

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 50 No. 3

March 2008



Greece Towne Mall Auto Show

March 14, 1970

Meeting

March 20th 7:30 PM

Burgundy Basin Inn

1361 Marsh Road, Pittsford, New York



The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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SUBMISSIONS ARE WELCOME.

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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BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen* ~ Joe Tierno ~ George & Nancy Herschell
Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch* ~ Jim Priestley
Wendy Dakin ~ Dave Chase ~ Wally Roworth

*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:

Susan Kath
1039 Mosley Road
Fairport, NY 14450

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

Chairman's Corner

Dan Suter

IT COULD BE THAT WE NEED TO HEAR DOUG SCRIBNER announce to us again how near Spring is. We certainly can't tell otherwise with the ongoing winter weather . . .

We have recently communicated with Brian Woodhams, the Overseas Coordinator for the MG Car Club UK, in the hope that his schedule will enable him to attend our 50th Anniversary celebration in September. George Herschell and I will continue conversations with Brian as he finalizes a number of trip itineraries. Stay tuned!

My MGA restoration is marching forward steadily with George and Gil. It suddenly looks much more like a sports car now that it is back down on 4 wheels and tires and the body is on the chassis. The focus has shifted away from heavy mechanical items, to things like choices for leather colors for the interior, connections for gauges and controls, and generally connecting things. It is exciting to be part of this project and watch it improve week by week.

A few reminders:

- ▶ After our March meeting, we will be watching an MGB DVD provided by Alan Costich.
- ▶ Please consider signing up to help out with our car show in June. Dick Powers can provide information to anyone volunteering for the first time.
- ▶ As always, if you have ideas, suggestions, or comments about our club and how to make it better, please feel free to contact me. [page 2]

—Dan

The Herald

Allen Hess

In the past, photos from the Toronto Auto Show have graced the cover of the March Spokes. In addition to our Steak Roast, the Rochester Auto Show is also this weekend. As it so often happens, I found this cover photo while looking for some others. In March 1970 a sports car show was held at Greece Towne Mall. Forty vehicles were on display from the Corvair Club, Corvette Club, Dunebuggy Club, Volkswagen Club, Xerox Auto Club, SCCA and of course the MG Car Club.

Another selection of wintery March photos can be seen on the center spread. The Eye-Opener Rallye was held in 1960. I don't think we'd get much of a turn out today for a snow covered driving event—or would we? Note the picture of Gary Langswager (“When I grow up, I'm moving someplace warm.”) and then read Betty Langswager's account of Gil and their boys infatuation with MGs.

George Herschell writes of recent events which recall the past. A company in Victor, New York that built MGs and a former member's car that may have “resurfaced” after almost twenty years.

Finally, warmer weather will arrive and Jay Lockrow offers some advice for being prepared on the road. (and read the Minutes too!) Here's hoping that sometime before the next meeting, warmer weather will prompt me to charge the batteries and put them back in the cars. The March meeting is also the first day of Spring. Don't miss it.

—TRIUMPH

New EPA Regulation Protects Hobbyists and the Environment

After incorporating several recommendations from SEMA (www.sema.org), including an exemption for hobbyists who paint their own vehicles, the Environmental Protection Agency (EPA) released a final rule to regulate paint-stripping, surface-coating and autobody-refinishing operations. The new regulation targets hazardous air pollutants (HAPs) that the agency believes may cause cancer or other health disorders.

“As this proposal was deliberated over the last two years, there was significant concerns that the regulation would have a drastic impact on the ability of individual hobbyists to purchase and use these types of paint,” said SAN Director Jason Tolleson. “Through discussions with the EPA, SEMA was able to convince regulators that a rule could be produced that would develop ‘best practices’ for business operations while exempting hobbyists who infrequently paint their personal vehicles.”

As a result, the regulation does not apply to paint stripping and surface coating performed by individuals as part of a hobby or for maintenance of their personal vehicles—so long as those activities do not exceed two motor vehicles (or the equivalent in pieces) per year. Additionally, the rule does not apply to painting done with an airbrush or hand-held, non-refillable aerosol cans.

The EPA rule establishes best practices (spray booth, spray gun cleaning, etc.) for minimizing HAP emissions during commercial surface-coating operations. All shops are effectively required to have a filtered spray booth or prep station and use high-volume low-pressure (HVLP) or equivalent spray equipment. Spray guns are required to be cleaned manually or with an enclosed spray-gun washer. The EPA believes many shops have already implemented these best practices. . . .

—from a Specialty Equipment Market Assoc. press release

Activities

Mike and Sue Harrison

SINCE IT WAS A VERY BLUSTERY DAY AT SODUS BAY ON February 10th, we opted not to attend the Inside Track Speedway event, but understand that all who did brave the wintry weather had a fun time driving inside.

The annual Steak Roast and Auction will have been enjoyed by many of you by the time this issue of Spokes finds its way to your mailbox. As always more than enough goodies and steak were consumed and interesting items found new owners during the auction.

Greeting the new season we will converge on the Old Toad on March 30th. Please contact Dick Powers or Laurie Scribner with your choice of menu (see the ad in this issue).

For our April meeting we will again hold a Basket Auction to benefit the Endowed Scholarship at Monroe Community College. There will be a sign-up sheet at the March meeting for those who wish to contribute a basket.

To continue our welcome to Spring, Doug and Cindy Jack will lead us on a Spring Fling Tour on Sunday April 27th. More details to follow next month.

—TR6

Spring Fling Tour

?

The Date?
Sunday April 27th

?

The Theme?

Records show that approximately 1,000 of these exist in the country and that 90% of them exist in New York State.

?

The Food: ?

We hope to finish with brunch in an interesting setting.

"If that doesn't pique your curiosity I don't know what will."

More information and to sign up?
Cindy Jack (585) 248-3872



Swing into Spring VI

The Old Toad
277 Alexander St
Rochester, NY

Sunday, March 30, 2008, 4:00 PM

RSVP your food selection by March 24th, 2006 to:

Laurie Scribner 585-872-5133 e-mail: minicityus@aol.com

Dick Powers 585-323-2687 e-mail: mgahmogca@rpa.net

Do Not Send Money

Select from the following menu items:

Shepherd's Pie \$10.00

Fish & Chips \$11.00

Toad In The Hole \$10.00

Beef and Yorkshire Pudding \$10.00

Chicken-Leek-Tarragon Pie \$10.00

Soup and Half Sandwich \$7.00

Vegetarian meals can be ordered from the menu

(Prices do not include tax or gratuity)

Party Favors



Come celebrate the arrival of Spring!

MGCC Minutes of the Meeting

Michael Goodwin

February 21, 2008

Call to order- 7:31 PM

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

New members and guests – Bill Wackerman, a new member introduced himself. Bill owns a 1952 MG TD and a 1940 Ford pickup street rod. Dave Jack and Rich and Donna Jack Castor introduced themselves. If you're clever at decoding names and making connections, you might figure these are Doug and Cindy Jack's kids (kids?) who happily joined us to celebrate Doug's birthday. They drive vehicles that might be interesting to some folks. Additionally, Scott Hill joined us for the meeting. Scott drives a 1964 Triumph TR4 (of interest to all present, by contrast).

Activities – Mike Harrison, as tradition now nearly mandates, began the Activities report with a joke or two. He reported that the recent indoor go-karting at the Inside Track was a great success. Upcoming events include the Annual Steak Roast & Auction, and "Swing Into Spring" at the Old Toad, March 30th (see elsewhere in Spokes for details). At the April Meeting, we'll hold the Annual Basket Auction. Again, see elsewhere in Spokes for details, and sign up at the March Meeting to contribute a basket to support the MCC Scholarship. Doug and Cindy Jack will be staging the "Spring Fling" on April 20th, a drive that promises to satisfy your appetites for both sports car driving and Epicurean delights (yes, once again, see elsewhere in Spokes for details).

Mr. Harrison also announced that he had received an invitation for members of the Club to have a few laps around the track at Watkins Glen along with lunch or dinner, all at a very low rate (that would be a low rate of speed for the laps, and a low rate of expenditure for the total event). A show of hands at the meeting indicated a good degree of interest, so Mike will contact the Watkins Glen officials to see about available dates. Look for more information at the next meeting.

Another possible couple of events . . . "Cabot Twisters Rocket Car Show" Sunday, July 3rd, and a Wine Tour and Car Show in the Geneseo area (live music, sports cars, street rods, pig roast, drawings, etc.). Please see this and upcoming issues of Spokes for more information.

Finally, Don McConnell announced the possibility of members and their cars appearing on the Channel 13 "Live in the Lot" TV spot on May 21st or 22nd (a Wednesday or Thursday). Don thought (and based on a show of hands, about 15 agreed) that this could be a great opportunity to promote the Club and the Car Show over the local airwaves by appearing on early-morning TV. Participants would have to show up at the Channel 13 studio on W. Henrietta

Rd. at about 6 or 6:30 AM. Based on the level of interest, Don said he'd pursue this, and he'll give more information at the next meeting and in Spokes.

Treasurer's Report – Susan Kath reported that the Club's finances are in good order. (Secretary's note #1: As per usual, she presented some numbers, but if you want that information, you need to attend the meeting!)

Membership – Jim Priestley is soliciting payments from members who are not up-to-date with their dues payments. He reported that the club had 179 memberships as of year-end 2007, but that there were 67 with dues payments outstanding. Jim exhorted those to whom this applies to "Please pay up!"

Regalia – Excitedly as usual, Doug Scribner announced that Regalia has lots of cold weather gear at "remarkably low prices!" Further, that there's a bunch of stuff available with the 50th Anniversary logo (shirts, etc.). Doug also solicited suggestions for where else (that is, on what other items) they might place the 50th logo, noting and crediting its excellent design by George Herschell. Doug also reminded us that the next Club meeting will be held on March 20th, the first day of Spring. (Secretary's note #2: There exists some tradition involving Mr. Scribner and an "Ode to Spring". The Secretary promises to NOT report fully on this next month; if you want to know what this is about, you'll have to attend.)

SPOKES – Allen Hess reported that as usual, articles and photos for Spokes are due to him on the Thursday following the meeting. The Valentine's-themed February issue was applauded, and Allen thanked contributors for their submissions (and admissions). It was murmured that there might be a rebuttal article or two. The April issue (in preparation for the May rally) will be a "rally" issue, with some sort of a serious rally tutorial (Remember, the May rally, celebrating the 50th Anniversary of the WNY Centre, will be an honest-to-goodness "real" rally, complete with careful timing, checkpoints, and so on. Many of us will need such a tutorial.).

Vice Chair – The Vice-Chair, Mr. Dan Goodwin had no special report.

50th Anniversary Committee – Chairman Dan Suter reported that the Committee has been in contact with Mr. Brian Woodhams (a Director of the MGCC, UK) regarding the upcoming 50th Anniversary celebrations, and that Mr. Woodhams may be able to join us for some of the celebrations. The 50th Anniversary Rally (mentioned heretofore), organized by Dave Asmuth is set for May 3rd. Planning for the banquet (to be held September 27th) is moving along swimmingly. Dave and Barb Wild will be hosting a "Wagonjack Meet" at their farm later this year. August 17th is a likely date, though not yet firm. "Wagonjack", a

picnic and informal car show and gathering for members is the predecessor of the Club's Sports Car and Vintage Auto Festival.

England – Liaison George Herschell reported that a recent volume of "Safety Fast" featured photos of MGs racing at Watkins Glen, including a shot of a WNY MGCC member. George reckons that the relationship with MGCC UK (the parent organisation) continues to improve.

Librarian – Al Costich reported that there was library activity this month, with someone requesting to borrow a videotape, though he couldn't recall whom. (Secretary's note #3: Yes, 'twere us, Susan and Michael Goodwin, and we especially enjoyed the appearance of a young Doug Scribner of Mini City Ltd. in the video "Minis Across America".)

Trustee Report – Nothing to report.

Web Site – Nothing to report.

Old Business – Dan Suter asked for updates on anyone's car projects and any other old business. Jim Priestley happily reported that he's been getting the necessary help with his (Midget's) rear end, and thanked those involved. Al Costich has fitted a wheel arch into his Bugeye (the restoration of which began in 1991). A tip was offered for removing asphalt from the floor of an MGB using dry ice. Look for the complete tip elsewhere in Spokes. (Secretary's note #4: As the Secretary is a relatively new member with both a passion for including as many names as possible in the meeting minutes and a memory like an MG's rear main seal, it would help greatly if speakers would announce themselves clearly so he might not embarrass himself with poor reporting. The Secretary offers this as both an apology and a plea. He thinks that those with "Cars and Parts for Sale" might especially benefit from slipping him a notecard summarizing what they might advertise during a meeting!) Mike noted that the Harrisons have taken delivery of their MGB GT, and are looking forward (?) to lots of work. Dan Suter gave an update on his MGA. The engine's running, the body's on the chassis (no longer merely in the same ZIP code), work on the transmission tunnel, floorboards and rear springs is progressing, and he expects the interior bits to go out soon for restoration.

Car Show – Dick Powers reported that the plans for the show (to be held the first Sunday of June) are moving along fine, with lots of enthusiasm from both the MGCC and Lions' Club folks. Dick announced plans to include a new class this year for "unrestored" vehicles, and that there will also be a special display class for any 1958 cars (honoring the founding year of the MGCC WNY). He's making efforts again to have a "green" (environmentally-friendly) class. The artwork is done for the show; this year will feature a Le Mans MGA, another George Herschell classic

drawing. Contact Dick Powers if you're interested in helping out with this year's show in any capacity, and please contact George Herschell about signing up sponsors for the program. Dick and George both noted that if everyone could just enroll one sponsor, the financial aspects of the Car Show would start off way ahead.

New Business – Cindy Jack announced that she had about 30 free tickets available (immediately following the meeting) for the upcoming Greater Rochester Auto Show. Cindy also invited one and all to share the cake she brought to help celebrate Doug's birthday. (Secretary's note #5: One misses so much by not attending. No matter how well the meeting minutes are written, you can't get birthday cake by reading this!)

Cars and Parts – Brian Fallon is looking for a small (150 cc or less) motorcycle. (Secretary's note #6: Gosh, that's almost too small to see...no wonder he's having trouble finding one!) Contact Brian if you know where one of these might be available; they're no longer available new in the USA. Leon Zak has a 1997 Volvo for sale: "Beautiful! \$2700! What a deal!" A '73 MGB GT is available in Perinton through Craig's List (listed at \$2900). Finally, Joan Heaney gave an update and clarification regarding her brother's Buick for sale. It's not a Riviera, it's a Reatta! Contact Joan for details. (Secretary's note #7: According to Wikipedia, the free encyclopedia, "The Buick Reatta was the first car Buick advertised as a two-seater since the 1940 Buick model 46. It was a hand-made luxurious sports coupe produced at the Reatta Craft Centre in Lansing, Michigan and sold by the Buick division of American automaker General Motors from early 1988 to 1991.")

Door Prizes – A nice selection of door prizes was awarded.

Miscellaneous Comments – Dave Wild announced that the Early Ford V8 Club's Swap Meet will be held April 13th at the ESL Sports Center (near MCC). Betty and Gil Langswager will be staffing a table there to promote our upcoming Car Show. Dave also announced that the show known familiarly as the "RIT Show" has been rescheduled to July 13th this year. Dave also announced that in honor of the 100th anniversary of the original event, there will be a New York to Paris race this year. The 1908 race, intended to be entirely by land via Alaska and Russia, was assisted by ships since the Bering Strait didn't freeze across that year. In the 1908 race, winning car was a Thomas Flyer, made in Buffalo, NY. This year, the cars will reach eastern Asia (Shanghai) by 747 from the US west coast, and should end up in Paris on August 2nd.

Motion to adjourn and seconded at 8:26 PM.

— MGB



Meeting Attendance

February 21, 2007

Betty Langswager	Jeff Kath	David Leete
Gil Langswager	Allen Hess	Sean Seeley
Barb Wild	Hollis Hames	Jessica Seeley
Dave Wild	Paul Heaney	Jim Priestley
Carl Prouty	Joan Heaney	Nick Zuck
Doug Jack	Dave Asmuth	Don McConnell
George Herschell	Tim Rizzo	Donna Jack Castor
Nancy Herschell	Vivienne Rizzo	Rich Castor
John MacDonald	Mike Harrison	Davis Jack
Ted Hershey	Sue Harrison	Frank Stepanik
Dick Giambra	George Shetterly	David Engdahl
Alan Costich	Dan Suter	Allyn Wagner
Cindy Jack	Leon Zak	William Wackerman
Bob Tescione	John Baum	Laurie Scribner
Scott Hill	Chris Baum	Doug Scribner
Timothy Paul	Susan Goodwin	Aldis Lemesis
Valerie Zoltner	Michael Goodwin	Janet Lemesis
John Zoltner	Brian Fallon	Gene Dinkel
Bill Baldwin	Dan Goodwin	Al Fink
Cheryl Baldwin	Dave Chase	Marlene Rzepkowski
Susan Kath	John Thompson	Dick Rzepkowski
Beverly Haynes	Mabel Case	Dick Powers

It's Really Past Time to Mail Your Membership Renewal!

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

\$30 Payable to MGCC Western NY

Or Use PayPal
www.mgcarclub.com
(lower left corner home page)

Seneca Lodge Rooms

Joeanna DeBlaere

IT IS THAT TIME OF YEAR ALREADY, TIME TO THINK ABOUT the Vintage Races at Watkins Glen in September 5-7. We will be doing the lottery like we have been doing for the last several years, seems to be the best way to handle the rooms. Seneca Lodge is still requiring a 3 night stay [Sept 4-6]. The deadline to submit your name and room preference is April 15th and you must be a current club member to apply.

If you would like a room I need your request in writing on or before the 15th of April. You can send it by e-mail to deblaere@frontiernet.net 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, if you have not hosted the party in the past you might consider doing it this year.



Requests due by April 15th.

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, collectibles

Wine

Picnic

Gardening

Food other than British

If you plan to donate a basket,
please call Mike or Sue (315) 483-0368
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.

At the close of 2007 the fund was \$10,158.50. 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.

Passing The Torch

Betty Langswager

GIL HAS ALWAYS BEEN INTERESTED IN CARS, especially in sports cars. He always went down to Watkins Glen for the Sports Car Races every year. He got me interested in the races too. When we went down in 1953 we saw this brand new dark green 1953 MGTD. Oh, how we wished we could buy one. No, too expensive and we were too practical to own such a car. We never got over the desire to be owners some day.

One Sunday in the paper was this MGTD advertised for sale. I said "lets go look at it!" well I didn't have to suggest it twice to Gil. So off we went to see what we could see. This MG was red, in pretty good shape, ran good, we took it out for a ride, it kept calling our names "Betty and Gil, buy me"—well, we left there saying that we'd buy it. Boy were we ever giddy! We picked it up a couple days later, the neighbor lady yelled out the door "I thought you were to practical." Well guess what, her husband bought an MGTD about six months later. You've heard the expression "keeping up with the neighbors"? We kept this car for about a year and then bought one that was under restoration which ours badly needed. Gil finished it and now we had a perfect MG to enjoy and drive.

We joined the local MG Car Club and became charter members as the club was just forming. Through the years there were lots of car activities to participate in our local area and soon we were traveling out of town and even out of state for more activities. We have had this same MGTD for fifty years summer of 2007. We're still very active in the MG Car Club. Through the years we have met some wonderful people both here in this country and people in England that were connected to the parent MG club of England and to the MG factory in Abingdon, England. We later got to visit the factory and watch the MG's being made.

Our boys, Gary and Jeffrey got so they enjoyed the MG as much as we did. When the boys were still small enough to fit in small spaces we used to play tricks on Daddy. Whenever we were in the vicinity of Rochester Products at quitting time we would go into the parking lot and find the MG. It was our second car and if I needed the car for any reason Gil would drive the MG to work. We'd listen for the quitting bell and I'd quick hide the boys under the tonneau cover, tell them to squat down on there knees and be quiet because I could see Gil coming. When he unzipped the tonneau cover the boys would scare Daddy! Then they would ride home in the TD with the top down; they just loved that.

We bought a small camping trailer that slept four that we could haul behind the MG. Quite often we would go to a camp ground within a fifty mile radius of Rochester Products, Gil would set us up there for a week or two—the boys, the dog and me, while he drove back and forth to work



Gary age 4, Jeff age 2, 1959

every day. Gil loved that! When the boys got older Gil and the boys would drive the MG to boy scout camp. On the back roads Gil would let the boys drive the MG to camp, they both learned to drive on the MG.

When Jeff was a junior in high school he bought an MGA roadster that was in pretty bad shape. During that year Gil and Jeff restored it to perfection. Jeff was able to drive it to his high school graduation. Jeff showed his car at many car shows that summer and often won trophies. He was so proud of that car, it was his pride and joy! Gary wasn't into buying sports cars yet, he did own several cars shortly after he graduated from high school. When Jeff went off to college in Salem, West Virginia he bought another MG. He had his MGA at college but when he saw this 1969 MGC was for sale he couldn't resist buying it. He did repair work on the C in the parking lot at college. Jeff owned it first then Gary and now we have owned it for about twenty years or more.



Jeff with his MGC and MGA 1976



Gil's MG TD and MGC

Soon after Gary and Paula were married they bought a brand new 1975 MG Midget. They enjoyed it for several years. Our three MGs, our TD, Jeff and Jan's MGA and Gary and Paula's Midget enjoyed a threesome at a few of the MG car club activities. The boys learned how to repair their cars and keep them on the road. As their children came along it was obvious that their MGs weren't practical to keep.

In 1976 we bought a rare 1939 MGTA Tickford. Gil started to restore it and then we moved to Alabama. It went on hold for several years, finally finishing it in 1982 and started showing it around the south. It took a Junior then a Senior at the Hershey AACA Fall meet. It also received many 1st place trophies at the MG Car Club's events that we belonged to down south. We finally sold it in 1989. We decided that keeping just two MGs on the road was enough to keep us busy.

Gary and Jeff didn't loose the MG bug completely. Jeff has aquired another MGA, a 1955 MG that he is busy restoring from the ground up. We hope in another year we will see it on the road. Also at the same time Gary in Alabama has bought a 1952 TD. He too is busy restoring it from the ground up. Tools are busy being sent from one garage to another. While restoring his TD he bought a 1972 MGB to drive, It looks like our MGC, they are both red. Gil has worked on both of their cars. We hope Gary's TD will be on the road in another year. We'd like to get all our MG's on the road and go to an MG event somewhere between Rochester and Georgia where Gary and Paula are moving.

Our two grandsons Chris and Nick have attended MCC here in Rochester



Gil and Gary in Gary's garage with his 1952 TD, December 2002

taking the Automotive Technology Program. They work on their own cars learning from their father Jeff. Maybe some day they'll get the MG bug. Our grandson in Alabama is also very mechanically minded learning from his father Gary. Eric has owned a beautiful 1967 yellow Mustang ever since he left high school.

Grandpa Gil didn't realize that learning how to keep our TD on the road for 50 years he inspired our two boys and three grandsons the pleasure of owning and being able to repair and enjoy their own cars and the satisfaction that the torch was "passed on" for three generations. ◀



Gary, Gil and Jeff, August 2006

MG (S)Miles, The World Gets Smaller Every Day Part LXXVII (77)

George Herschell

IT NEVER CEASES TO AMAZE ME how many things about MG's come back after many years to jog ones memory. It really makes one think about these cars and the wonders of owning them and all the wonderful people we meet along the way in this hobby. (Obsession is probably a much better word for some of us so afflicted.) Something happened the other day that really made me sit up and give this some serious thought.

But let's go back to the beginning of this whole scenario. In the early 80's there was a car company in Victor called Great Lakes Motor Coach Company (later changed to Victor Antique Auto). They got the idea of building an MG TF "replica" using their chassis and the suspension, along with the engine and drive line from an MGB. At this time B's were plentiful and hadn't reached the collector status they have today. They managed to use the body of an original TF to use as a pattern for their molds and the result was a car that was as close to the original TF as could be had. Their thinking was this was a way to resurrect a B whose body had suffered the ravages of the northeastern salt seasons. Here was a beautiful classic styled (some think the best design MG ever had) car with the modern (at the time) engine and running gear of the later MG. It was called the MG TF 1800. Rochester Living Magazine of June 1984 carried a very nice four page article on the company and car with a full page color photo of the principals and one of the cars.



At the time I was working for Great Lakes Press and it "just so happened" that we printed their full color brochures and spec sheets.



DON STAHL one of the founding members of the MGCC bought one of those cars and absolutely loved it. It was on one of our clubs New England Mountain Adventures and early every morning Don was up before most of the rest of us and was out exploring the scenery in that car and loved the style and also the fact that it had a lot of get up and go.



Don's car in New Hampshire

I talked to the guys at Victor about an Airline Coupe body on that chassis and they asked me if I would design one for them. I did and they decided to try to build one. It was amazing to me how much the lines of the TF lent itself to the "airline" styling or vice versa. However, when they started to build it they decided to widen it and stretch it out for a V-8 engine. Somehow in the transition it lost all its style and I lost touch with the company. I never did see that car

until many years later while at one of the Tuesday Cruise Nights in Fairport. A young man came up to me and asked if I was George Herschell and when I told him yes he said you designed my car. Dumbfounded, I confessed I didn't know what he was talking about and he took me over and showed me the car. Sure enough it was basically my design but as I said it had been stretched too far and really didn't look as I had envisioned it.

I wrote an article about this that appeared in Spokes and apparently it got picked up and is on Google. I also heard from a gentleman in the UK who thinks the Naylor TF (a similar idea but with modifications) is the best one ever made. These are basically the same as the ones produced in Rochester (Victor to be exact) but with much more modern upgrades and the changing of the door opening to front hinged instead of the "suicide style" used on the original TF.



END OF STORY OR SO I THOUGHT. A few weeks ago I got an E mail from a gentleman in Colorado who saw the Google piece and called me to discuss the cars. He found a car advertised in Hemming's that was listed as a 1989 MG TF 1800. He said the article in the magazine mentioned something about the Victory Car Company and did I know anything about them. In discussion I found out that he was indeed talking about the Victor Motor Car Co. and that the car was one of the original cars that they produced. I sent him copies of the brochures and also the spec sheets. He said the car was located in Connecticut and he was having someone

look at it for him. I told him if the car was in reasonably good condition he would not go wrong buying it. He is not looking for a car that will compete in shows but would like a classic styled car with some power. A perfect fit for what Great Lakes Motor Cars started out to do.

In further conversations with him I found out that the car was red with a biscuit interior. I thought this was ironical because so was Don Stahl's car. Taking a chance I called Don and asked him when he sold the car. I knew it was at our car show at the race track and Don confirmed that telling me it was 8 years ago. I asked him who bought the car and I was told it was a gentleman from Connecticut. Bingo. I would guess in all probability that this is Don's car. How many of those were built in that color combination and were sold about 8 years ago going to Connecticut. The prospective buyer did tell me that car had been part of a theft before it was put up for sale.

During my latest conversation with the fellow in Colorado, he did tell me that he did buy the car and was waiting to have it shipped to Colorado. I did ask him to please send me some photos of the car when he gets it. I'm sure it has to be Don's car.

More to follow later (I hope) . . . ◀

50th Anniversary Rallye

Saturday May 3, 2008



Rallye Masters:

Dave Asmuth, Mike Harrison & Bob Barker

Starts at 9:00 AM

Old Ames Plaza on Rt. 104, Ontario County

Approximately 3 hours and 2 check points

Finnish at Connelly's Cove, East Side of Sodus Bay

You will need a Stop Watch or other time piece; Compass and Slide Rule [that's what he said].



Chuck Heindl was in the driver's seat as we started our third year in 1960. He had both hands firmly on the steering wheel, his eyes focused straight ahead and his foot all the way down—we were going places! . . . Thirty-nine cars entered Gene Hondorf's Eye-Opener Rallye in March and the contestants were confronted with a real challenge to their wits and eyesight. Bill Hackman and Helen Brown won the trophy with 209 points. Beginner Dick Yaeger had a perfect score—he hit all seven check points more than 50 minutes late—14,000 points!



OPENER



Gary Langenberg

Indoor Go-Kart Races

Brooks Schneider

Question - What do you do on a cold and windy Sunday afternoon in early February?

Answer - Go racing.

That's what 33 MG Car Club folks thought anyway, as we got together for one of our latest mid-winter traditions at the Inside Track Speedway. By all measures, it seems that the event was a success. There was no shortage of smiling faces among the drivers and spectators, no fights broke out either

on or off-track, and nobody got thrown out. What more could we ask for?

Whether deserved or not, it was rumored that we had a couple of drivers who might have been engaging in a little "bump-drafting". While I'm not aware of any video records to prove that, there was at least one incident that required assistance from the Inside Track staff to untangle. As the pros say on TV — "That's racing".

Thanks to everyone for braving the elements to join us.



Brooks Schneider



Gayle Schneider



Carl Webeck



Betty Langswager



Doug and Bill



Alicia Schneider "... on the outside!"



Alicia and Gayle in the Mother–Daughter race,



Lindsay and Marlene.

Daughters had the upper hand—



unless they're too young to drive. Tara Morgan and Vanessa



Marlene Rzepkowski



Dick and Marlene . . . just a friendly wager.



Michael Goodwin



Carl and co-driver Grace Morgan



"No Bumping" . . . well, there was a little bit.

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

Sign-up to work on your car or be a helper—call George Haynes at 585-872-6536

More information at the next meeting



Are You Looking for NOS? NLA?

Something with a little patina?

Some spare parts? Just in case . . .

Is the journey as good as getting there?



Then You Need to Go to Carlisle, Pennsylvania!
The Import and Kit Car Weekend is May 15th – 18th



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 17th to arrive and get setup before the show begins on Friday. In addition to our own wares to sell, we encourage others to send along any parts they would like to sell, or tell us what we might bring home for you. So look around the garage or basement for something which could turn into cash. Let us know your needs.

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

Floor Restoration with Dry Ice

By Dave Engdahl

I AM IN THE PROCESS OF RESTORING THE INTERIOR OF MY MGB GT. There was a suggestion on the MGExperience forum (<http://www.mgexperience.net>) a few months ago regarding the use of Dry Ice to remove the asphalt material from the floor pans of an MGB so I decided to give it a try. I am glad to report that it works great! I had spent about 40 minutes with a heat stripper gun and removed about a quarter of one side – hard work and tedious. With the Dry Ice, I finished the job in a little under two hours. It was great listening to the asphalt going snap, crackle and pop as it released from the floor pan sheet metal.

My method for those of you who want to try it. You will need about 10 lbs of Dry Ice (approx \$14.00 at Red Diamond on Mt. Read Blvd). It came as a chunk in a heavy paper bag. You will need a cooler to transport it. Heavy leather gloves are a must and the work area must be well ventilated. I broke up the chunk in the bag with a hammer and 2x4 so as not to puncture the bag, I then spread about half of it on the drivers side floor. I let it work for about 10 or 15 minutes and then started hammering with a straight claw hammer. The straight claw worked great as a chipper. You will also need a good stiff, sharp putty knife or chisel for scraping.

I then dumped the remaining ice on the passenger side plus the remaining from the driver's side and repeated the operation. If I were to do it again I think I would dump all the Dry Ice on the one side, let it work, move the Dry Ice to the other side, then chip out the first side and then the second side. The stuff evaporates (sublimates) fast enough that I was scrambling to get some small areas I missed on the first side. It may also be possible to leave it in larger chunks but I don't know if it would work as well. The largest piece of asphalt I got was about 6x6 inches and about ¼ inch thick.

Next I went after it with a wire wheel cleaning up any remaining material. Then I used a good paint stripper (e.g. Jasco) to get down to bare metal. I do have a little metal repair work to do before coating the floor with POR15 but the worst part is done. ◀



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From Jim Priestley

Rear End Noises—by Bill Young

Loose Flanges: Clinks – Clunks.

Loose U Joint: Clink – Clunk – Ringing.

Frozen U Joint: High pitched reciprocal squeak at start up to 20 mph.

Dislodged Oil Seal Flange On Differential: Reciprocal squeak changing from acceleration to deceleration.

Loose Pinion: Change in differential sound between acceleration – float – deceleration ---- there should be NO fore and aft / up and down freeplay in the pinion.

Worn Crown Wheel and Pinion: wow, wow, wow, wow, wow, wow (you'll say WOW too when you consider the replacement price!

Loose Shock: Clunk over bumps.

Loose Shock Link: Cluck, Cluck over bumps.

Drum too close to backing plate: Squeak or Shhhh going around corners.

Bad Hub Bearing: Tch, Tch, Tch, often heard reflected by a building or guard rail, sometimes exacerbated by turning.

Worn/Missing Washers On Pinion/Differential Wheels: Clunk, Clunk accelerating and decelerating.

Bad Wire Wheel Splines: Clonk, Clonk accelerating and decelerating.

Loose Tools And Things In Boot: Clank, Jingle, Kathunk, over bumps.



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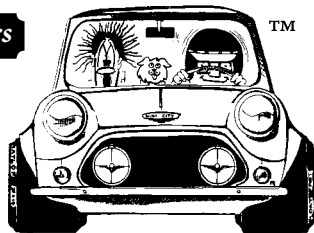
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restoration by Doug Redmond. 2001-professional work on brakes, steering and engine. Low mileage reproduction tires new from Barry Walker in England. Wheels trued at California Wire Wheel-2001. New steering wheel 2001-original three-spoke wheel available with car. Extra wheel. Tonneau cover, original MG owner's manual, tool roll, English style license plates (TC 6976), side curtains w/case, many spares. Current NYS registration and inspection-a driver! Contact owner Geoffrey A. Briggs (585) 344-0834

FOR SALE: Hard top for 1961 -1980 MG Midget convertible. A good accessory for your Midget that will make fall driving much more comfortable. This is an aftermarket 1976 Midget hard top in excellent condition. Makes a handsome addition to your collectible MG. Asking \$350. Phone Jim 585-943-6353.

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Upcoming lectures at the **International Motor Racing Research Center**, 610 S. Decatur St., Watkins Glen, NY.

April 5th Jerry Pantis will talk about his book, "The Porsche 904, 906 & 910 In The Americas." It has close to 1,000 photos, driver biographies, race-by-race coverage in North and South America where a 904, 906 or 910 was entered and detailed chassis histories for about 90 individual cars.

May 17th author Joel Finn returns to the Center. He will discuss the making of his newest book, "American Road Racing 1948-1950, The Sport Revived." This book, of course, features Watkins Glen.

June 21st Gary Doyle will talk about his new book, "Carlo Demand, In Motion and Color." He discusses illustrator Demand's work for books on race cars, motorcycles, tanks, trucks, paddle wheel steamers, air ships and airplanes. Demand was one of the most prolific transportation artists in the history of the genre.

You can find the upcoming events and more at <http://www.racingarchives.org/>

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My Keepers

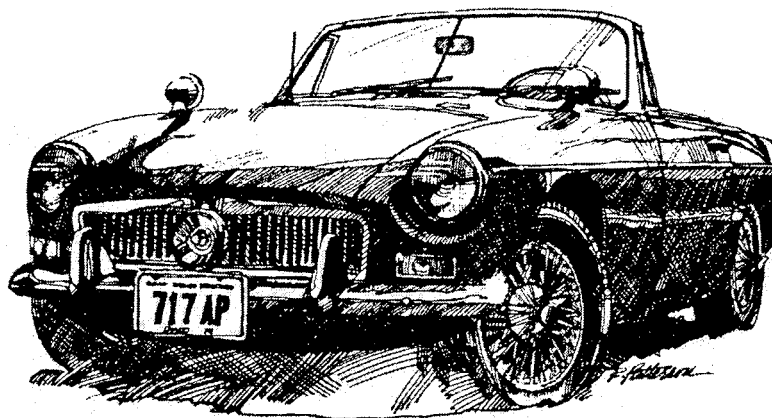
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It is always nice to have the original tool kit with all the compliment of wrenches, screwdrivers, pliers and so forth but these might be restored and using them would damage the restoration. So you need an extra tool kit that you can use and you should have what you might need during one of these emergencies.

On my cars I have always carried a set of box spanners of the most common sizes as well as a pair or two of good pliers, screwdrivers, sparkplug wench, adjustable spanner, wire cutters and a small knife. There are probably other things in there but it is too cold tonight to go out and look. I also always carry a spare fan belt, complete ignition set of cap, rotor, plugs, points, condenser as well as a few connectors and some spare wire. A small tube of gasket compound is handy along with some gasket material. Spare parts like a water pump, generator, starter and other ancillaries are great but take up a lot of room and I would not carry them unless I was going on a lengthy trip. I can tell you that if any of these items fail it will be on a Sunday when everything is closed and you need to be back to work on Monday. I also always carry an extra can of oil and sometimes a small can of brake fluid. I do not however recommend taking brakes apart on the roadside. This is too important a part of the car to try to do a patch up job in the boondocks.

One item that is really a must these days, and I don't have one yet, is a cell phone. Now at least you can get in contact with someone and get some help if you have a major breakdown. Triple A is a pretty good investment as they can come and flatbed your vehicle to your home or to someplace that is safe.

In forty three years of ownership with my TC it has only failed me four times. Two of those times I was able to perform a roadside repair and get home. One was a battery cable that fell off and the car just plain quit, no horn, no lights, no ignition, nothing! One other was a fuel pump that decided to quit but I managed to get home before it expired completely. The other two required more extensive surgery, one being a broken piston ring that had worked its way up the side of the piston and then sounded like the whole engine

was coming apart. This was a trailer home from Watkins Glen and the other being the Olympic crankshaft breaking contest not far from home fortunately, but still enough of a problem to spoil your whole day. This required a total engine rebuild and a new crankshaft that must have been made of gold from King Tuts Tomb.

There have been other roadside repairs along the way one being a rear water gasket and plate on the back of the cylinder head of a friends TC. We tried a roadside repair but it didn't hold well so we towed the car home and started over. In this case the plate on the back of the cylinder head was old and bent and had been on and off so many times it just was not straight. This time I made up a new plate out of a little heavier stock and I'll bet it is still on there today. One of my favorites was when I was pit crewing for Jack Archibald. We had repaired the car pretty well and he went out for his race and ran about two laps and came in on the hook. The car had just plain quit on the backstretch. I looked under the bonnet and the dogone secondary lead from the ignition coil had fallen off. He had put on a U type fitting and when the nut loosened it just fell off. I do believe we replace it with an eyelet so it would at least stay on. I tightened it up and he was able to finish his other event.

I have patched up water hoses with friction tape, made sparkplug connectors, put brushes in a generator, repaired a flat tyre and probably done a few other repairs I have forgotten by the side of the road. This I suppose is all part of the hobby but not really the fun part. The best advice is be prepared for the ones that can be repaired by the side of the road but always remember you can't pull an engine and rebuild it in a field and expect to get home to go to work on Monday morning. ◀

Grand Canyon 1971



MARCH BIRTHDAYS

2 Jon Richter
 2 Wally Roworth
 2 Lyn Smith
 5 Richard Powers
 5 Sue Pittenger
 5 Stacey Van Denburgh
 8 Karna Palermo
 10 Al Fink
 11 Lane Boughton
 12 John Cook
 12 Thomas Glanville
 13 Mike Harrison
 13 Audrey Davis
 14 Terry Welch
 17 Dave Chase
 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
 29 Joseph DeBlaere
 30 Karen Paul
 31 Rita Winkowski
 31 Sue Harrison

HAPPY BIRTHDAY EVERYONE!!**MARCH ANNIVERSARIES**

9 Jim & Dawn Priestley
 9 Lee & Elizabeth Rush
 15 Irving & Bernice Black
 17 Elton & Patti Schulz
 19 Chris & Beth Sardone

CONGRATULATIONS!**APRIL ANNIVERSARIES**

2 George & Sue Leopard
 3 Daniel & Latty Goodwin
 13 Gary & Carol Newman
 19 Frank & Rosemarie
 Stepanik
 27 John & Ginny Fowler
 30 Al & Barb Fink
 30 Suzanne & Robert Keppeler

CONGRATULATIONS!

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1 Linda Spencer
 3 Michael Short
 6 Chuck Schaefer
 7 John Thompson
 8 Mary Lynne Turner
 10 Elton Schulz
 10 Tim Henderson
 11 Stephen Stewart
 13 Catherine Wackerman
 13 Mary Lou Riter
 14 Phyllis Wagner
 15 Kathy Walsh
 15 Mark Gibson
 16 Bill Rampe
 17 Carolyn Barlow
 17 Kathryn Joslyn
 18 Jane Schantz
 19 Aldis Lemesis
 19 Bill Bethune
 20 William Wackerman
 21 Dawn Priestley
 21 Frank Stepanik
 21 George Haynes
 21 Harriette Hokenson
 21 Robert Tescione
 23 Charles Swarts
 23 Jean Bull
 24 Paul Heaney
 24 Warren Riter
 25 Bob Johnson
 26 Janice Zorn
 28 Joyce Pegoni
 30 Elizabeth Rush

HAPPY BIRTHDAY EVERYONE!!

Official Regalia

MG Car Club Western NY Centre



50TH Anniversary Badge . . \$20.00

50TH Anniversary Pin \$3.00

Members prices

NEW— 50TH Anniversary Clothing

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

Car Badge \$25.00
Badge Clip 5.00
Patch, embroidered 2.50
Key Fob, large leather 4.00
Pin, cloisonné 3.00
Dash Plaque, 40th Anniv. 4.00
Sticker, front adhesive 1.50
Sign, magnetic (10") 15.00
Tote Bag, embroidered 15.00
Bumper Sticker 1.00
Name Badges w/MG 15.00
MGCC Cookbook 5.00
Sport Cap, embroidered 12.00
Vehicle Log Book 6.00
Fire Extinguisher 12.00

2008 Color Calendars . . . 12.00



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



MG Car Club Western New York Centre, Inc.

Membership Application

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

Name _____ Birthday _____
Spouse _____ Friend _____ Birthday _____
Home Phone _____ Work Phone _____ Wedding Anniversary _____
Address _____ City _____
State _____ Zip+4 _____ Today's Date _____ New ☐ or Renewal ☐
Cars owned & Year _____
Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐
Other hobbies, etc. _____
Occupation _____ E-mail address _____
Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

MG Car Club Western New York Centre Calendar of Events 2008

For the latest information visit our web site mgcarclub.com

January 3 Board Meeting 13 Wine & Cheese, Valve Cover Races 17 Meeting	February 10 Go Kart Races 21 Meeting	March 2 Steak Roast & Auction 6 Board Meeting 20 Meeting 30 Swing Into Spring	April 17 Meeting, Basket Auction 27 Spring Fling Tour
May 1 Board Meeting 3 50th Rallye 10 Tune-up Clinic 15 Meeting 21 or 22 TV Channel 13 28 Stuffing Party	June 1 Vintage Auto Festival 14 Multi-club meet, Canada 13-15 Hildene Car Show 19 Meeting	July 3 Board Meeting 12 Vintage Cars Wine Tour 13 GVACS Car Show (RIT) 17 Meeting 20 Autocross 1	August 10 Autocross 2 17 Wagonjack Picnic 21 Meeting
September 4 Board Meeting 5-7 Watkins Glen 16 Meeting 27 50th Anniv. Banquet 28 Autocross 3	October 5 Fall Foliage Tour Garage Tour 15 Meeting 25 Halloween Rallye	November 6 Board Meeting 9 Yacht Club Brunch 20 Meeting — Elections	December 13 Holiday Party No Meeting

Dues Are Due!

Use PayPal Today

www.mgcarclub.com

(lower left corner home page)

Spokes

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