

Spokes

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June 2011



Stepping back in time

The Simeone Foundation Museum



50th Anniversary of the MG Motor Club of America

MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: www.mgcarclub.com

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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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Chairman's Corner

Dan Goodwin _____

The driving season is underway! The Spring Tune-up Clinic at MCC was successful again this year. George Haynes reported that it was an active day at the tech facility as many participants completed routine maintenance as well as various repair projects on their British cars. Thanks, George, for your continued efforts with this event. If we eventually get a break from the incessant rain, we should have a chance to get those freshly tuned British cars out on the road to some great activities over the next few months.

Latty and I had the opportunity to spend a week in Berlin in mid-May. Although the conference consumed a few days, we were still able to see a fair bit of the city and even had a few sunny days for our sightseeing. I enjoyed several trips on various portions of the infamous German **Autobahn**. It's always exciting to see vehicles speed by at 125+ mph on the un-posted sections of the roadway (and, occasionally, even on the posted sections). While the BMW, Mercedes, Maserati and other familiar European marques were present everywhere, it seems the East German Trabant has developed an odd and almost cult-like following. Produced by VEB for almost 30 years, this quirky piece of automotive history is visible everywhere...posters, models, magnets and even the occasional real-life unrestored model still on the road. The attraction seems to be due in part, to the Trabant's somewhat ironic association with the whole process of German reunification. Check out youtube.com for an entertaining video of the Trabant in action.

I hope to start making more consistent progress on projects "A" and "B" over the summer months. The good news is that "even a bad day on the restoration project is better than a good day in the office"...or something like that.

Keep 'em running...

Cheers,
Dan

MG Bruce

Don McConnell _____

The calendar has turned to June. This means it is time for shows and weekend tours with the top down. What a great time of year for those with sports cars.

Speaking of June this issue marks 2 years that I have been your editor. My goal has been to maintain the level of quality that you have been use to. I hope that has been met. Doing the newsletter has been a diversion from my regular work and a joy to put together, sometimes a bit frustrating, but fun. There have been some small changes or additions here and there and I welcome any comments on them.

I would like to take this time to say thank you to all club members for your patience, understanding and kind words of encouragement as I have grown in this position. I am striving for continues improvement. As I have said I am the person who assembles the Spokes. The content is dependent on the members with their stories. Please continue to submit your articles or stories. Also as an assignment, ladies please have some photos taken of yourself driving a British car. This will be the theme of the 2012 calendar.

Hope you enjoyed the car show it is always nice to see those rolling metal sculptures. By time you read this you will have already attended and had a great time.

Now that we got rid of the rain go enjoy a drive.

Happy Top Down

Don

Activities

By Mary Murray and Susan Goodwin

Unfortunately, neither Mary nor Susan was able to attend any of the May 2011 activities events. We hope that every one who attended these events had a good time.

Thank to George Haynes for arranging the Tune-Up-Clinic at the MCC's garages. We hope all the cars are now in tiptop shape for the driving season, if only the rain would stop.

Thanks to Betty and Gil Langswager for hosting the Beers of the World tasting party. Even though it was a very chilly day, were sure the beer was just right and went down nice and easy. We understand there was also a 50th Wedding Anniversary celebration going on along with the beer tasting, congratulations to Bob and Georgean Ables. (See full story page 10)

Help prepare for the Vintage Auto Festival at the Wild's on June 1 st.

Make sure your roadsters are all washed and shined for the Vintage Auto Festival on Sunday June 5, 2011.

The after show party will now be at Mickey Finn's in Victor starting at 5pm, instead of at the tent on the festival grounds. Thanks to Betty Langswager for calling Mickey Finn's to see if they could accommodate us.

Sing up for July events at the next meeting.

Saturday July 23, 2011 Multi-Car-Club picnic in Queenston Ontario.

Sunday July 24, 2011 drive to Wagner Vineyards for the luncheon at the Ginny Lee Restaurant. This is a join venture with the Triumph Club.

Rain, rain go away don't come back till our car's are put away.

GRTTC & MGCC Lunch Cruise

July 24,2011

Wagner Vineyards, Lodi NY
Ginny Lee Restaurant

Starting at Canandaigua Wegmans East Parking Lot
Departing: 10:00 am Distance: 61 miles Driving Time 1hr 30 min
Maps & Directions will be provided

Menu

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Cost \$12.50 / pp (includes Lunch Tax & gratuity)

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MGCC Minutes of the Meeting

By Mary Murray

May 19, 2011

Call to Order- Meeting was called to order at 7:30P.M. by Treasurer Frank Stepanik.

Acceptance of April 21, 2011 minutes-were accepted as reported.

Guests and New Members-none

Activities- Susan Goodwin/Mary Murray (See Spokes for details of all future events)

July 23rd Multi club car picnic

July 24th Jenny Lee Winery Tour and Dining

Treasurer's Report-Frank Stepanik
\$5600.00 in checkbook, doing well. Pre show ticket sale are \$170.

Membership-Jim Priestley
2011 Roadside help list and up to date membership lists are now available. Volunteers are still needed for database for future car shows.

Regalia-Doug Schribner
Car show posters from previous years are on sale, donated by George Hershel. Many new shirts and jackets for spring and summer. Check out the rack.

Spokes-Don McConnell
New things showing up in Spokes, inform Don by E-Mail if you like or don't like.
Don't forget, information for Spokes needs to be in no later than 1 week after the meeting.

Car Show Report- George Heissenberger
Volunteers are still needed to help with Show. Sponsors and pre sales are going very good this year. Thanks to all who worked so hard to get the sponsors!!!!

England Report-George Herschel-no report

Librarian-Al Costich-no report

Trustees-Hollis and Lane-absent-no report

Web Report-Leon-absent-no report

Old business-None

New Business and Announcements-Thank you Penny Schroeder for donating a cash box safe to use for the car show.

Dan Suter has 2 people that need a room at Watkins Glen. If you decide not to go, notify Dan so he can get in touch with the people.

2 items for the door prizes, thanks, keep them coming.

Betty Lansgwager suggested that she check into going to Mickey Finn's for the after party instead of picnic at the park. All agreed.

Happy 50th Anniversary to Bob and Georgean Ables.

Adjournment-8:15 p.m.



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Service – Randy Ames & Tom Abbott

Randy has 35 years experience working on all makes and years of European cars, and owned Phoenix Garage in East Rochester for 15 years. He spent 3 years traveling with a BMW team as a race mechanic.

Tom has been a “Jack of all trades”, an experienced machinist, NASCAR Sprint Car mechanic, and has worked with me for several years doing major work on everything from an E-Type Jag to a Lancia Fulvia.

Restoration – Justin Raymer

A young guy with years of experience building show quality cars. He has restored several Shelby Mustangs which have won significant shows and were featured in enthusiast magazines. He restored my E-Type and is currently doing a '58 Alfa Giulietta, a '63 Jag Mk2, a '67-427SS Impala, and a '68 Mustang California Special which I can show you.

Sales, Owner and Manager – George Leopard

I'm a life-long car nut (see CarNutzTales on my website) and am trying to emulate the small sports car operations I enjoyed working with in my earlier days. I try to buy low mileage, well kept cars suffering from inadequate use, and return them to excellent condition for the enjoyment and investment of educated enthusiasts.

Available for Spring Delivery – Call to discuss

1983 Porsche 911SC – High quality car, 62K miles, platinum, many performance extras, my personal driver

1968 Porsche 911T – Beautiful black body and interior, needs work that we can do, exciting upgrade potential

1972 Porsche 911T – Nice driver with '73 engine (7R case) on webbers, drive now, go nuts R-Grp upgrading next Winter

1975 Porsche 914-2.0 – Never rusted, mint interior, dual webbers, Bursch exhaust - a work in process

Meeting Attendance

May 19, 2011

Bob Abels	Laurie Scribner
Georgian Abels	Alan Costich
Carl Prouty	Jessica Seeley
Cheryl Baldwin	Anne Faust
Dick Powers	Sean Seeley
Bill Baldwin	Gene Faust
Jim Priestley	Lyn Smith
Chris Baum	Al Fink
Art Salo	Frank Stepanik
John Baum	Ginny Fowler
Becky Schaefer	Dan Suter
Bill Bethune	John Fowler
Chuck Schaefer	Barb Wild
Linda Bethune	Dick Giambra
Penny Schroeder	Dave Wild
William Brorein	Susan Goodwin
Doug Scribner	Roger Gunther
Karl Burkhardt	George Heissenberger

George Herschell
Ted Hershey
Harriette Hokenson
Leroy Hokenson
Cindy Jack
David Jack
Betty Langswager
David Leete
Tom Lestrangle
John MacDonald
Don McConnell
Mary Murray
Paul Osborne

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If you need help, Dan Goodwin and Hollis Hames are coordinating a 'helpline' for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:

Dan: (585) 223-9584 e-mail dlgipk@rit.edu

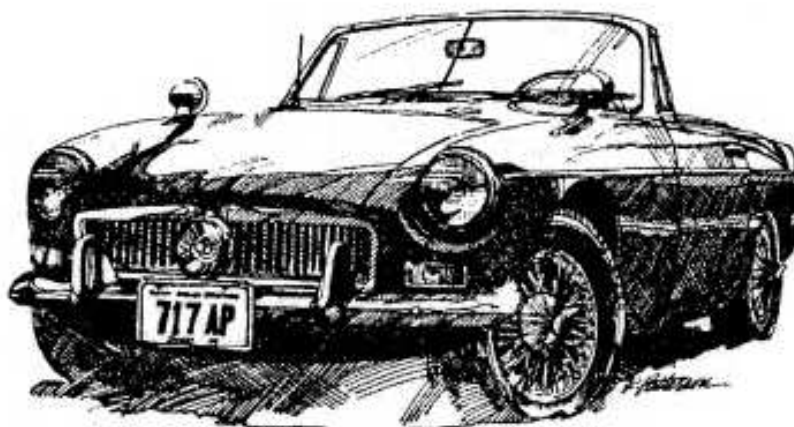
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A Beer Tasting Party

by Betty Langswager

Our MG Car Club needed a club event for the month of May. I suggested a beer tasting party. It got a big ovation at our January meeting. So I was off and running with the idea. I don't drink beer so where do I start? I've read how wine tasting parties are done so my ideas were forming fast. The date was set for May 15th on a Sunday afternoon from 2 – 5:00 PM. I have always done big parties. I counted our chairs. We have 48 chairs, an old ping pong table, coffee pots, lots of plates, plastic silverware and cups. I bought some buckets to hold the bottles and plastic tablecloths. Gil's garage is all finished off to look like a big party room, even curtains on the windows and all his favorite pictures and posters on the walls. The week before the party was beautiful weather. I decided to have a picnic supper after the beer tasting party. Also I knew ahead of time of a big surprise we'd have at the party. Thank goodness I warned everyone to wear warm clothing the day of the party as it was going to be in the garage. That day on Sunday was cold and windy and it rained all day. It was awful outside but it was fun inside, we didn't mind the cold. We had plenty of beer and hot coffee and tea to drink to keep warm. Everyone brought Hors D'ouvres so we nibbled and tasted beers all afternoon. Great fun!

George Heisenberger and his son Glenn can add a new title to their names – "Brewmiester". They brew their own beers and even grow hops in their garden. George brought over three bottles of their beers. I tasted the "Georgetoberfest" beer, I liked it. The other bottles were tasted and guys in the club liked them too. You guys are a big success.

Everyone brought several bottles of beers, some with the darndest names ever. Some of the beers were Fat Squirrel, Monty Python Holy Grail, Red Bridge, Dixie, Spotted Cow, Belhaven Scottish Ale, Stella Artois Belgium Beer, Leinenkugel's Sunset Wheat (Bob Abels can pronounce that for you), Carlsburg Elephant Beer, Porkslap, Old Engine Oil, it's dark like oil, thick too, but it slides down so easy. I tried it at Jeff Kath's insistence, he said it would "grease my gears". And the names go on and on.

Several weeks before the party Gil & I drove the MGC, toured with the Abels and Schaefers to Cooperstown to meet with the Morgan Club members. We spent part of the day at the Ommegang Brewery for beer tasting and a tour of the brewery plant. I really enjoyed all five of their beers so I bought a four pack for our party here.

The party was to be 2 – 5:00PM. About 4:30 I announced we have a big surprise. Georgean & Bob Abels wanted to celebrate their 50th Wedding Anniversary here with us. They brought a large sheet

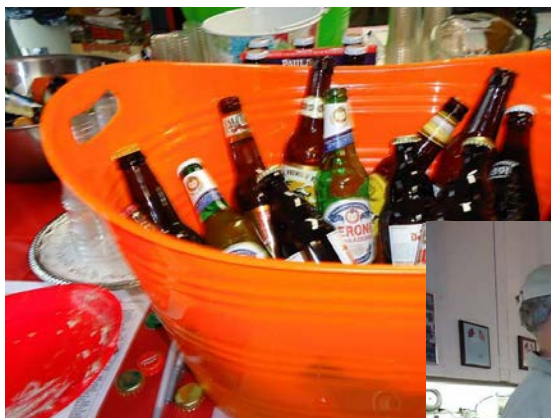
cake with a picture of them and their new MG TD on top of the cake. I brought out a gold lame' tablecloth and candles. Bob cut the cake and Georgean passed it out to everyone. It was delicious! We all sang "Happy Anniversary" to them. A wonderful Surprise for our beer tasting party!

After 5:00 a few people had to leave, the rest stayed for my picnic supper. All the food was served on Gil's workbench buffet style. Almost everyone sat around the ping pong table, the rest at a couple of card tables. I hope everyone had as much fun as Gil and I did at the club's first beer tasting party in our garage. We want to thank everyone that helped us set up and clean up. Especially our son Jeff, who came out on Saturday to get all the chairs and the ping pong table up from the basement. Thank you so much. We couldn't have done it without your help. Thanks again, Jeff.



Our Hosts

Photos by Cheryl Baldwin



**HAPPY
50 th**



Inside an Overdrive Transmission

By Joe DeBlaere

Reprint from November 2001

When I bought an OD transmission for my wife's 69 MGB/GT, I was a happy camper. Since I was in the process of rebuilding the engine, it was a perfect time to add an OD transmission as the engine and tranny were already out of the car.

I brought it to British Auto to check it out before I installed it. He removed the side plates, did a visual inspection of the clutches, gears, solenoid, seals, etc. and declared it "good to go". He also replaced a couple of the electrical switches to avoid the "Lucas Prince of Darkness" problems. Within a week, it was in the car along with a brand new engine. I gave the engine a couple of hours running time to seat the rings and new camshaft. Then I drove it to work for a week before we then left for the New England Mountain Adventure (but that is another story--see July 01 issue page 14). The OD worked for the first half of the trip.

I had noticed a vibration from the driveshaft while on the way to New England. Funny, I had just had the U joints replaced & the driveshaft balanced while waiting for the engine rebuild. I do recall the U joint guy saying that the shaft splines seemed worn in the front. The vibration got worse by the time we hit Lake Placid, and I noticed an oil puddle under the car about where the tailshaft is located. Well, that was the problem. When the oil in the tranny is low, the OD doesn't work! Dub! When we got home I replaced the rear seal, which was leaking and the driveshaft splined shaft, the root cause of the problem, which was worn. While I was at it, I replaced the rubber mounting bushings for the rear of the tranny. The vibration was gone. I filled the tranny with 50W non-detergent oil and guess what? It still didn't work! I made sure I was getting voltage to the solenoid (while watching for the Prince of Darkness). I had voltage. Now what????

I decided to go inside the transmission after reading the Haynes repair Manual for a couple of hours. It had only four areas to check. The four areas are the solenoid, the Cam activated oil pump, a pressure relief valve assembly and the oil screen. All are accessible from under the car, without removing the transmission. I decided to give it a shot. Only four... Seemed doable ... Fools rush in.

Readers Digest version of the theory of operation: It kind of works like a little automatic transmission. When you engage the OD, a solenoid turns on the oil system and kicks in the clutch. When all is well, you get about a 20% Overdrive.

I ordered all the "O" rings, ball valves, screen, springs & things I could find to renew in these areas along with a gasket set. What the heck, the parts were only \$30. The first thing I checked was the oil screen. It looked OK, at

first glance. After draining for a day, the screen appeared slightly plugged with very fine material almost like 10 micron steel (clutch surface stuff?). Then I checked the solenoid. It worked fine. Next I removed the pressure relief valve assembly, cleaned it, replaced the springs, "O" rings and things and reinstalled it. Then on to the oil pump. The oil pump is always pumping off a cam on the main shaft. I see a "special" tool (18G 1118) is needed to remove the plug holding the oil pump in. Why don't they just put a 3/8" socket drive on this stupid plug so it comes out easily. With some help, I manage to jury rig a tool to remove the "special" plug. The oil pump was soon spit onto the floor. I check the cam to see if it had a lobe. (My experience with British cams has always been if you check the cam lobes to see if they need to be fixed, they do.) This time the cam was fine. I replace all the springs, ball

valves, "O" rings and got ready to reinstall the pump. It is now when I discover you also need a very "special" tool (18G 1117) to reinstall the pump. Shuzbot!! ! You mean the reason they require a "special" tool to remove the plug is because they DO NOT want it taken out by just any dummy with a socket set? Oops.

The little oil pump, less than an inch in diameter, is basically a cam follower/piston in a cylinder surrounded by a compression spring. On my first attempt to install it the cam follower/piston was shot up, by the spring, into the transmission case. I am laying on my back, with oil dripping in my face, thinking of how I just put in the new engine & transmission and will now have to pull it out and do it all over again (assuming I can find the piston once I take the transmission apart!) Not a happy camper, now. As luck would have it, I could see the piston. It was laying perpendicularly over the 1 inch hole. I eventually got it out with a magnet. My zeal returned. My fingers then discovered a small "room" around where the pump was housed. I realized the pump could not be shot into the transmission case proper. Wow, maybe those British designers were OK after all. I got a fresh perspective. For the next two hours I attempted to get the pump back in its proper location (without the very "special" tool). The compression spring in its free state would not normally allow the piston to start into the cylinder. It had to be compressed and held while inserting the compressed pump assembly. This is while under the car and into a 1 inch hole mind you. Boy is this fun. I called around and no one had the special tool. I tried making one out of string, tie wraps and a screwdriver. Rube Goldberg would have been proud. Nothing worked. Then serendipity struck. With

no special tools, just dumb luck, the assembly slid in properly. Eureka! While holding it with one hand to keep the spring compressed I quickly located and put in the one-way valve, ball & spring then put the plug in. The operative word here is one-way. I was ever so happy, for about 60 seconds. It was back together, but I was so ecstatic about my dumb luck I hadn't checked to see if the one-way valve was pointed in the proper direction. I had to take it apart. The oil pump soon spit onto the floor, again. It turns out the one-way valve had been installed in the proper direction (I had a 50/50 chance). Like nothing had happened, on the next try it went together again! !!!!!! I hadn't been able to do it once in 2 hours, and now just did it twice in 2 minutes. The Whitworth gods must have tired laughing at me the first two hours and had gone on to someone else. Maybe it's your turn?

I replaced the screen, filled the tranny with oil, noticed I hadn't hooked up the rear ground strap after the engine/tranny install and went on my way. The OO works. Happy days are here again. Wait a minute, what fixed the problem?? Was it the oil screen, the new "O" rings, ball valves, ground strap or springs & things? In retrospect, I don't have an answer. But if I had to guess (which I do

because of no obvious problems) I'd say it was the ground strap. I was getting voltage to the solenoid but not enough current to pull it in. If that was the culprit I didn't have to get into the OO transmission at all. But then I would have missed all the fun and learning experience. Yeah right! Lucas Prince Of Darkness strikes again. Or did he?

Moral of the story: If you need a special tool to take it apart---DON'T!

Simeone Foundation Museum - The Best of the Best

By Dick powers

Last March, Bethel gave a presentation at the First National Summit On Palliative Care in Philadelphia. Before that, we met my MGA racing friend Rich Benz, and went to the Simeone Museum. This car museum is like no other and even Bethel enjoyed the hours we spent there.

The Simeone Museum primarily houses sports cars and racing cars. It deals with every era of international sports car/prototype racing and contains fine



examples of these cars. Many are legitimate racers with some finishing 1st, 2nd or 3rd overall in these historic races.

That said, it's not cars being displayed as you've seen before, but cars placed in historic settings that depict many of these races. Two of the greatest sports car races ever were run in Italy, the Targa Florio (1906-1977 except war years) and the Mille Miglia or "Thousand Miles" (1927-57 except WWII). These races were run on narrow public roads. Winning or even placing well was considered a great accomplishment. At the Simeone Museum, beautiful murals are painted on the walls depicting these races and significant cars are placed in the settings. For the Targa, they have a '26 Bugatti Type 35 and a '75 Alfa Romeo 33-TT-12 similar to the one that won that race and the World Championship. For the Mille Miglia, there's a '33 Alfa 8C2300 Monza and a '37 Alfa 8C2900A, each finishing 2nd overall in their race.



Le Mans is also well represented with everything from a '33 Alfa 8C 2300 to a '70 Porsche 917H that finished 2nd overall. In this group, is the only MG on permanent display, a '34 K3 Magnette that finished 4th overall at Le Mans. That

is the highest finish for *any* MG in international racing. and the K3 is in *original condition*! This car is a good example of the museum philosophy. I met Dr. Simeone last year at the IMRRC in Watkins Glen



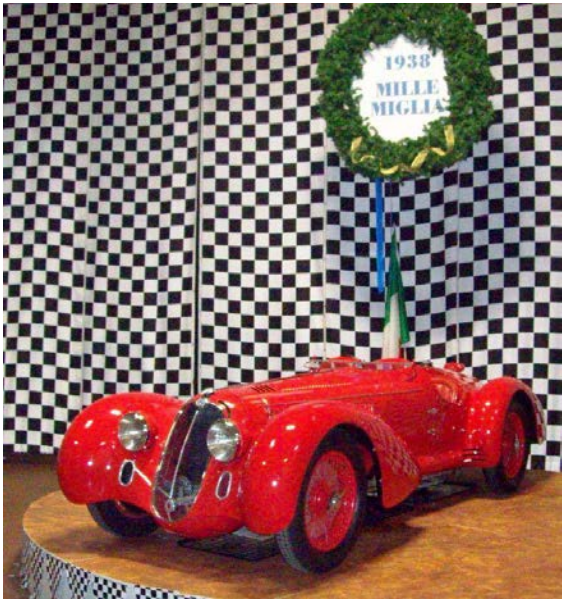
and, during his presentation, he commented on how they like to keep their cars in as close to original condition as they can even down to only replacing parts of original interior.

There's also a tribute to American cars that raced at Le Mans. This includes two Stutz, a DuPont and two Ford GT 40s. They have a tribute to Jaguar at Sebring with a '53 C-Type & '56 D-Type.

Both cars finished 3rd overall. Watkins Glen is represented with the '63 Corvette Grand Sport of George Wintersteen and a '50 Allard in front of a mural sized photo of the 1951 Glen starting grid along Franklin St. There are also displays of Sporty Cars, like the '33 Squire and tributes to Brooklands, Nurburgring, NASCAR and the Salt Flats.



Possibly the most prized cars there are ones that finished 1st in historic races. These include a '52 Cunningham C4R that won the '53 Sebring 12 Hour (drivers: Fitch & Walters), a '58 Aston Martin DBR1 that won the Nurburgring 1000 Km (drivers: Moss & Brabham) and the crowning jewel - the Alf 8C 2900B MM that won the '38 Mille Miglia race. Only 4 were built.



Once a month they take cars out (all are road worthy) and drive them around the museum grounds.

We were fortunate to be there for the last day of a special display "Best of



Britain" that also honored the 50th Anniversary of the XKE. A very nice collection of British iron that included a '50 Aston Martin racer, the nicest MGA Mk II I've ever seen, a Healey 100-4 racer, Lotuses, TRs, a '38 Morgan racer, XKEs and a Jag 120 with 38,000 original miles.



If you like these cars and races, this is a **Must See** for you. Even if casually interested, you will not be disappointed spending a few hours at the Simeone Foundation Museum in Philadelphia.

Saga of a Restoration Part 1

By John Spagnoli

Reprint from July 2001

Remember the old joke about the traveling salesman who asks the farmer how to get to the nearest city. After providing long and unintelligible instructions the farmer looks at the salesman and says "you just might say you can't get there from here." To my surprise and chagrin, I almost came to the realization that the joke had a lot of truth as I thought about the restoration project of a MG TF. The project seemed to defy completion no matter how much money, effort and advice went with it.

About five years ago I decided that my life was incomplete without a new restoration project. The TD was in good shape and I was too stupid to leave well enough alone. After searching far and wide, I purchased an MG TF that was touted by its owner as a partial restoration. In essence, it turned out to be a total basket case in prime paint. After forcing the owner to take my money I called Sally and Joe Genco and convinced them to spend Saturday (~ith their 4x4 and trailer) helping me get it (16 boxes of mixed parts, wiring and tubing; an almost rolling frame; an engine and transmission combination; and a small pile of body parts) to my home.

Rule #1 of restoration: "Let the buyer beware" or take any discussion about condition with a grain of salt. It was quickly learned that one must assume that all parts, down to the lowly nuts and bolts, must most likely be repaired or replaced. I spent most of my free time for the next several weeks in an unheated garage (February) sorting out the parts. Cleaning up the grime and grease and cataloging every part, piece of a part, nuts and bolts. This effort was assisted by the Moss and Abingdon Spares catalogues, several rebuilding manuals and a few friends who undertook MG T restorations and had yet to be committed like Jay Lockrow and Jim Snyder. To my surprise, I had some parts that were not listed in any catalogue or manual. These I put in a box labeled "Show to Carl Meyer" Carl is a superb restorer of MG T's from the Albany area who has never been stingy with his advice or assistance.

Rule #2 of restoration: "Ignorance is bliss" These unknown parts apparently come from an MGB GT that also was under restoration in the same garage where the TF came from. The rest of the first winter was spent recataloging, recleaning, testing or otherwise playing with my parts. Through my work I obtained an almost endless supply of sacks (12x2x4 envelopes and 16x2x10 storage with a top cover) A system was devised of labeling one box for each diagram in the Moss catalogue. A color key (in the catalogue) for parts on hand, parts needing repair, parts tested and prepared

for installation, etc. To complicate the system further, I used 3x5 rate cards (no computer at home yet) for the parts indicating installation tips and other "important" goodies. Needless to say, after I completed the card catalogue I never referred to it again and just recently threw it away unmarked and unused. I was having a great time during the early spring and summer and was very proud of my organization skills. By September I had created an MG T parts house in my basement and believed the soon to be started restoration was going to be a snap. (Remember rule #2)

In the fall the restoration began in earnest as did the onset of endless problems. Close inspection of the frame indicated that the car had been in a front end accident and now was the time for some additional repairs. (Remember rule #1) I sent the frame to Al Zollich for replacement of a radiator support. After Al's repair I sent the frame to a shop to have it straighten if necessary. The shop did some minor adjustments and sent it back. Then after sandblasting the frame, the side of the house and a good pair of glasses, off to the paint shop. At about this time I made the first of many bad decisions. I had rebuilt two XPAG engines in the past as part of a club project while on Long Island. Now in Buffalo I did not have access to all the necessary tools and was not yet aware of the excellent sports car repair course run by Jim Pillitterie so I decided to farm out the block. The recommended shop, a friend of a friend of a friend was out of town. The next trip I took to Albany I had the block in the truck to give to a friend who would deliver it along with some of his own work. Back to the frame. When my frame came back from the paint shop it looked great. I started to install the front end. Lots of new parts were purchased and pieces were cleaned, welded where necessary. and painted. Springs, A arms, king pins etc. The right side suspension went together great and I started on the left. I quickly noted that the top link threaded hard so I took it off and examined the parts. Sure enough, the kingpin (steering knuckle) was bent and the work came to a quick halt awaiting replacements. With the new king pin the front suspension was finished. Wow, starting to look like a car and hardly any problems. I stood back to admire my handiwork and noticed the camber looked way off. Euphoria ended instantly. For the next several days I measured and remeasured- using inside calipers, outside calipers, etc. Something was wrong. Now I was really at a screeching halt. I took the entire front end apart and returned the frame to the frame shop. The frame came back with a note "No problem, frame is square."

Back to step one, installation of the front end.

This time I measured every piece, counted threads, compared left to right, remeasured partial assemblies, etc. All going great. Got the front suspension together, stood back to get a good view and sure enough it was still off AAAARG!! This was the first of many times where I questioned my decision to get involved with the restoration and wondered how big a loss I'd take if I sold it as is. To make a very long story short, and two month delay short, the expert advisors, Jay, Jim S. Al Zollich, my dentist and my bee keeping partner Fran Hogenkamp, measured, mulled, cogitated and concluded that the mounting holes for the right shock absorber was factory bored 1/4" closer to the front center than the other side. This meant that the geometry of the right side was off and was magnified when the tire was mounted on the suspension. My TF must have been the last car drilled at Abingdon on a Friday before a five day holiday. The fix was simple (?) the four holes in the shock were elongated so to move the shock outbound and take up any more camber by adjusting the thread depth of the top link. Gad zooks, it worked.

Over the winter I rebuilt the rear end, installing new bearings and seals then painting it. I decided I had time so I took the rear springs apart, replaced the rubber pads, other worn parts and painted them. This seemed to go well. Not so. When I tried to put the rear end suspension together, I found out that the top leaf on the springs were replaced in the past and the owner used a leaf from a different spring. Since the spring end would not fit into the frame cup properly, I took the spring apart again and went searching for a good replacement top leaf. Ever search for hens teeth? Thank God my supplies of hens teeth and used MG parts (Carl Meyer) had some springs and after 3 weeks I was in business again. This reminds me, time for another rule.

Rule #3: "Things are not always the way they appear." With the rear end, springs and refitted shocks in place the frame almost looked finished. Thank god for winter and my wife's pronouncement that she wanted to put her car back in the garage. This forced me to find a home for the TF. My friend Fran Hogenkamp's drive in basement was a excellent spot. I prepared for a well deserved four month decrease in my anxiety level.

Rule #4; "Not everyone in the family is as enamored with your project as you are" Even though I had planned a four month sabbatical from the car, I had some finished parts, floor boards and the new Moss seat kit, top and tonneau that needed some better protection from moisture and mice than my basement

offered. So I quietly placed them under the bed. Rule 4 should really be taken seriously because it comes close to Rule twelve of football which says that one should not complain about the Thanksgiving turkey being dry after spending hours watching bowl games.

**Racing Research Center Celebrates the Start of the
Watkins Glen Racing Season with Milliken 100th Birthday Party,
Talk by Michael Keyser
and a Step Back in Time with Iconic Movie “Grand Prix”**



WATKINS GLEN, NY – The International Motor Racing Research Center is celebrating the 50th anniversary of Formula One at Watkins Glen and the start of the Glen’s 2011 racing season on April 16 with a day of activities that is sure to be a winner.

The day will include a 100th birthday party for Bill Milliken, a keynote talk by Michael Keyser and a special showing at a local theater of MGM’s iconic motorsports movie, “Grand Prix.”

This special day coincides with the first of two days of opening weekend activities at Watkins Glen International, when the public is invited to drive the famed race track for a fee that will benefit the Juvenile Diabetes Research Foundation.

Keyser will bring to the podium a motorsports resume that includes author, filmmaker, photographer and race car driver. Keyser has been one of the Center’s strongest supporters since it opened in 1999, and his inaugural talk is highly anticipated.

Keyser will discuss his experiences, including Formula One, and show some of the greatest photographs from his collection. The talk will be at 3 p.m.

The day actually kicks off at 9 a.m. with a continual showing of a documentary about the making of “Grand Prix” at the Center, getting race fans ready for a viewing of the film later.

At 1 p.m., the Center staff and all present will join in a very special birthday party, helping Bill Milliken, a founding father of racing at Watkins Glen, celebrate his 100th birthday.

Last year, the Center proudly hosted a 99th birthday party for Milliken. This year is even more special for many reasons, not the least of which is Milliken’s instrumental role with Formula One at Watkins Glen as chief steward for the United States Grand Prix from 1961-70, after which he was technical advisor to the Watkins Glen Grand Prix Corp.

Keyser’s talk will follow the birthday party at 3 p.m.

Keyser had been working as a reporter and a freelance photographer when he attended an SCCA drivers school in 1969. Starting in 1970, he competed in IMSA and FIA events, finishing third in the 1972 IMSA Camel GT Challenge series in a 2.5 liter Porsche. When not racing he was shooting photos that comprised his 1973 book “The Speed Merchants,” followed by a documentary film by the same name.

He placed second in the Camel GT Challenge series in 1973, third in 1974 and eighth in 1975, driving a number of different Porsches. After more victories and driving for numerous teams, he retired from active racing in 1981, devoting himself to motorsports photography, books and film.

A special presentation of the movie "Grand Prix" will cap the day's activities at 6 p.m. The movie will be shown at the Glen Theater on Franklin Street in downtown Watkins Glen, a beautifully restored historic theater.

"Grand Prix," starring James Garner, Eva Marie Saint and Yves Montand, won three Oscars. Directed by John Frankenheimer, this 1966 MGM film is considered by many to be the best movie about racing ever made.

The \$5 admission to see "Grand Prix" will be donated to the Center.

For more information about the Center's plans or about the yearlong celebration of the 50th anniversary of Formula One at Watkins Glen, visit the Center's website at www.racingarchives.org or call (607) 535-9044.

For more information about opening weekend activities at Watkins Glen International, visit the track's website at www.theglen.com.



The Racing Research Center is noted for the quality of its monthly speaker series, Center Conversations, and the 2011 list promises Formula One fans some fascinating sessions.

The talks will kick off on Feb. 26 with Center historian Bill Green and motorsports author Michael Argetsinger. They will set the stage for Formula One in Watkins Glen with a look at Formula Libre, the precursor races, and then focus on Oct. 8, 1961, through film and slides.

April

Celebrated motorsports writer Pete Lyons will speak on the 16th, discussing his years working in Europe covering Formula One.

May

On the 7th, racing great Bobby Rahal will talk about his racing experiences in Formula One and at the

Indy 500, which is celebrating its 100th anniversary this year.

July

In July, the Center pays homage to the American drivers who competed at Watkins Glen, with a talk by Kevin Hughey, a Watkins Glen native and race historian in his own right.

To Be Announced

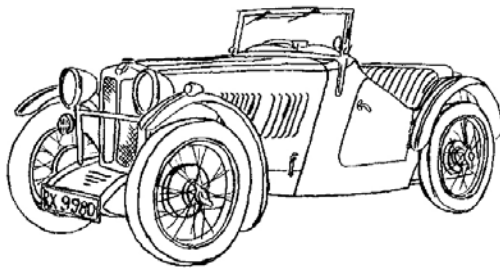
Tributes to Mario Andretti and Phil Hill, America's World Champions, will be among other programs during the year. Details will be announced as they are confirmed."

ABINGDON ALPHABET, part 7

By Doug Beagley

At the close of 1932, at the Motor Show in London the MG's for 1933 were introduced and what a great year it was. This was the year of the introduction of the J series. I suppose that of all the MG sports the J's have to be one of the great favorites. The car was basically a refinement of the M and D, with 847 cc, 57 mm bore and 83 mm stroke. It had the fine points of the C, which of course had been reduced to 746 cc to be more competitive in racing. The J's had a cross flow head (exhaust on one side, inlet manifold on the other) and carried eight ports, one for each valve. Maximum power was 36 hp and this was delivered at 5,500 rpm. You will note the rise in revs and bear in mind this performance was still delivered with a two bearing crankshaft!

(1932 J2)



MG "J2" 1932

doug beagley 1994

The J1 was a 4-seater open or closed vehicle, and the one in which we are most interested is the J2, which was the two seater sports. The styling was new and was to continue for many years, not only in MG's, but in many of the competition. The car was squared off, front and rear. The radiator stood proudly at the front and at the rear was a square slab of a gas tank. This allowed adequate range for cruising and made a simple solution to the problem of mounting the spare tire, you just hitched it on behind. The fenders were cycle type and there were no running boards. As I have said, the car was typical of MG's for years and the style did not leave the scene until the TF reluctantly gave way to the MGA in the interest of higher cruising speeds without the vast increase in engine capacity. The car was a pleasure to drive, I understand, and the great step forward was in the increased performance that was available. The car could reach 75 mph with little trouble when in fair tune and with the top, side curtains, and windshield down. I am amazed how rarely I now see an MG travelling with the windshield flat. In the days "before the war," in England MG's were driven much of their time with the windshield down. All that is needed is a pair of goggles and the view is terrific. So many people miss half of the fun driving around with their MG's all buttoned up -- UGH!

The late J-series, the 1933 and 1934 models, were equipped with the swept fenders and running boards. Now,

which is the letter looking is a matter of opinion and I do not want to become involved with that. However, with the later J2's we can see the lines and features that we retained up through the end of the T-series. The fashion was set and widely was it copied, too. Without looking up reference materials I can think of the Wolseley "Hornet," the Singer 8 Le Mans, the Morgan 4-plus-4, Lea Francis and others that followed the trend set by the J-series.

Later in the run two additional models were introduced in small numbers, the J3 and J4. The former was the J2 but reduced in capacity to 746 cc (as the C) for the racing fraternity, but fitted with a blower (supercharger). Supercharging is the simple way of increasing power from an existing engine and it really works. I modified an engine of a very solid type family car, fitting it with a supercharger and it completely changed the car's personality. The trouble in the days we are discussing was finding plugs that would function under the tree of supercharging. Not only are there the obvious problems, but the rotors of the supercharger have to be oiled and it was very difficult to do this so that there was adequate oiling at all times without flooding the plugs and fouling them. However, the performance when the plugs were firing was terrific. Today we have overcome these problems and running supercharged is no trouble if common sense is used. The final J that was introduced, and in all only nine were built, was the J4. If you have an imaginary twenty-four car garage filled with the world's finest, I am sure you have one corner reserved for the J4. It was the road racing version of the J's and so was all go and little show. The car looked much like its brothers, but had the supercharger between the dumb irons or ahead of the radiator and was fitted with an outside Brooklands exhaust system. It also had the separate bucket seats rather than the common back seat. All in all, it was an all out competition car. The drum brakes that had been 8" diameter on the other cars were increased to 12" for the J4. It had the same four-speed crash gearbox that was fitted to the rest of the series. As I have pointed out, the performance was great, but it has been said by some that it was faster than its chassis. This could be true, but those who could and can drive it can really make it perform.

So, by this period, the Midget was firmly established as a desirable sports car and all the features that we know and appreciate were present. The car was equipped with a high revving engine and a high (numerical) rear axle ratio, so that the engine performance can and could be exploited. The car was square all the way around and fitted with reasonable bad weather equipment. The layout of the car would be familiar to any T-series owner. It seems all the features were there - the up-swept scuttle, the large high mounted steering wheel, and the closely spaced pedals. I suppose that any T-series driver would feel at home in the J2, for instance, as long as he could handle the non-

syncromesh transmission. Raising the hood would reveal a few differences, with the overhead cam engine and the front mounted generator, but the twin SU carburetors would be familiar and the electric fuel pump mounted on the firewall. The firewall would be a little of a surprise to the uninitiated in that it is a little skimpy by modern ideas. The firewall is close behind the engine and so the clutch housing and part of the transmission intrude into the passenger area. The passenger can rest his feet on the bell housing and frequently he can watch through the gap between the firewall and the housing and see odd things moving. I recall driving as a passenger in Dave DuBois' PA and watching the front spring work while we were progressing along. It might be worth noting, too, that things like heaters were not fitted in those days, but one could get all manner of smells and noises in the cockpit area that we do not have today. I thought it added to the romance of the whole thing - the whine of the gears, the odd rattles and squeaks that notified us that the chassis was working and flexing at times. Add to this the smells that drifted in from the engine and the odd clatters and mechanical noises - I thought it was all very sweet music.

To return to the J-series, I believe that here we have a high water mark of the company and a car that will live as long as people like to travel in the MG mode - "Safety Fast."

Who Will Carry On

By Don McConnell

As often mentioned at club meetings or even at club events. We need to get young people involved with car collecting so the restoration and preservation of classic cars continue.

As part of that remembering cars, my dad helped me get started with car work. He would tell stories of when he and his friend Andy would tinker with dad's model A Ford. This tinkering would be required to keep the Car on the road. Sounds a little familiar or a lot like our British cars however you look at it. We have them because we don't mind the tinkering; it's fun to a point. The most fun of dad's stories were when the car did not start due to the starter hanging up. Conveniently there was a hill very near. He and Andy would push the car down the hill, jump in while it was moving then place it in gear and pop the clutch to start it. Now I am sure there are club members who could relate to that. Another thing I remember was his help when I got my first car after I was married. To start it was how to check the oil and the other basic things. Then there was the time when I had a problem with the carburetor. A rebuild was required so there he was with instruction and encouragement. This was passing on the information.

I have the occasional opportunity to talk about cars with my son when he had his car I would show him some of the basic up keep that needs to be performed such as oil changes, wiper blade maintenance, ect. During some of our talks he would ask about what I drove. My favorite was to tell about my 1964 Plymouth Valiant which had push-button automatic transmission. This type of shifting was something he has had trouble visualizing. When we get to a car show together or see an old Plymouth on the street I look to see if it has that push button automatic to show him what it physically looks like.

As we grow older the importance of passing on the stories of our British cars or any other vintage cars is how we start the love of the car collecting. Don't forget to explain the difference in technology from then to now. I know there are a few in the club working with their children on their vintage cars. To others bring your kids or grand kids to a show and start the love affair.

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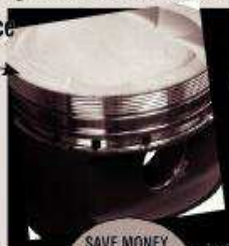
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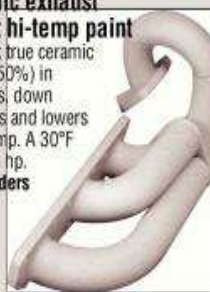


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FOR SALE: 1977 MG Midget - Parts car. All there, last registered in 1986. Unibody is badly rusted and therefore this is probably a parts car. See picture on www.mgcarclub.com Call Eric to make a deal for this car 585-264-9033.

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Bury Me in An Old Mowog Parts Box

Jay Lockrow



It has been a long time since I wrote a MOWOG so I have decided to do a few more. First of all I have tried to design a new format on my PC but compared to a Mac that I learned on this thing is totally unfriendly. For example I have tried to put this particular copy in four columns and for the life of me I cannot figure out how to do it. The foolish thing will put the whole page into four columns, cover part of the MG, push things up, down sideways and into oblivion, but put a few columns in a textbox, forget it! I tried to pull the front wheel and tyre of the MG over the gray line for artistic purposes, on a Mac this is no problem, on this, forget it and the answer wizard is about as useful as ice tea on a subzero day in January. Try to change the leading, no way, tighten up the spacing between the letters, whasthat? But I'll keep trying.

Anyway I have had a couple of ideas for some new columns and among those is a new website that I was told about. It is called Racing History and you can find it at www.racinghistory.org or if that doesn't work try History@yahoo. Great stuff and of course at the moment the big topic of conversation is the upcoming Indianapolis 500 at the end of the month. It is one of the sights where you have to sign up and it takes possibly an hour or so to be accepted. I told them I was an old motorhead and an oval track racing fan for ages. I'm in and I check it every day for the various inputs from the members but the best thing are the old pictures and the new pictures of old racing cars. For example about a week ago someone put about a dozen pictures of old Indy cars on the website. All photos in full color and some with a bit of information about the car pictured and some without. But what a sight to see some of those old roadsters again and I love the old dirt track sprinters with wire wheels and the various engines they used like Offys, Cragar, HAL, Dryer and many more. There are also plenty of cars with flathead Ford V8s and the old standby Chevy V8. I of course, have a weak spot for the prewar Millers and the guys that drove them. A good deal of the glamour went out of racing with the sleek low rear engine jobs of today. Something has been lost yes but for safety purposes the cars are much safer and the fatality rate today is almost none compared to the prewar cars where they sat up in the air without even a roll bar and sometimes not even a seatbelt.

There are also plenty of midgets on hand along with many great photos. Amazing that so many of these cars have survived considering that neither the midgets or sprints have run here much over the last twenty years or so. For a good number of years I used to go to the Cattaraugus County fair every year for the United Racing Club midgets. They put on a great show at a very reasonable price. Then one year it was gone and I don't believe they have ever returned. The same thing happened at the Hamburg Fair just up the road about

a mile from me. They had sprint car races there for years either United Racing Club or USAC (United States Auto Club). Great show but I talked to someone one time and I was told the fair could make more money with a demolition derby than sprint car races. Sad but true and this is nothing more than the dumbing down of America when people would rather witness accidents that a good auto race.

Coming up in July is the annual Miller Meet at the Milwaukee Fairgrounds, again one of the tings I want to attend before my time is up. It is here that you see lots of old Indy cars and lots of pre war racing cars like the Millers. This has been on my agenda for some years and one of these years I'm jous going to go. I have a good friend that lives about twenty miles form the fairgrounds and being a motorhead he could go with me.

So get dig out your old racing books like "*The Golden Age of the American Racing Car*" by Griff Borgeson or Mark Dees great book "*The Miller Dynasty*" and read up a little on this wonderful era. Then sit down and sign up with the Racing History website. You are in for a wonderful treat or better yet, go out and find one of these old chargers, restore it and be ready for the next Olde Tymers Meet. These guys have a wonderful time.

JUNE BIRTHDAYS

1 Joan DiGiovanni
 2 Gracie Ott
 2 Annabelle Tescione
 3 William Della Stua
 6 Latty Goodwin
 7 Peter Hepper
 8 Carol Sandusky
 10 Janet Lemesis
 10 Patricia MacDonald
 11 Charlotte Wright
 12 Ben Barlow
 12 Ted Hershey
 13 Rosemarie Stepanik
 14 Anne Hoehn
 15 Chad D'Angelo
 15 Julia Daykin
 23 Garrett Hoehn
 23 Carl Prouty
 24 John Baum
 24 Robin Fake
 25 Bob Austin
 25 Eileen Williams
 27 Tony Makepeace
 29 Scott Fake
 30 David Asmuth
 30 John MacDonald
 30 Valerie Zoltner

HAPPY BIRTHDAY EVERYONE!!**JUNE ANNIVERSARIES**

2 William & Margret Brorein, Jr.
 2 Leroy & Harriette Hokenson
 5 John & Mary Murray
 7 John & Margaret Cook
 9 Jim & Gail Colegrove
 12 Doug & Laurie Scribner
 12 Arnold & Stacey Van Denburgh
 13 Jeffrey & Susan Kath
 13 Tony & Eileen Makepeace
 14 Aldis & Janet Lemesis
 14 Will & Karen Salisbury
 15 Bill & Kathy Rampe
 16 Norman & Charlotte Wright
 17 Bruce & Cindy Austin
 20 Bob & Jane Hamilton
 20 George & Karen Lucas
 21 Gil & Betty Langswager
 22 Jeff & Janice Zorn
 29 Dick & Marlene Rzepkowski
 30 Chad & Lisa D'Angelo

CONGRATULATIONS!**JULY BIRTHDAYS**

1 Jim Colegrove
 2 Barb Fink
 2 Pat Sangster
 3 Cindy Austin
 3 Carol Newman
 4 Peggi Heissenberger
 6 Joseph Marasco
 7 Tom LeStrange
 7 Bob Welch
 7 John Zoltner
 8 Russell Daykin
 9 Tim Rizzo
 10 Julie Smith
 14 Dave Wild
 15 Bernard Calkins
 18 Peggy Haefner
 20 Robert Gibbin
 20 Beverly Haynes
 23 Suzanne Glanville
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 1950 MG TD

JULY ANNIVERSARIES

1 Allyn & Phyllis Wagner
 5 Joseph & Lee Marasco
 8 Bob & Wendy Austin
 13 Bill & Sue DeVos
 14 Paul & Marsha Osborne
 19 Don & Linda McConnell
 23 David & Jane Schantz
 23 Donald & Mary Sweeney
 25 Bill & Linda Bethune

CONGRATULATIONS!

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 50th Anniversary Pin \$3.00

Mg Car Club Western NY Centre

Sticker, Black/Silver \$1.50
 50th Anniversary Sticker \$1.50
 MGCC Mug.....\$5.00
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 Badge Clip\$5.00
 Patch embroidered\$2.50
 Key Fob, large leather..... \$4.00
 Pin, cloisonné.....\$3.00
 Dash Plaque, 40th Anniv.....\$2.00
 Sticker, front adhesive.....\$1.50
 Sign, magnetic (10").....\$15.00
 Bumper Sticker\$1.00
 Name Badge w/MG.....\$15.00
 Vehicle Log Book\$5.00
 Fire Extinguisher\$15.00



Car Badge
 Sticker Patch

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All items are available for purchase at our monthly Meeting, or delivery can be arranged.
Contact: Laurie Scribner 585-8725133 (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 _____

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

Cars owned & Year _____

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

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MG Car Club Western New York Centre -- Calendar of Events 2011

For the Latest information visit our Web site mgcarclub.com

January 6 Board Meeting 20 MGCC Meeting 30 Wine & Cheese, Valve Cover Races	February 17 MGCC Meeting 27 Bowling Party	March 3 Board Meeting 17 MGCC Meeting 27 Steak Roast & Auction	April 21 MGCC Meeting\ Basket Auction 17 Swing into Spring
May 5 Board Meeting 7 Tune-up Clinic 15 Beer Tasting Party 19 MGCC Meeting 20-22 Carlisle TBA Autocross	June 1 Stuffing party 5 Vintage Auto Festival 16 MGCC Meeting 12-18 MG 2011	July 7 Board Meeting 10 GVAC Car Show (RIT) 21 MGCC Meeting 23 Multi-club Picnic 24 Wagner Vineyards / Ginny Lee Restaurant	August 18 MGCC Meeting Need an Event 21 UK Car Day
September 1 Board Meeting 8-11 Watkins Glen 13 MGCC Meeting (Tues) 16-18 Brit. Invasion Stowe 18 British Car Day, Toronto	October 9 Fall Foliage Tour 20 MGCC Meeting 22 Garage Tour TBA Halloween Party	November 3 Board Meeting 6 Yacht Club Brunch 17 MGCC Meeting	December 3 Holiday Party No Meeting

Next Meeting
June 16 2011 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

