founded 1958

"Spring is Here!"



Meeting & Basket Auction
April 20th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, NY

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership application. The SPOKES is also available electronically to non-members for \$10 per year. E-mail info@mgcarclub.com for more information.

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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ADVERTISING RATES as of January 1, 2002

Copy ready business advertising:

Size		Single Issue	One Year
Half Page	7.5" x 4.8"	\$27.00	\$110.00
Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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*Members Emeritus



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 Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Elaine Hess
17 Sandpiper Lane
Pittsford, NY 14534

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

From the Chairman

LEON ZAK

[After the last MG meeting, Leon and Barb were off to Florida. As we go to press, we've only received these two photos.

Gone fishing? —Editor]

— **V8**



The Herald

ALLEN HESS

A little while back, Brian Fallon gave me an airline magazine containing an MG story *Rally of the Relics*. Thank you to Hemisphere Magazine and Stanton Belland for permission to reprint the article for our members. Stanton Belland is a member of the TC Motoring Guild (www.tcmotoringguild.org). Thanks to Brian for bringing it to my attention.

There is also a two page spread on the special MGAs at MG2006 thanks to Hal Roeth, editor of MGA! magazine and Gary Sandusky.

The car show is fast approaching. All members should note the article (page 11) about how you can volunteer to help. The May issue will feature Sports Car and Vintage Auto Festival I with selections from 1972 Spokes, photos and articles by members who were there.

The deadline for the May Spokes will be Monday April 24th. This is for the May issue only.

—Triumph!



From the Spokes, April 1972

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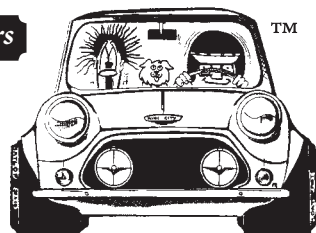
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Activities

BROOKS SCHNEIDER

Another annual Steak Roast and Auction is in the history books. We had 74 people at Eyer Park on sunny March 5th. Special thanks to Dan Young for reserving the lodge for us, to John Baum for buying some fine steaks, and to John Baum and Leon Zak for cooking them to perfection once again. Our experienced auctioneers, Jim Priestley and Doug Scribner, converted many sow's ears into silk purses, or at least tried their best to do so. A few memorable moments included: One person winning the bid on something his wife had put in the auction; Dan Young's dog Moose barking at just the right time to be interpreted as a bid; a "try before you bid" pair of boots getting passed around the room; a young, future member's lesson about never, ever raising a hand above shoulder level for any reason during an auction. All in all, another successful event, with over \$350 earned from the auction. Thanks everyone for attending, donating food and auction items, and helping with setup and cleanup.

Spring is here at last, at least according to the calendar. We welcomed it in the traditional way by gathering at the Old Toad on the eve of the equinox (vernal – the one we like to see), an event organized by Laurie Scribner and Dick Powers. We had a great turnout this year, with about 40 members and guests in attendance. That much noise can only come from a group of people having a great time.

By the time you read this, we will have made a return visit to the little road course at the Inside Track Speedway. More about that next month, but you can bet this is also going to lead to some outdoor go-kart action before the summer is over.

The April club meeting will feature the popular Basket Auction. Be sure to attend and bring a basket, or just bid on one. There is always a lot of creativity on the table and the proceeds help fund the MGCC Endowed Scholarship Fund — a very worthy cause.

At the end of April, the driving season will kick into high gear with a Brunch Run and Wine Tour, organized by Cindy and Doug Jack. Look for details elsewhere in this issue. Brunch will be at Miller's Essenhuis in Penn Yan. There were a few tense days as we learned that Miller's would be changing owners, but the latest news is the transition should be seamless, so plan on coming along.

The following weeks will feature the Spring Tune-Up Clinic, Autocross I, Saratoga Springs Tour, and, of course, final preparations for the Sports Car and Vintage Auto Festival on June 4th. Speaking of cars shows, news of many of them is starting to come in. The early ones include:

- Saratoga Car Show, May 13th
www.saratogaautomuseum.com
- Lake Placid Festival of Cars, May 20, 21st
www.lakeplacidfestivalofcars.com
- Auto Tech Show and Swap Meet, May 21, Stanley, NY
(585) 394-5782

- MADD Road Rally and Street Machines of Rochester Car Show, June 11 – www.maddroadrally.com
www.streetmachinesofrochester.com

As you can see, it is going to be a busy year.

MGCC 50th Anniversary

DAN SUTER

Are you interested in joining the 50th Anniversary planning committee? In 2008, our MGCC Centre will achieve a wonderful milestone when we celebrate a full 50 years of continuous fun with our Little British Sportscars.

This committee will plan several activities in 2008 culminating in an anniversary party. We will also be planning some commemorative regalia and car badge. Please e-mail Dan Suter at @dmesmg@juno.com or call (585)377-1877 to join. (If you already signed up at the January or March meetings, you're all set). We'll likely plan our first get together for late April or early May. This is a chance to help the club celebrate this important milestone!



Dick Powers, Bill and Desi Benet, MG No. 1 — Toronto Auto Show

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Minutes of the meeting

MARLENE RZEPKOWSKI

MGCC Meeting Minutes-March 16, 2006

Call to order- 7:35 PM

Minutes of last meeting accepted as written and printed in SPOKES.

New members and guests: Tim Henderson-1974 ½ MGB, David Wemett-1969 MGB, Roger Corea, Bob Joslyn-MGTF.

Regalia- Many new items and sizes are now available. No regalia will be sold at April meeting due to the Basket Auction. MGCC magnetic car signs are still available.

Membership- Jim Priestley is in FL and George Haynes was present to collect \$30 yearly dues.

Librarian- Updated data base has been done on items in the Library. See Alan Costich to check out materials.

Treasurer Report- Accounts are doing well. Increase in accounts from advertising in SPOKES (thanks to George Herschell) and 2006 dues. Moneys paid out to scholarship fund. Specific details can be obtained from Joanna DeBlaere, our treasurer.

SPOKES- Classic Motor Sports Magazine awarded recognition of excellence to SPOKES. As a result we were given the ability to run a one inch classified ad for a year in their magazine free of charge. Congratulations to Allen Hess as Editor of this award winning publication! Articles are due by next Thursday, March 23, 2006. Articles for May issue of SPOKES should be sent in earlier than April 27 so the issue can be mailed out on time.

England- No report.

Trustee Report- Bob Tescione reported that a 35th Car Show Anniversary badge that had been proposed was put on hold by the Car Show Committee. It was decided to have a MGCC 50th Anniversary car badge done instead. Thanks to George Herschell a design has already been done.

Activities- Brooks started his report with the joke tradition. Steak Roast and Auction was well attended with the profits added to the club's Endowment Fund. Lots of Spring activities. See the Activities report in SPOKES for a detailed list of future events. It was noted that the GVAC car show will have a change in date for this event and that will be announced at another time. Dave Wild reported that there were still limited openings for events at the Watkins Glen Vintage

Race weekend. Lottery to be held for rooms at Seneca Lodge for Watkins Glen Vintage race. April 1 is the last day to notify Joanna DeBlaere.

Car Show- Report given by Dick Powers. Arrangements are moving ahead. The event is to be held June 4, 2006 at the Farmington Town Park. The field has been set up by the field marshal with room for over 800 cars. The flea market, car corral, food tent, and designated areas for sponsors are under way. Al Fink has been working on getting advertising for the show program. Dash plaques are done, T-shirts are ordered, and a press release for auto clubs will be out in April. Information about the show will soon go out to past participants, judges, and other workers from previous years. See Dick Powers to sign up to help and for further information.

Web Site- Gary Sandusky reported that there were lots of new photos on the web site. Leon reports that there are 19,400 images that can be viewed on the web site. Car show registration form, classes, directions to the new site, and poster can now be seen on the web site.

Vice Chair- Dan Suter is looking for more volunteers for the 50th MGCC Anniversary Committee. A good group has already been started but it could use more help. The committee must get started soon as there will be several events associated with this and such items as facility, events, and regalia must be addressed shortly.

Old Business-Question was raised as to the status of plaque for deceased club members at last months meeting. Leon read the policy that was decided on at the meeting in August 2005. Dick Powers commented on the event honoring Denver Cornett at the International Motor Racing Research Center in Watkins Glen.

New Business- We will award two MCC scholarships this year. At a future meeting a discussion will be held as to the continuance of the MCC scholarship program.

Cars and Parts- For Sale: 1963 or 1964 Volvo 122S for sale by Alan Costich.

John Thompson looking for MGB metal header bar.

Door Prizes Awarded

Misc.. Comments- Copies of 2006 membership list are available.

Motion to adjourn and seconded at 8:25 PM.

— MGTF

Attention All Drivers

BETTY LANGSWAGER

Do you know your smells? No, not fresh baked bread, new mown hay or your lover's cologne. I'm talking about smells your car can make while driving. I saw this in the D&C and thought it was worth noting in case you missed it.

- ▶ The sharp odor of burned toast may be an electrical short or burning insulation.
- ▶ A burning sulphur smell like rotten eggs often indicates a problem in the catalytic converter or emissions control.
- ▶ A thick acrid odor usually means burning oil. Look for signs of a leak.
- ▶ The smell of gasoline after a failed start may indicate that your engine is flooded. If the odor persists, it could mean a leak in the fuel system that requires immediate attention.
- ▶ A sweet steamy odor indicates a coolant leak. When accompanied by hot metallic scent and steam from under the hood, pull over immediately and call for a tow.

Attendance

FEBRUARY 16, 2006

Betty Langswager
Gil Langswager
Gary Sandusky
Leon Zak
Beverly Swarts
Chuck Swarts
Carl Prouty
Barb Wild
Dave Wild
Bob Tescione
Gayle Schneider
Brooks Schneider
Bill Baldwin
Cheryl Baldwin
Ted Hershey
Alan Costich
Dick Powers
Hollis Hames
Cynthia Jack
Doug Jack
Laurie Scribner
Doug Scribner
Joeanna DeBlaere
Joe DeBlaere
George Haynes
David Leete
Mike Goodwin
Marlene Rzepkowski
Dick Rzepkowski
Wally Roworth
Al Fink
Elaine Hess
Allen Hess
Mark Gibson
Joseph Fazio
Chris Baum

John Baum
John MacDonald
Dick Giambra
Lane Boughton
Jeff Kath
Frank Steppwik
Sue Harrison
Mike Harrison
David Wemett
George Herschell
Nancy Herschell
Mabel Case
John Thompson
Bob Welch
Linda Bethune
Bill Bethune
Vivienne Rizzo
Tim Rizzo
Rhonda Rizzo
Jeff Peters
Tom LeStrange
Don McConnell
Pat Sangster
Steve Sangster
Jim Davis
Wesley Pittenger
Sue Pittenger
Bob Joslyn
Allyn Wagner
Dan Suter
Joseph R. Schultz
Tim Henderson
Guests—
Roger Corea
Nick Dosch
Jeff Acquino

The Second MGCC SARATOGA SPRINGS Tour

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Saturday, May 13th, **SARATOGA CAR SHOW!**
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<http://www.saratogaautomuseum.com>



ENJOY A FABULOUS SUNDAY BRUNCH

Contact Cheryl Baldwin 585-924-4554
cbbaldwi@rochester.rr.com

On March 4th some of us attended a program at the International Motor Racing Research Center at Watkins Glen that proved to be one of the best events I have been to in a long time. It was a discussion of racing MG TC's in the early days (late 40's and early 50's) and featured not only some of the drivers of those times but also the delivery and display of Denver Cornett's 1947 MG TC #7. Many of us in the club have been fortunate enough to become friends with Denver over the past number of years and found him to be one of the nicest gentlemen that could be found anywhere. When I found out about this event I knew I had to be there and Mark Stigerwald at the Center asked me if I would like to bring some of my drawings of the early racing MG's for display at that time. Nancy and I drove down on Friday the 3rd and set up the drawings and were there just in time to see Denver's #7 TC "rolled" in and set up for display. (Joe Tierno providing some of the "horsepower" for that to happen.) It also gave us the opportunity to meet Denver's wife Sheridan (Sheri) and renew our friendship with Denny, Denver's son.



Dave Smith, Joe Tierno and ?

—George Herschell

Denver had been inviting us to come to their home in Kentucky for a visit but we never managed to get there. I had never met Sheri and Nancy had never met Denver but had a really nice conversation with him one day when he called and I was out. Sheri is a very charming gracious lady and we felt we had known her for a very long time, and not just met that day. Sadly Denver was not there due to health concerns.

Saturday I drove down again for the session. Dick Powers did a marvelous job of securing the panel of early racers and served as moderator for their round table discussion. Cameron Argetsinger, his wife Jean and their son JC were there, and JC opened the afternoon with a welcome and commented that there wasn't that large a crowd for Phil Hill when he was there. He discussed the first TC that Cameron had and the fact that they were pulled over by a police man and Cameron was taken to task for "allowing" JC who was only a young boy drive the car. He did become very red faced though when Cameron mentioned to him that it was a right



Denny Cornett, Sheri Cornett, Dave Smith

—George Herschell

hand drive car. The first Person on the panel was Jim Carson and he talked about his early days of racing and he was followed by Frank Mount from Canada. The third gentleman on the panel was Jack Archibald and in talking about his TC and his early days of racing, referred to his TC as "that dumb car that turned itself upside down". One can only imagine what it was like in those early days and what the drivers did to compete. Then Denny talked about Denver and how he loved Watkins Glen. The first time I met Denver was at the drivers dinner one year and he was so proud that he had been awarded a stone on the Drivers Walk Of Fame. He said to the group "when I die I'm going to have them bring my body up here and just bury me under that stone—standing up".

Denver bought his TC new in 1947 and in 1948 decided to race it at Watkins Glen. He was in the first race and on the first lap at the Old Stone Bridge he got a little too aggressive and flipped the car over. He told me he can remember people standing around gawking at the car and wondering if he were still alive. His answer was in a rather loud voice, "get the damn car off me and you'll see I'm alive". He got back into the pits and with a borrowed wheel and tire from Briggs

Cunningham he went on to place seventh in the final race of the day. Fifty years later he was still racing that car at Watkins Glen and it was still wearing its very distinctive color scheme. He did tell me in 2003 that he was thinking of giving up the competition. He said if they wanted him to he would just bring the car up for the weekend and maybe be the pace car. Which he did. In 2005 he wasn't feeling too well so he didn't come up for the races. I found out some time later that he had some health problems. I did take a photo of a vacant spot in Concours area and sent it to him and said that he was missed.

I can remember one year he told me that I had never ridden with him around the old course and to get in during the "parade" lap and go for a ride. It was a thrill and he handled that car like it was part of his anatomy. He did show me how you slide in the gravel at Old Stone Bridge but assured me he knew now after all these years how to keep the car right side up. He offered me the opportunity to drive the car but I told him I would feel much better as a passenger even though the steering wheel was not in front of me.

The day at the Center was over much too soon. Western New York Centre was well represented and had a good turnout of folks in attendance and I'm sure everyone else enjoyed it as much as I did.

It was a really nice afternoon.

—*Safety Fast*

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Dick Powers, Jim Carson, Frank Mount, Jack Archibald and Denver Cornett's MG TC

—© Angelo Lisuzzo

MG Car Club Brunch Run


Sunday April 30, 2006

Miller's Essenhaus, Penn Yan, New York

Rally point will be Canandaigua Wegmans East Parking Lot

Departure Time: 11:00 AM Sharp

Brunch will be 11:30 AM to 1:30 PM

After brunch, we will visit the following wineries: 

Barrington Cellars

Heron Hill Winery

Hunt Country Vineyards

Maps & routes will be available to the above wineries

You may opt for another winery or wineries of your choice

Cost: \$20.00 PP. Cost includes tax and gratuity. Make check payable to Cindy Jack.

Call by April 22, 2006 for reservations

Cindy Jack at 248-3872

E-mail Doug at djack@rochester.rr.com



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The Sports Car & Vintage Auto Festival Needs You!

DICK POWERS, CHAIR

SUNDAY JUNE 4TH will soon be here and many of your club members have been working very hard to adapt all the parts of past shows to our new location at the Farmington Town Park. We now have a good field layout with room for the Flea Market, Car Corral and over 800 Show Cars. All entry information is now at www.mgcarclub.com and it will soon be mailed to all past entrants.

All this work represents a major effort, but we still need each and every one of you to make this a success. Entering a car is something I encourage all of you to do, so fill out the entry form and send it in as soon as you get it.

We also need your help with all the jobs that have to be done to make this show a success. There are many different jobs to do and if you find something that is of interest, please contact the people I have listed below. There is something here for every one so please lend a hand and help support this 35th Anniversary Sports Car & Vintage Auto Festival.

Show Car Field Layout/Car Show Parking

Contact: Arnold Van Denburgh 315-597-1514

Arnold has done a fantastic job of laying out the field to hold over 800 cars! He will need help in marking the field for car classes, directing the entrants to their proper class and parking the cars.

Day Of Show Registration

Contact: Dave and Barb Wild 585-223-1065

This activity happens under the big tent and if we have that great June weather, there will be many who will register on Sunday. Help is needed here to insure forms are filled out properly, cars classed correctly and that the forms get to the Chief Judges quickly.

Pre-Registration Packet Hand Out

Contact: Gil Langswager 585-385-9956

It's a very busy spot and many hands make this area run very smoothly. This is where the cars start to enter the show field and get their packet. You get to meet and greet our entrants.

Car Corral

Contact: Peter Pegoni or Wally Roworth 585-293-1345

Cars "For Sale" at this spot and usually over 100 are on display. We need help parking these cars.

Flea Market

Contact: Lane Boughton 585-924-9295

Lane has designed a good space at this new location. Over 100 spots will have to be pre marked and vendor trailers have to be guided into the spaces. Lots of help needed here.

Judging

Contact: George Haynes 585-872-6536

George Haynes, Bob Tescione, Dan Suter and Chris Williams are our Chief Judges. They ALWAYS need more judges each year. Don't worry if you've never judged cars before, as you will be placed with an experienced judge and use one of our well designed judging forms. If you really want to see some of these cars up close, this is the place for you.

Program Ad Sales

Contact: George Herschell 585-872-1194

We need more help to contact past advertisers and new contacts. George has a very simple form to use and names of all the past advertisers. We need people to contact them and fill out the form.

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The Project—

It really started just few weeks after bringing the 1964 MGB home in 1996. The car had some unknown history and looked like it was a collection of parts that made up a car that sort of ran. From 20 feet it looked pretty good, from close up some necessary improvement was really needed, I started planning for a rolling restoration by replacing parts and doing repairs while keeping the car drivable.



—all photos John Baum

In the spring of 1997 my immediate plans were set into motion. A new wiring harness was installed so that the dangling wires could be eliminated under the dash. While doing that I replaced the metal dash with a newly wrinkle finished powder coated one. As I recall at the same time I replaced the windshield with new glass and anodized the frame.

The next summer I took on the engine overhaul and replaced the transmission. The engine was really in bad shape. Requiring just about all parts replaced short of the crankshaft. Cylinder sleeves, pistons, cam, rockers, valves and more were replaced. The transmission was too far-gone to repair, and was swapped with a used one in good condition. So now the car ran well and looked okay 20 feet away.

Since that time, attention was paid to the suspension by replacing both front and rear springs at a few of the Tune-Up clinics. Sometime after that with some help I replaced the king pins and front end bushings. Now it rode and handled well.

About five years ago, to make the car more comfortable to drive and ride in, I purchased and installed new seats from Moss Motors. When I was removing the old seats I took a good look at the floors and realized that I had better start planning on floor replacement or repair. This was about the time I noticed bubbling on the front and rear doglegs that would require repair at some point in the future.

Now I had to consider a long-term restoration plan. At

that point in time I was not in a position to take it on. I started to gather parts, read books on body repair, and watched a lot of “how-to” TV shows to build my confidence.

So nine years after starting the rolling restoration the full project was going to get underway. Last fall I walked around the MG for better than an hour with wrenches in my hands, trying to decide how to proceed with the dismantling. The decision was to start from the back. I had purchased a box of 1000 wired tags, an assortment of plastic bags, and equipped with my camera to document where and how the parts came off I started removing the rear bumper and then proceeded forward and as you can see from the photos I made it to the front.

When beginning any sort of project an objective and time frame should be established. My original plan was to start the tear down in October 2005, to the painter by January 2006, reassembly March, back on the road by our car show in June. As it turns out that is way too ambitious of a plan when I can only get to work on it a few hours at a time a few days a week. A new plan is necessary in order to get it done in a way that I can be proud of, when completed. I am now shooting for completion in June 2007. Right now I am still working on removing the rusty floors. Within the next few weeks I will be ready to install the new ones and repair all the holes I have found that were drilled into the chassis and get it to the painter for media blasting and painting.

Some of the problems I have uncovered are that at some point in the MG's life it had been raced, evidenced by the roll bar I had removed years ago when I installed the seats. The scatter shield I found bolted below the firewall, and so much poorly repaired body damage that needs to be properly repaired this time around. As I had expected a lot of rust damage needs to be dealt with prior to painting. At this point I am hoping to patch repair the sills in order not to have to completely replace them. That decision will have to



Chris says I don't exercise enough . . . and two . . . and three . . . and

be made at an assessment after the media blasting. I was able to replace the front right fender with a solid used one along with both doors. The left front fender has been repaired with a patch panel and the dents and other holes removed. Five years ago I purchased a new bonnet from Moss Motors along with a new grill. This has been a great exercise writing this article, I think I am a lot further than I thought I was before I sat down to write it. I am looking forward to the assembly stage because I think progress can be more easily assessed and appreciated.



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Winter Steak Roast and Auction



all on this page

—Gary Sandusky

MG 2006

GARY SANDUSKY

The North American Council of MG Registers presents MG2006

Once every five years the North American Council of MG Registers, of which NAMGAR is a proud member, hosts an all MG meet somewhere in North America. In 1996 it was held in Indianapolis, IN., in 2001 we had it in St. Paul, MN. and in June 2006 it will be held in Gatlinburg, TN. In 1996 we had 1200 MG enthusiasts attend, 2001 there were 800 and this year we are expecting 1300 to make it to Gatlinburg.

NAMGAR is working with representatives from the other four Registers to ensure that all MG enthusiasts enjoy their "Driving Experience in the Smokies". Please check out the MG2006 website at www.mg2006.com and see what has been planned for June 21 to 25.

The MG Council believes a special draw for any MG enthusiast to attend a huge event like this, would be the fact that some very rare MG's are in attendance. NAMGAR has arranged for a number of very special MGAs to be shown at MG2006. The plan would be to have a display area set-up for the Friday morning car show so that all attendees could admire these special MGA's. The owners of these MGAs will be in attendance at NAMGAR's First Timer Reception as well as at the Register's Dinner Buffet and Reception on Friday evening.

I hope you can attend MG2006 and see these very rare MGAs. If you have any questions about the event or NAMGAR please contact Gary L. Sandusky at gary@sandusky.cc.

The following two pages courtesy of **MGA!** magazine, Hal Roeth, editor.

—continued next page



Gary Sandusky's MGA "Best in Show" award at the BCCWNY, EuroCar Day 2005 in Buffalo, NY
—Gary Sandusky



all above

—Allen Hess

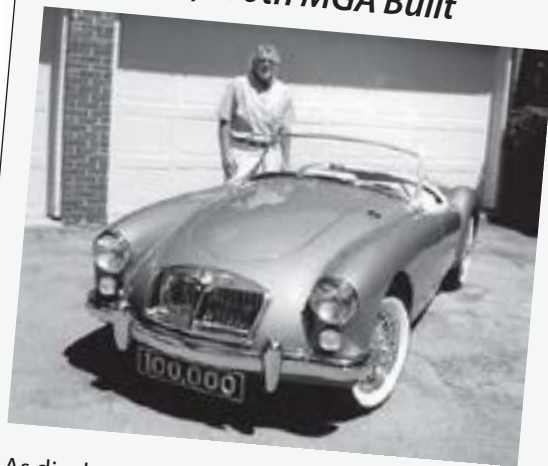
David Ash's 1957 Sebring Car



One of three factory-backed entries for Sebring 1957, this MGA was driven by David Ash, Gus Ehrman, and John Van Driel. The car finished 2nd in class and also shared in the Hambro Team Prize awarded to the top finishing team.

Courtesy of Michael Eaton

100,000th MGA Built



As displayed at the 1962 New York Auto Show.

Courtesy of Fred Skomp

Look Who Is Coming to MG2006/GT-31

All These

EX 182



Ex182/38 driven by Ken Miles and Johnny Lockett at Le Mans in 1955. Entered in multiple races through 1959 including Silverstone, Mille Miglia, and Goodwood.

Courtesy of Jeremy Savage

Bob Olthoff's Twin Cam



A well known factory backed private entry car, the Olthoff MGA Twin Cam was raced extensively in South Africa and Europe at such famed tracks as Grand Central, Silverstone, Goodwood, Snetterton, and Nurburgring. In 1961 at the hands of Bob Olthoff, the car finished 3rd overall in the Autosport Championship in the UK.

Courtesy of Michael Eaton



JUNE 21-25, 2006

- In the Great Smoky Mountains National Park
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Special MGAs

1962 Sebring Coupe



1962 MGA Sebring Coupe Number 52 was entered in the 1962 12 Hours of Sebring by BMC and Ecurie Safety Fast of England. The car was driven by John Sears and Andrew Hedges and finished in 16th position overall. Number 52 returned to Sebring's 50th Anniversary Race in March 2002 and has since vintage raced in SVRA events.

Courtesy of Hugh Burriss and Bruce Woodson

1960 Sebring Twin Cam



UMO 93 1960 Works Twin Cam MGA shown at speed. #40 was driven by Americans Jack Flaherty and Jim Parkinson, completing 148 laps and 4th in class at the 1960 Sebring.

Courtesy of John Wright

1961 Sebring Coupe



A 1961 MGA 1600 Coupe, one of the two team cars built by the Competition Department in Abingdon for the 1961 Sebring 12 Hour Grand Prix. It was driven by a pair of British drivers, Sir John Whitmore and Peter Riley, who brought the MG home to a 2nd in Class and 16th overall. The other MGA #44 came 1st in Class and 14th overall. An impressive accomplishment in a 65 car field that included 13 Ferraris, six Maseratis, six Porsche RS61s, and five Corvettes. With Stirling Moss, Phil Hill, Olivier Gendebien, Graham Hill, Dan Gurney, Richie Ginther, Bruce McLaren, Jim Hall, Joakim Bonnier, Briggs Cunningham, Wolfgang Von Trips, Hap Sharp, Roger Penske, Bob Holbert, Pedro and Ricardo Rodriguez and other famous names in this race, the competition was fierce. Nine Ferraris, three Porsches and one Corvette finished ahead of the lead MGA which was followed by an Austin Healy and the second MGA. This was the best finish ever achieved by MGAs at Sebring.

Courtesy of Frank Graham

Want to make a repair to your car, but would like some expert help close at hand?
Not enough room in you garage to turn around?
You would drive across town for free coffee and donuts?
Then come to the MGCC

Spring Tune-Up Clinic



Saturday, May 6th 10 AM until 4 PM

Monroe Community College Technology Center, near Friendly's on West Henrietta Road
(entrance is around behind the building)

Sign-up sheet at April's meeting or call George Haynes at 585-872-6536



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2006 Autocross-Series I

Sunday June 18

Monroe Community College

\$10 per entry



9:00 AM Novice School and Registration

9:00-10:30 AM Safety Tech Inspection

11:00 AM First Car Off

Novice Instructors and Tech Inspectors Needed
Contact Phil Parisi 225-3647



Carlisle Import Weekend

GEORGE HAYNES

May 19-21 are the dates for this year's Import and Kit Car Weekend at Carlisle, PA. As usual, several MGCC members will be operating a Flea Market space and selling our left-over British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 18 to arrive and get setup before the show begins on Friday. We will again take parts for other MGCC members who have something for sale but who cannot attend with us, so look around the garage or basement for something which could turn into cash. Similarly, we can search for something you might like to buy. Let us know your needs.

For more information or to send along some parts to sell, contact George Haynes at 872-6536 or Alan Costich at 482-2695. In addition, Dave Chase has a block of motel rooms reserved for the weekend, so if you need a room, call Dave at 334-6826. ◀



In the market for a Ferrari?

—Allen Hess photo



The Carlisle gang at work.

—Leon Zak photo



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Basket Auction at the April Meeting

Proceeds go to the MG Car Club Endowed Scholarship
at Monroe Community College

Donate a "basket" of goods or services. "Bid" on baskets of your
choice by purchasing tickets.

Past ideas include:

Anything automotive: car wash, oil change, tune up, rally kit

Anything British: food, beer

Wine

picnic

gardening

did I mention food?

If you plan to donate a basket,
please let me know prior to the meeting Elaine Hess 381-9796
If you don't bring a basket, bring money to bid!

In November 2000 the MG Car Club of Western New York established the MG Car Club Endowed Scholarship at Monroe Community College. The scholarship will benefit students in the Automotive Technology Program. The board has added to the fund every year since its establishment. Vice-Chair, Scott Perry suggested a plaque be created to recognize individual donors. The plaque shown on the Contents page of Spokes was created by Paul Heaney. He also suggested that the money raised from events including the March Steak Roast and Auction go to the fund. Further, he created a number of events like the April basket auction, and a post Fall Tour bake sale to create ways for the members to have fun and help build the Endowment.

Currently the fund is in excess of \$7,200. One year after the fund reaches \$10,000 scholarship money will be available from the interest earned. At this point the endowment will provide scholarships even if the club no longer makes donations or should the club dissolve. For further information see page three.

The Rally of the Relics

STANTON P. BELLAND

*Reprinted from Hemispheres,
the magazine of United Airlines*

TOYS are tools for the imagination. When my grandsons play with their toy cars and knights on horse-back, it's easy to see that they are jousting or racing through a wonderful place, far away from the living-room floor. Toys for folks my age are more expensive, but they serve the same purpose. They can transport a person to magic, faraway places.

I own a 1947 MG TC, a small British roadster that compensates with jaunty style for what it lacks in power and mechanical refinement. TCs are balky, hard-riding, totally beguiling little cars. They are hard to keep running, and ownership consigns you to a social life that alternates between sunny, wind-in-the-hair drives and frantic searches for parts. Admittedly, they are toys, and they should take you to some fantastical place beyond everyday experience.

Perhaps my greatest TC adventure started as mere whimsy, a musing in a column I wrote for the TC Motoring Guild's newsletter [www.tcmotoringguild.org]. My wife and I belong to the guild, a group of TC owners that meets once a month, chats about old cars, and goes on regular outings around Southern California. In the column, I proposed that, to determine if these old cars would function better in the country they were designed for, we ship them to England and have one of our monthly outings there. Perhaps the cars might run cooler in the British climate. Maybe the winding English country lanes would be better-suited for the TCs tendency to wander on the road—a hair-raising experience when driving between 18-wheelers on California freeways. The column got surprising enthusiasm. Before I could explain that I was only kidding, the club had organized a

committee to make the arrangements and had started recruiting participants. Eight couples eventually signed up for the trip, which was dubbed the Grand Rallye Around Britain—the “GRAB.”

One couple took charge of accommodations. They were directed to find quaint country inns, preferably historical, with ample secure parking for the cars and, of course, priced at less than £100 a night.

Another couple organized the route. The assignment was to lay out a three-week, 1,000 mile circuit from London covering the maximum number of magical places. We were drawn to towns with charming names. We would see a place called Giggleswick.

Auto-shipping companies initially didn't take the club seriously. Many people ship cars from England to the United States. A few ship cars to England. But nobody ships cars over there and back. The shipping committee finally found a company willing to consider the job. After careful measuring, the company determined that eight TCs could be fit into a large container by putting in four end to end and then building a wooden structure around them to support four more cars above.

One committee planned for the inevitable mechanical problems. Each car was assigned certain spare parts to carry in the pitifully small toolbox under the hood or in specially designed boxes made to be mounted under the body near the rear axle.

When the big day arrived, we drove our cars to a warehouse near the port

of Los Angeles and watched the eight of them being loaded into the container. The spacing was so tight that the man who drove the last cars in had to drive with his head below the top of the dashboard, following voice directions. He then crawled out over the cars. We ceremonially locked the container with an antique brass railroad padlock. The occasion was light-hearted, but all of us were somewhat concerned about the fate of our precious classics as they crossed the ocean.

The group gathered a month later at a hotel near the London docks. At the freight yard, we found that Her Majesty's customs had been there before us and had broken off our ceremonial padlock. Not a very friendly gesture, but apparently we had been cleared.

There were the foreseeable difficulties getting the old cars started after a month at sea, but with an afternoon of tweaking and push-starting, all were running well enough to caravan back to the hotel, where we gathered in the parking lot. Holding our first pints of English bitter, we toasted our initial success. We were ready for the big adventure.

No daily drive was to be longer than 200 miles, and the first day's run was to be shorter than that. Our first stop would be Bath, a mere 100 miles down the M4 from London. But, of course, we were not going to take the M4. We had agreed to avoid the main motorways and take the scenic country lanes the cars were built for. And there was much to see between London and



The estimable old cars are unloaded in their native land (left); when the touring gets tough, consult a map. Then guess.

Bath. We had to see Old Windsor, and Salisbury was just a bit out of the way to the south. We couldn't miss that.

The cars were somewhat balky, and two or three had to be push-started. Eventually, we became accustomed to this, pushing at least one car every morning. On our first day, we finally got every car running by about 11 a.m. and set out toward Windsor.

How stubbornly rosy one's outlook can be, even when realistically planning for problems. I had pictured our cars meandering down quiet country lanes. None of my visions included maneuvering eight cars in a row through bumper- to-bumper traffic in industrial South London among towering lorries while driving on the left side of the road and trying to follow a map, keep sight of the car ahead, and decipher strange traffic signs.

After about an hour of this, we had traveled 11 miles to the town of Old Windsor. Traffic was much lighter there, and when I finally was able to unclench my white-knuckled hands from the steering wheel, I looked in my rear-view mirror and discovered there were no cars behind me. I honked my horn, flashed my lights, and finally got the attention of the car in front, but there were two more cars ahead of him, and it took about a mile to pass the signal up the line and get everyone stopped. Then there was the matter of turning around. The road was narrow, there were no driveways, and the TC has the turning radius of a canal barge.

When we got back to the center of Windsor, we found that one of the cars had simply quit running and that the rest of the group was lined up behind it along the road. We all pulled over and assumed what was to become our standard breakdown formation. The women remained in the cars, well away from the heated language emanating from the huddle of men around the crippled TC. The unlucky owner sat in the driver's seat following instructions to operate the starter or jiggle this or that. The rest of the men formed concentric circles around the invalid. In the center, with their heads in the engine compart-

ment, were the two men who actually knew something about mechanics. The next circle consisted of those who knew nothing but wanted to appear knowledgeable. Their function was to lean over the inner group and from time to time offer inane suggestions that everyone ignored. Then came the circle of those with no pretense of expertise but a desire to display sympathy. Finally, those with neither expertise nor sympathy just wandered around, checking their watches.

In Windsor that day, we experienced the first of many bits of automotive good fortune. A local car buff in a later-model MG drove by and was amazed to see a line of shiny old MGs along the road. He was on the way to his own MG mechanic in town, and when he related what he had seen, the mechanic rushed back to see for himself. He was greeted with great enthusiasm and had the car running in about five minutes. He refused pay or a pint at the local pub but did accept thanks and a handshake all around. I still have a grease-stained driving glove as a souvenir of the experience.

By this time it was mid afternoon, and we decided to push on to Salisbury. How we actually got there is still unclear. At one point, the confused little group entered a roundabout—we in the United States call it a traffic circle—with several exit roads and emerged in smaller groups going in different directions. The driver chosen as the first day's leader had been confused when we left London and was now beyond confusion after abandoning his map. Ultimately, each of the fragments decided to make its own way to Salisbury in hopes of a rendezvous there.

We had all blundered our ways to the Salisbury Cathedral by late afternoon. It was a thrill to pull into the parking lot and hear the attendant excitedly tell us, "Your mates are here! They came in 15 minutes ago."

We stopped for lunch and then browsed through the cathedral as if we had all the time in the world. By the time we left, it was about 7 p.m. and starting to rain. Bath was 75 miles away.

We held a drivers' meeting in the parking lot over soggy maps and decided to replace our leader for the day, to his evident relief. We reviewed the route, the new leader professed to have it completely mastered, and we all promised to stay together behind him.

Getting out of town in the rain and traffic proved to be slow work, and by the time we found the correct route, it was getting dark and the rain had gotten heavier. The route to Bath called for a right turn on a road heading north. All of us apparently had memorized the route number—all of us, that is, except our new leader. As he passed the turn in the dark, we realized that he was now heading the wrong way. We followed, but he was driving at top speed and seemed to be pulling away. After about 20 miles of this it was clear that the group was not going to catch him. The driver of one of the faster cars sped off and eventually pulled him over. We found our way in the rain back to the junction.

But confidence in our leadership had been shaken. From the junction, each driver determined his own way to the city and the hotel. Oddly, we all arrived at the hotel about the same time from completely different directions.

A good pint and a late dinner at the hotel revived us and made the panic on the way to Bath seem a little silly. Nevertheless, a change in procedures was necessary or we were going to find ourselves scattered all over Britain driving in meaningless circles. The route had been carefully planned. We simply didn't yet know how to follow it and stay together.

But most important, we had to figure out how to deal with the roundabouts. Since the British drive on the left, traffic on a roundabout circles clockwise. The rules are simple and quite effective—unless you're in a caravan of, say, eight cars. Vehicles in the circle have the right of way. You must wait for a break in traffic to enter. When you enter, you circle until you come to the exit road you want, then turn left.

When our group tried to enter the roundabout, perhaps two cars might get

in at a break in traffic, but those behind would have to wait. We got separated. Cars exited in different directions. Chaos ensued.

We tried having the lead cars pull over and wait after they exited. This didn't work. When the leader pulled ahead too far he was out of sight. When he didn't pull ahead far enough, cars backed up behind him, leaving the last ones sticking out in the circle with 18-wheelers bearing down on them. All in all, not safe.

Finally we hit upon the "carousel system." Lead cars would continue to circle in a roundabout until all cars in the group were in. This usually took at least three or four circuits. Then the leader would peel off at the correct road, followed by the rest of the cars, which now would have the right of way.

The system worked well, but spectators found it hilarious. Eight little cars circling made the roundabout look like a toy merry-go-round and often had people on the sidewalks laughing and pointing. We waved and smiled and wished we could have provided calliope music.

The tour turned out to be a three-week celebration of British-American friendship, particularly among MG enthusiasts. I'll always remember standing in a Cotswold pub under smoke-darkened beams, surrounded by fellow old-car fanciers. With a warm fire at the end of the room and a pint in my hand, I was musing on the unreality of the

whole setting as the older gentleman near me in tweeds and a cloth cap told me how, as a lad, he had picked up his first MG at the Abingdon factory in the late '30s. In the midst of all this conviviality it was impossible to pay for a drink and difficult to leave the group and get to bed after a long day's drive.

Even to Britons with no special interest in cars, the sight of eight old MGs, all bearing California license plates, created excitement. Each drive through a village became a parade. People ran along-side to ask about the cars and generally showed great pride in their automotive heritage. In almost every town, someone asked us to wait so that he could run home for a camera.

And, of course, we took a short detour to see Giggleswick. It's a peaceful village in Yorkshire, not far from the villages of Wigglesworth, Fox Up, and Crackpot. We had lunch at the Black Horse Inn, next to St. Alkeldas, a 15th-century church named for an Anglo-Saxon princess martyred by the Danes in the 12th century. I asked the pub-lican how Giggleswick got its name. His expression made it clear that he didn't find the question funny.

Mechanical problems became part of the fun of our daily routine. Each of the cars broke down at least once. At least one broke down each day. Every problem was repaired on the spot, and the car continued.

Every car finished the tour, but some of the fixes were just short of miracu-

lous. Once, one of the cars lost its generator. It was beyond repair, and finding a generator for a 50-year-old MG seemed like too much to ask for. As we sat along the road, an older man driving a modern car came by and stopped. He told us he had an old MG moldering in his garage a few blocks away and insisted that we take his generator. He helped us get it installed, then invited us to his home for lunch.

I remember one afternoon sitting in the TC on a country lane in the north Cotswolds. A line of trees and a low stone wall were to our left, and rolling fields dropped gently off to our right down to distant village with a church rising from among thatched cottages. Our cars had stopped to allow a shepherd to drive his flock across the road with the aid of a very energetic little collie. The sun was warm on our faces, and autumn leaves were blowing gently across the road. My wife and I turned to one another, and words were unnecessary. We just grinned.

Truly, even for old men, toys are meant to be played with, and the best ones are the ones that transport you to some magical place, far away.

Stanton P. Belland, an international lawyer from California and a recurring HEMISPHERES contributor, won a Lowell Thomas Travel Journalism Award for his 2001 HEMISPHERES story, The Art of Lining Up.



Sometimes, it was all worth it, as on the road approaching Lynmouth (left); the Abingdon plant was the TC's place of birth

Cover was a picture of Vince Cappaccio's MGB. Editor Cindy spoke of spring being on its way and then the tour to Geneva and Belhurst Castle then to the Geneva Foreign and Sport, Vince and I are Hosting. They will be coming west from a family get together.

May Meeting by Jim Priestley. Dessert Night! Club supplies the coffee. George Herschell will present a slide show of his MG Collection and their trip to England last year (Food provided)

Word From the Chair by Phil Parisi. Writing his column on Sunday, while the newly cleaned garage was being heated. And he still claimed he is the King of Procrastination. His pitch was on the pre car show tickets. Last year was poorest return. 2 pre show tickets each would make us 8 times as much money. Garage should be warm. I'm going to work on the Sable, the RX-7, the Taurus and then if time....

Minutes by Dan Suter. Chairman Phil Paris opened the meeting at 7:43pm. A warm welcome was extended to all new members and guests. Matt Ribis gave the treasurer's report.

Most of the members signed up. Activities were presented Anne Faust, Desi Benet, Ted Hershey, and George Haynes reviewed Belhurst Castle visit, the Niagara on the Lake event, Matt Ribis organized Spring Run, Carlisle-see Ted Hershey, George Haynes May 18th, Tune-up Clinic, the Hildene BT event MG96 at Indy and Watkins Glen. In future visit the Sonnenberg Gardens, June 23 a car show at the Pittsford Colonial Days Weekend. Steve Fitch shared details of the first 1996 Autocross. Beginners driver's school and \$ 5.00 Driving Fee per entrant. Eric Mehserle spoke of the Williamson Fly In Breakfast. Many MG's will be displayed. Desi Benet provided the Car Show report: Coming into final stages. "Countdown Calendar" in Spokes. The Wild's "Stuffing Party" (Two ways) was promoted. Mark Gibbs volunteered as the car show photographer. Ticket sales

were pushed. Regalia items available by Dave Chase. SPOKES Report, Vince Capaccio, urged more articles being submitted. Jim Priestley mentioned that copies of the Club's bylaws and history are available to members at each meeting. Chairman's report There are club benefits in selling the preshow tickets (money stays with the club). Mentioned "Second Annual US Road Rally Challenge" SCCA's Finger Lakes Region August 12-18. Town of Irondequoit wanted to know if anyone with a convertible would like to drive the July 4th parade

Steve Fitch has the new badges for distribution. Dale Masters will repair the MG Sign (\$100-200). New Business- The Elk's Club will renew our agreement for the next six months. Meeting closed After the meeting Gil Langswager presented "How to Clean your Car for a Car Show" and Mark Kaplan presented "What to Carry in Your Car".

Twenty Five Years Ago by Mr. Gil. "Spring is here at last!" Opening statement in 1971 SPOKES (Hope that's true this year). Dave Wild reported on Greece Town Mall show. The MG display was head and shoulders above the rest. (Naturally) A Member this year was Gerry Brown, of "Brown and Gammons". The English racing specialists (MG). While working for Kodak he and wife Liz were very active in the club. I was privileged to have him ride home in my TD back from la "T" Register Gathering in New Hampshire. My offer for him to drive my TD was turned down, probably because that was such a letdown from his racing TC. We talked MG's on the Through- way and the TD didn't let us down. Marve Brudno reported on the New York Auto Show A new Jag V-12 @\$8,000. The XJ6 sedan was described as "beautiful". It had been in production for a year". Triumph introduced a new 2+2 luxury sports car, STAG, \$5500. Ford showed the Pantera, new mid-engined sports car made by De Tomaso of Italy. At select Ford dealers,

under \$10,000. MG lines didn't change much. Marv had lunch in the 'Auto Pub' at GM Building. A spot to go to for a Gourmet Tour. Among others a 1929 Brooklands Riley was on display. Treasury Balance \$270.00 (We were coming up I the world). Club members were offered \$2.00/hour to work on the Pocono 500 July, 1971 Spokes included an article "T for Two or Why We Eat Beans Four Times a Week" by Bob Kutzenberger. It was an interesting and amusing story of buying a used MG TD and the effect it had on his budget and wife. In "Market Place" 1960 MGA Twin Cam Coupe, completely restored for \$3495. An offer of \$25.00 for a lead on a restorable Morgan plus 4. Dave Wild offered his Bobcat tractor for sale or trade. Works fine on level terrain. And there you have a glimpse back at April, 1971.

From Your Activities Chair by Anne Faust. Signs of Spring-Birds are singing, flocks of geese heading North, I can open the door without a hard hat to avoid cascading icicles, and the gulls are squawking over open water spots on the bay. Surest sign was Steak Roast Day, to hear the sounds of funny little cars homing in for the feast and auction. Very nice and mild day. Our chef's, Jim and Sue Herschell, Steve Philip and Dave Leete got the grill sizzling. Betty Lynn and army set things up. Auctioneers: Matt Ribis, Bill Benet, Jim Priestley and Phil Parisi all did a fine job of hawking assorted auto valuables and kept the Keppeler Kids on the run delivering the goods and collecting the bounty. Thanks to Lynn Barton for hosting at the Webster Fireman's Exempt. Club. Future Belhurst Castle and Tour of Geneva Foreign and Sport then Niagara on the Lake.

TEN YEARS AGO by Sue Keppeler. This is a fun little job to do. I get to read two different SPOKES each month. Minutes of March 1986 gave 26 members present and that was a super turnout. The speaker on plating canceled again and is not going to be re-booked. The

April meeting will be held at Piehler Pontiac (7:00pm) Also planned a Tech session and a car show stuffing party on April 19 at the Forman Center. Eight and a half months pregnant and unable to lean over the A's engine compartment I still went to the Tech session with the excuse that I would help stuff envelopes. I was thrilled as I entered the stuffing room and was met with the wonderful smell of fresh baked donuts. I spent most of the day with the boys out in the garage trying to trouble-shoot with the best of them and look over their shoulders. I always learn something at tech sessions. April 20 was the first zoo visit and apparently the last. An interesting article on a Datsun 200, which in effect said how superior it was to the MGB and cheaper too. Guess a little more respect for the Watkins Glen entrants despite their Japanese vintage. And then maybe not after that club tried to screw around with our clubs good name and steal our dinner reservations at the Seneca Lodge, last year. Hmmmm, never mind. George Heisenberger's article titled "Junkyard Journey" where he remembers the fun in walking around in them. An article by Bob Welch on Die Cast Model Collecting. I'd like to collect all those cute little cars and badges. Bob Tescione said as I cringed at badge prices, I collect kids instead.

Cars for Sale '72 MGB 62,000 miles \$1495 at Ross Motors. A '52 MGTD very restorable, needs paint \$5500. And a '72 MGB Tourer, 55,000 orig. miles, mint interior, original Butterscotch Yellow paint, no winters. Meticulously cared for by owner for 10 years. Previous owner Bob Tennity. Club Member (\$3,000) That's all. Get those cars out of storage!

Carlisle Import Weekend and Kit Cars. George Haynes-buying/selling and Ted Hershey- lodging.

Victor Show Update: June 2nd the 25th anniversary of the Vintage and Sports Car Festival on Victor School Grounds. The show actually started a few years ago on the Wild's Wagonjack Farm and moved to join the Victor

Lyons as the show grew. As joined clubs and annually sponsoring together it has become one of the largest one day car shows in the United States. The Show is known to reflect a high level of quality within the "car community".

The show requires nearly 500 volunteers including Judges, Food Service help, Security, Field, Flea Market Car Coral and other positions. Follows is the list of Managers: Show Chairs- Desi Benet and Tom Sergeant, Registration-Dave Wild and Gil Langswager, Chief Judges: Bob Tescione, George Haynes and John Forrester, Field Design and Layout-John Manuele, Bruce Bohnke (Victor Lyon), Car Coral- Wally Roworth, Security- Wendy Priestley, Treasurer-Gene Faust, Art and Design-George Herschell, Gate-Volunteer needed to head this one up, Field Entrance-Bill Benet, Don Stahl, Dan Suter, Flea Market- Lane Boughton, Music/Announcements- Dale Masters, Liaison to Lyons-Al Wagner, Tee Shirt and Food Ticket Distribution - Betty Langswager, Field Volunteer Coordinator-Need Volunteer, Photographer- Need a Volunteer, Promotion- Desi is handling while waiting for a volunteer. The April meeting will consolidate the committees, tickets, and posters. In May SPOKES countdown dates will be listed. The Field is still muddy so field design will probably be close to the show date. Car Show Planning meeting April 24, Wednesday 7:00pm Alexis 680 Monroe Ave Rochester, N.Y.

Restoring: A Primer by George Haynes. As I get further along with my Triumph TR4A restoration, many things have come to mind which might be shared to the benefit of others contemplating such a daunting task. I'd like to collect and summarize these thoughts and ideas with the goal of publishing a Restorer's Guide, including the wit and wisdom of others who have been through it. There will be a lot of emphasis on older British cars, because that's who we are and what we do. I have finished 4 complete British Car Restorations, I feel qualified

but realize there is a wealth of other experience within our club which could and should be shared. Topics: Workplace, Resources, Strategy, Tips and Pitfalls. Other Topics? Hopefully collect everything by September and Publish by Dec., 1996.

Just What Folks Do when Degrees Drop: About 30 lines covering +60 to -40. And what interesting things happens at each 5 or 10 degree drop. THEN A COMIC-Crock. "Uncle Claybo just got his Yard Landscaped" "What did he have Done?" "Had three junk cars repainted."

On Collecting: The Healey Files- Part II Chris Williams: Labor Day Sunday and I'm spreading rust converter on all the untreated sheet metal parts. Done over the summer both outriggers on the right side are new, and the front end of the rear spring on the right side. Hanging the right hand door is the next thing to do. Welding the door post assembly into position was a problem but is now done Labor day saw the sills installed. The sill design is a hollow tube which invites moisture collection and rust out. So I'm going to install drain holes and resolve the problem. To fit, drop and weld the floors essentially finishes the right cockpit area. There's next year, if it is done what am I going to do for the project car?

A Beginner's Guide to Autocrossing by the "Spin Doctor" (Steve Fitch) Your car is at MCC, you are strapped in and your head is encased in a protective shell. Course was walked to memorize the cones. Heart is beating faster, the starter's nod and your away. Then the available well written guide pointing out what to do at each section of the course. "Driving has never been so much fun," "The Western NY MG Car Club sure knows how to make life exciting."

Direct Recycling by Jason Debacker, Corfe Casdstle, Dorset. It is an article about jibes about oil leaks. They provided 7 reasons why leaking oil was a positive benefit not to be scoffed at. Such as "Older vehicles have wooden floors, with an oil leak, the wood will be permanently preserved"

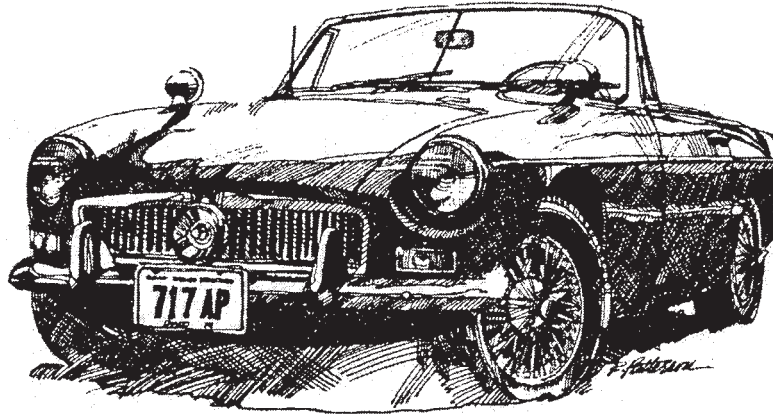
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Most pre-1970's British cars have positive ground electrical systems. This is a good thing for two reasons, both of which have to do with the natural flow of electrons. First, it takes less voltage to form a spark at the plugs if the hotter center electrode is negative and the cooler ground electrode is positive (most cloud-to-earth lightning is negative—hot cloud—to positive—cool earth). Second, metal on the positive side of connections between electrical components and ground will be oxidized, while the negative side is actually protected against corrosion. If you have a good, tight, clean connection, this never shows. If the connection is loose, dirty, or exposed to moisture, you'll see corrosion first on the body metal (notice how it's always the positive battery terminal that corrodes?).

Anyway, if you want to install a modern electrical accessory in an older British car you may need to change the polarity. Stereos, DVD players, hard-wired cell phones, etc. are all made for negative ground. Likewise, an upgrade from generator to alternator will require changing from positive to negative ground. Generally speaking, this is not a big deal. On some cars it's as simple as turning the battery around and swapping the two little wires on the coil. Generator polarity is easily changed back and forth. Motors (starter, wiper and




heater), lamps, all early SU fuel pumps, etc. will work either way around. Some electronic tachometers can be switched, some can't. If you want to do this, and you have any doubts, ask. There is bound to be someone in the club who has done this already on your particular model car, and can help you with the details.

Now, if you'll excuse me, I need to cut this short. I promised Laurie she'd be able to drive the MG soon, and I have a world of electrical problems to sort out. ◀

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Garage Sale:

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Early 3 main engine for MGB, very low mileage, intake and exh. manifolds, generator, etc. Makes a wonderful upgrade for MGA! Not cheap!

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New Kumho 165/80R15 tyres for TD, TF, MGA \$40 each. Installation available. Misc. used tires 13, 14, 15 inch, call for sizes, cheap or free. Call George (585) 872-6536 for details.



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JAY LOCKROW

EVERY TUESDAY MORNING, WITHOUT fail, there is a group of anywhere from three to six of us that gather at Amy's Place in North Boston for breakfast. We call ourselves the "Boston Valley Breakfast and Motoring Guild". This esteemed group meets around 8: o'clock or 8:15 and for about two hours we drink coffee, have breakfast and solve many of the worlds problems. Trouble is no one seems to be listening. We have solved things like the Iraq war, Buffalo School violence and that sort of thing several times. Like I said, no one listens.

Among the heavy topics usually covered are automobiles of every conceivable make (funny about that huh?) automobilerestorationandthe problems involved, antique and military firearms, ham radios and electronics, wood carving, cannon, tractors, motorcycles, antique outboards and servicing and use of all the afore mentioned. This isn't to say there aren't other topics we don't take on but for the most part, these are the major sources of conversation along with weekly reports of progress of various projects.

The projects at the present time include the restoration of an MG Magnette an Indian motorcycle, Ariel motorcycle, BSA motorcycle an Austin Seven, Shaw tractor, several antique outboard motors, the building of a muzzle loading rifle, wood carving and probably some which I have forgotten. This does not mean that for example the person or persons fussing with a ham radio does not have some wood carving interspaced with the radio or the Ariel motorcycle isn't put aside to fuss with an old outboard. or other engine. We also all help (I use that word lightly as it is mostly free advice) each other offering the use of big hammers and four foot long monkey wrenches to help whomever out of a predicament. So far we haven't come to any fisticuffs but have on occasion a few unusual words have erupted.

On occasion we take field trips to restoration shops to check on the progress of a particular members project or maybe just a trip to a motorcycle museum to see what is available. This is also an excellent excuse so we don't have to go home and do domestic duties. We have also stopped at antique shops, classic car dealers, paint shops, auto parts stores and the like and added to the confusion by purchasing another project or a part for a project.

The other morning we got on the topic of movies and what interesting cars are in what movie or even better is the car correct for the time period. I'm telling you Hollywood should put the whole group on the payroll because we all have picked up errors in the movies be it automobiles, motorcycles, radio equipment or what have you. Here we are with all this knowledge and know how and no one listens. For example why would someone stand on the wrong side of an MG TF and say "You have a problem with your generator" when it is on the other side of the car? Or the other night watching the national news on NBC Brian Williams did a story on FIAT which is based in Turin. (This was during Olympics) He mentioned that FIAT was made famous in the movie "The Italian Job" This was a huge blunder as any automobile buff who saw this movie knows the cars were Austin Minis. Even sent NBC an email and received the usual form email. While speaking of the Olympics we had an in depth conversation on Curling the other morning. Now there is a real slippery subject.

One of the most interesting parts of this group is that each one has a project but each one is interested in all of the other guys project or projects. All are multi talented from machine work, carpentry, building brackets trouble shooting engine or electrical problems to tuning and maintenance. If someone needs a strange piece or part one of the group usually has an idea of were

to go to find it or at least a lead. Once again we have solved problems or at least put someone on the right track to a solution. I'm telling you Hollywood is really loosing out.

On occasion we have a special guest appearance by someone's friend. Paul shows up on occasion and we get into a discussion about boats and all the headaches involved with those. I had a friend show up one time and he is anything but a motorhead. He never came back, I think the motor talk chased him away.

Why do we do this? The main reason is it's a lot of fun and we all get a few good laughs besides learning from each other. All are retired except one but we are working on him to give up this working stuff. I keep telling him going to work interrupts your whole day. These projects give us something to keep our minds busy during the winter months before we can get outside and work on another whole bunch of projects. It never really ends as several have projects that probably will never be finished. One estimates he will have to live to be 300 to get them all done and at the moment he is right on track. Least of all but still important is the breakfast. special that is available before 9 o'clock. The 99¢ special consists of two eggs, hash browns and toast. Coffee is extra but even so you can get out of there for around \$3.00. We are always on the lookout for new members so if you are in the area be sure to stop by and add your expertise and become a member of the Boston Valley Breakfast and Motoring Guild. New members always buy so be sure to bring money.



APRIL BIRTHDAYS

1 Linda Spencer
 2 Gail Rapp
 3 Michael Short
 7 John Thompson
 7 Tricia Lucchesi
 10 Elton Schulz
 10 Tim Henderson
 11 Stephen Stewart
 14 Marty Mucher
 14 Phyllis Wagner
 15 Mark Gibson
 15 Kathy Walsh
 16 Bill Rampe
 17 Carolyn Barlow
 17 Kathryn Joslyn
 19 Bill Bethune
 21 George Bory
 21 George Haynes
 21 Robert Tescione
 21 Frank Stepanik
 21 Harriette Hokenson
 21 Dawn Priestley
 23 Charles Swarts
 24 Paul Heaney
 25 Bob Johnson
 26 Charlie Alba
 27 Billy Cates
 27 Tracy Potter
 28 Joyce Pegoni
 30 Efrim Adnopolz
 30 Fia Lilley

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 TUNE-UPS!

(GET THOSE BUGS OUT OF THE BONNETS!)

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 3 Daniel & Latty Goodwin
 11 John & Gail Borycki
 12 Joseph Kozloski & Linda Perkins
 13 Gary & Carol Newman
 19 Frank & Rosemarie Stepanik
 30 Al & Barb Fink
 30 Suzanne & Robert Keppeler

CONGRATULATIONS!**MAY ANNIVERSARIES**

1 Dick & Patricia Giambra
 1 Michael & Beverly Mack
 2 David & Cheryl Asmuth
 4 Tony & Judy Palozzi
 6 John & Sherry Corcoran
 6 Lloyd & Susan Potter
 13 Jeff & Wendy Miller
 14 Joe & Bridget Tierno
 17 Bruce & Susan Krobusek
 20 Robert & Georgene Abels
 21 Jeffery & Jan Langswager
 23 Dale & Linda Masters
 23 George & Lyn Tennant
 24 John & Chris Baum
 25 Gene & Anne Faust
 25 Clifton & Randi Jenney
 29 Bill & Cheryl Baldwin

CONGRATULATIONS!**MAY BIRTHDAYS**

3 Jean Mucher
 4 Mary Ann Shetterly
 5 Nona Kraus
 5 Kelly Fallon
 5 Paulette Schultz
 6 Linda Bethune
 7 George Herschell, Jr.
 7 David Ott
 7 Don Riling
 11 James Kingston
 11 Peter Pegoni
 12 Kathy Rampe
 14 Jessie Cates
 16 Susan Adnopolz
 18 Lyn Tennant
 19 Joe Fazio
 19 Ron Stone
 22 Barry Christ
 23 Duane Garner
 23 Bill Benet
 23 Grace Gleba
 25 Bill Clicquennoi
 25 Jan Langswager
 26 Rosemary Burke
 27 Tony Palozzi
 27 Harold Rodman
 28 Bessie Kopen
 28 Monica Maloney
 28 Dan Young
 30 John Corcoran
 31 Kim Avery
 31 Julie Perry

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MG Car Club Western New York Centre, Inc.

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Annual Membership Dues \$30.00 — All memberships expire December 31st.

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

E-mail address _____

Cars owned, Make & Year _____

Club Interests: Social ☐ Touring ☐ Car Show ☐ Restoration ☐ Rallye ☐ Racing ☐

Other hobbies, etc. _____

Occupation _____

Available for Roadside Help? Yes ☐ No ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

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MG Car Club Western New York Centre — Calendar of Events 2006

For the latest information visit our web site www.mgcarclub.com

January 5 Board Meeting 19 Meeting 21 Wine & Cheese, Valve Cover Races	February 12 Go Kart Races 16 Meeting	March 5 Steak Roast & Auction 7 Board Meeting 16 Meeting 19 Swing Into Spring	April 2 Go Kart Races II 20 Meeting 30 Brunch & Wine Tour
May 4 Board Meeting 6 Tune-up Clinic 12-14 Saratoga Weekend 18 Meeting	June 4 Vintage Auto Festival 10-11 Hildene Car Show 15 Meeting 18 Autocross 1 25 Garden Tour	July 6 Board Meeting 9 Autocross 2 11-24 Nova Scotia 20 Meeting GVACS Car Show (RIT)	August 6 Roast and Rallye 13 Autocross 3 17 Meeting
September 5 Board Meeting 8-10 Watkins Glen 21 Meeting 23 Tune-up Clinic 24 Autocross 4	October 8 Fall Foliage Tour 15 Garage Tour 19 Meeting 28 Halloween Rallye	November 2 Board Meeting Yacht Club Brunch 16 Meeting	December 2 Holiday Party No Meeting

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