

# Spokes

Official Publication of the MG Car Club Western New York Centre

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*St. Margaret's*

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## MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

The Spokes is published and distributed monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the website.

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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](mailto:Spokes@mgcarclub.com). Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the meeting.

#### MEETINGS

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

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#### ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

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Quarter Page 3.6 x 4.8	\$16.00	\$65.00
Eighth Page 3.6 x 2.3	\$11.00	\$44.00

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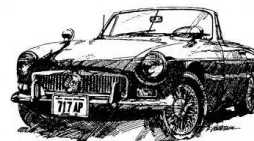
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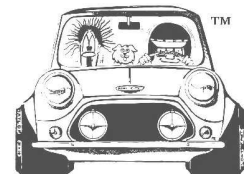
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## Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplate 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:

Frank Stepanik  
13 Fiora Drive  
Fairport, NY 14450

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

## Chairman's Corner

Mike Parthum

---

If you were been able to attend the general membership meeting in July, a quick summary of what's going on. The Opt-Out program is gaining momentum with over 30% of the membership going with the electronic version of Spokes. PLEASE consider joining this program if you have not already done so. If we can get to around 60% of the general membership opting out of receiving a hard copy of Spokes, we could have a balanced budget again. I remind everyone that not just saving the club the money, your email notification means you get to see the Spokes sooner than waiting for the mail. You also save some trees and the costs of recycling, PLUS you get to see Spokes in COLOR (the pictures really do look better). You can contact myself, Jim or Don to join this program, see our email addresses in the Spokes to contact any of us.

The other major initiative that is currently going on is the search for a possible new meeting site that would not cost as much. As you know, we are currently paying \$243 per month for our current meeting location and it's the second largest expenditure the club has. There is a list of sites that have been suggested so far and the list published in this month's Spokes. I also shared the final version of the rubric for how we will assess possible new meeting locations to ensure it will meet our requirements. At the August meeting, we will have the final call for suggestions of new locations and September's meeting we will be putting this to a vote.

If you do have a location you want to have considered, time is running short, so contact me or one of the Board members as soon as possible. Take a look at the list and try to take the time to look at some of these locations so you can help make an informed decision. Between these two programs we will not only have a balanced budget again but we can end the "austerity" budget and go back to providing financial support for events again.

This summer is really speeding by as it's almost August as I am writing this and there is no shortage of things to do. My MGB has been running well although I have not been out as much as I'd like, I am getting a few trips in when I can. We have added a

## MG Bruce

Don McConnell

---

Welcome to August. For those who have a sports car on the road, the weather has been kind to you. Hope you have taken advantage of it. Maybe you took a night drive out for ice cream. I do have to say I have not been able to get back to Bruce in a while. I have a project of thinning the overgrown evergreens in the back yard. They have grown to big and don't let the enough light into the back yard. Soon it will be back to the welds though. The welds are patiently waiting.

This month I have found a tech article in another clubs (Southeast MG T Register "mg Talk") newsletter and I thought it had some important information that should be shared. I have received permission to reprint it so I hope it is of some help. With this particular article as a tech note it should inspire others to submit information such as this, you don't have to write it either.

I have to send a thank you to all who submit material for this news publication. It is very much appreciated and enjoyed by all. Enjoy the events put on by the club and enjoy your sports car. Have a good month. See ya at the next meeting.

Happy Top Down  
Don

---

new car to the stable with the addition of a 2012 Fiat 500 (my wife's car) and I must say it's an impressive automobile and really fun to drive. Keep an eye on the events calendar so you don't miss out on the activities and if you have an idea for something to do, please contact Desi (her email address is in the newsletter) because we are always looking for new ideas. We are still looking for someone to put together a "Garage Tour", so if you know of some cool places to see, contact Desi to let her know.

## Activities

By Desi Benet

---

Hi everyone, I can't believe that August is here already. We have had a busy year so far and we are heading into Fall with a lot of activities.

NOTE that our **club picnic is being held at Burgundy Basin Inn on our meeting date August 17** from 6:30 til-- . The meeting will be held from 7:30 on. There is a full picnic and picnic activities, followed by our monthly meeting. The cost is 12.50 per person, and checks should be mailed to Desi Benet 84 Brunswick Street Rochester NY 14607. An rsvp is required. RSVP to Desi by email ([desibenet@aol.com](mailto:desibenet@aol.com)) or phone 271-8178 needed by August 12. You can mail checks to Desi Benet 84 Brunswick Street Rochester NY 14607

This month, we are supporting two shows, The GVACS show and the UK Car Day.

On Sunday August 5, the Genesee Valley Antique Car Society is holding its 52<sup>nd</sup> show at a new location, Roberts Weslyn College, 2301 Westside Drive, North Chili. The feature year is 1936!!! This show has always been a winner, including a wide variety of cars. The show is run from 9-3. See flyer in Spokes for specific information about registration and further details. We have a long relationship with GVACs and this event always brings in cars that we rarely see.

On Sunday August 26 is the UK Car Day, run by the Triumph Club. This event will again be held in Gene-

see Valley Park, Riverbend. 10-4. A full day event including British cars and motorcycles, judging, live music, 50/50 raffle, and awards. See flyer in Spokes for specific details. It is always a good time.

If you are still looking for an event to attend this month, you might want to consider the Shaw Festival Vintage British Motor Car Exhibition on the Shaw Festival Grounds on Saturday August 18 in Niagara on the Lake, sponsored by the Niagara British Car Club. It is like spending an afternoon in England See <http://www.niagarabritishcarclub.org/events12/shaw/shaw.html> for details.

Reminder: September is also a very busy month. The Watkins Glen Vintage Race Festival, Bronte and Stowe are on again, watch SPOKES as well as our web site and email blasts.

And of course, see you at the various cruise nights around town. We seem to have a number of members at the Fairport Cruise night on Tuesdays and the Log Cabin.

See you at the meeting

Take care

Desi

**Other Car Club community activities:** Although these events are not specifically WNY MGCC organized activities, they are of interest to many members in our British Car Community : **MG Vintage Racers Focus Event:** Grattan Raceway, Gratten Michigan August 17-19 **Stowe Vermont British Car Show:** (Singer and Mini are featured this year) Stowe Vermont September 14-16 <http://www.britishinvasion.com/> **Bronte British Car Show**, Burlington Ontario September 16 **Fireball Run:** A run from Independence Ohio run to Bangor Maine Sept 21-29

This is the info available to me as of 3/25, Send other events of interest to Desi Benet @aol.com for inclusion in this newsletter.

# MGCC Minutes of the Meeting

By Mary Murray

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JULY 19, 2012

Call to Order by Chairman Mike Parthum at 7:35pm.

Acceptance of June's minutes accepted with the correction of the UK Car Day to August 26<sup>th</sup>.

New members and Guests-None

Activities-Desi gave updates on events. Check back of Spokes for upcoming events, including GVAC on the 5<sup>th</sup> at Roberts Wesleyan College. Shaw Festival on August 18<sup>th</sup> for the cost of \$10.00. The UK Car Day at Genesee Valley Park on August 26<sup>th</sup>.

Treasurer-Frank received a card of thanks from Mark Pastarella for the MCC Scholarship Fund and stated that funds are still too low to subsidize events.

Membership-Jim was absent, no report

Regalia-Doug stated he has new magnets. He also has those right and left handed mugs, hats and a lot of bargains on the rack, including shirts, jackets, and fleeces. He is giving away a dash plaques with a purchase. Also, he is giving away free valve covers to build your next racer.

Spokes-Don was absent. Articles are always due in 7 days after meeting.

England-George stated he had no report this month.

Librarian-Al absent, no report

Trustee-Dan Suter-no report

Website-Leon stated "we have one"-check it out.

Old Business-Previously, 190 copies were printed and mailed per month. Last month 35 people signed up to opt out of receiving a hard copy of Spokes. The target is 60% to balance budget, so far we have 18.4%.

Also, an alternate meeting site was discussed. So far, the sites to be considered are Webster Knights of Columbus, Henrietta Moose Club, Town of Perinton Park, or the Log Cabin. If you have any other places, e-mail one of the board members asap so that they can be looked into.

New Business-Phillip Award, question is, what does the membership want to do with it?

Updates from members are Mike and Terri Parthum bought a new Mocha Latte colored Fiat 500. Mike also toured the Toyota facility in Georgetown, Kentucky and said it was very interesting.

On Sunday, the Hilton fly-in, drive-in breakfast had three generations of Langswagers attend. Gil and Betty drove their TD. Their son, also a member, Jeff and wife Jan drove their newly restored MGA and Gil and Betty's grandson and wife, Chris and Paige drove the MGC-GT.

Susan Goodwin announced that Mike is coming back home this weekend to work locally again.

For Sale-1942 Ford Jeep project. It has a rebuilt engine, Chevy V8 rebuilt. Contact Art Salo at 585-944-6163 for more information.

NEXT MONTH IS A PICNIC MEETING. DESI WILL PUT INFORMATION ON LINE FOR SIGNING UP. IF YOU DO NOT HAVE AN E-MAIL ADDRESS, PLEASE CONTACT HER ASAP.

Door prizes were given out along with the membership donation drawing.

Thank you everyone for still bringing in the door prizes.

Meeting adjourned at 8:26pm.

## Meeting Attendance

July 19, 2012	John Fowler	Gil Langswager	Rob Shrader
Bruce Austin	Susan Goodwin	Tom LeStrange	Lyn Smith
Chris Baum	Roger Gunther	John Murray	Frank Stepanik
John Baum	Mike Harrison	Mary Murray	Dan Suter
Desi Benet	Sue Harrison	Paul Osborne	Bill Wackerman
Lane Boughton	George Haynes	Mike Parthum	Allyn Wagner
Dave Chase	George Herschell	Rod Rodman	Bob Welch
Anne Faust	Harriette Hokenson	Art Salo	Barb Wild
Gene Faust	Leroy Hokenson	Doug Scribner	Dave Wild
Al Fink	Doug Jack	Jessica Seeley	Leon Zak
Ginny Fowler	Betty Langswager	Sean Seeley	

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### August 16 2012 Adjenda

**CALL TO ORDER (after 7:30 pm)**

**ACCEPTANCE OF THE JUNE MEETING MINUTES**

**OFFICERS AND COMMITTEE REPORTS**

**OLD BUSINESS**

- Spokes Opt-Out Program - Status
- FINAL listing of possible new meeting locations - Status

**NEW BUSINESS**

- Retirement of Philip Award

**ANNOUNCEMENTS & INFORMATION SHARING**

- Updates from members: Trips, Projects, etc.
- Cars & Parts for sale

**DOOR PRIZES & MEMBERSHIP DONATIONS DRAWING**

**ADJOURNMENT**

## MG Family Notes

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### Hokenson on Honor Flight

Member Leroy Hokenson, in May, was one of 47 World War II Veterans who participated in a Department of Defense sponsored Honor Flight to Washington, DC to visit memorials of veterans killed during wars that the United States has been involved. The trip was for 2 days and the participants visited the WW II Memorial, the Vietnam Memorial and the Marine Corps Monument. Leroy is a veteran of the US Army Air Corps and served from 1943 – 1946. During his time in the Air Corps he served overseas in the Philippine Islands that were a part of the Asiatic Pacific Theatre.

### **Fall Foliage Tour 2012 !**

**Sunday Oct. 7<sup>th</sup>**

**Meet at Perinton Square Mall 9:00 Between Starbucks & McDonalds**

**Corner of Rt. 31(Pittsfor Palmyra Rd.) & Rt. 250 (Moseley Rd.)**

**Depart 9:30 for 95 Mile Tour. Choice of 2 Rest stops.**

**Lunch at 1:00. The View from the Restaurant is Mesmerizing!**

**Lunch includes: Roast Beef, Roast Chicken, Whipped Potatoes, Chef's Salad, Pasta Primavera,**

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**Lunch is \$21/person and includes Tax and Gratuity.**

**If you would like to enjoy this special restaurant, Please send checks payable to MGCC**

**NO LATER THAN SEPT. 28th. to:**

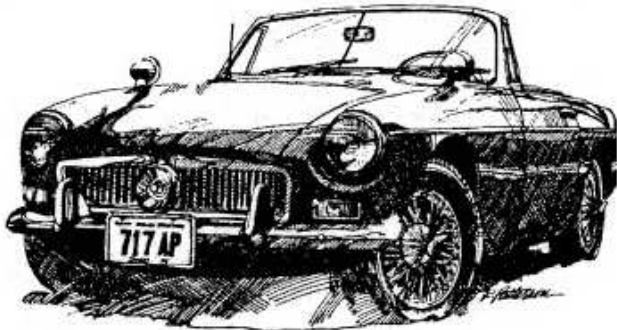
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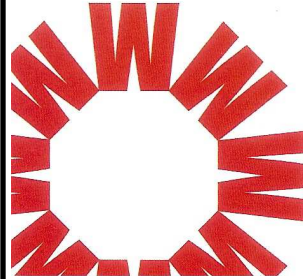
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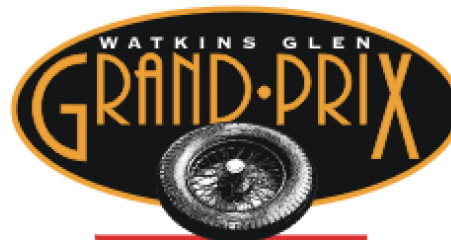
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Non-Ethanol If you know of more locations let the  
Editor know and we can add it.

Cook's Valero, 335 Westfall Rd. corner of East Henrietta Rd.

Cook's Valero, Avon, Rte. 39 approx 1 mile south of village

Cook's Valero, York, corner Rte. 63 & Rte. 36.

Pittsford Auto Service Center 58 Monroe Ave. (Rte. 31)

just south of the canal & RR crossing.

Sunoco station in Sodus Point 8463 Bay St, Sodus Point, NY

Valero southwest corner of Lake Ave & Denise Rd. has 89 & 91 octane

Thanks Rob Shrader & Brooks Schneider for the updates

### Alternate Meeting Location List

Webster Knights of Columbus: \$75/Month

- 70 Barrett Dr. Webster
  - (available 3<sup>rd</sup> Thurs, Bar)

Henrietta Moose Lodge: \$50/Month

- West Henrietta Rd
  - (available 4<sup>th</sup> Thurs, Bar (pre-purchase tickets for drinks), Handicapped accessible, Doesn't conflict with "Super Cruse" night at Silver Lake)

Town of Perinton – Fellows Rd Park, Perinton Park: \$75/Month

- Whitney Rd & Fellows Rd, Perinton
  - (Kitchen / Heat, No Bar) Park closes at ???

Log Cabin Restaurant: No charge for room

- 31f, Macedon NY
  - (available Thurs (3<sup>rd</sup> ?), seats 100+, Bar, handicapped accessible)

### Meeting Location Assessment

<u>METRIC</u>	<u>Pass/Fail Criteria</u>
– Location	distance from center
– Parking	100 cars
– Room Size	100 people
– Bar	yes/no
– Cost/month	< \$243 / month
– Safety/Security	Self-Assessment
– Available 3 <sup>rd</sup> Thursday	yes/no
– Handicap Accessible	yes/no
– Ambiance/Clean/Noise	Self-Assessment

### "Seneca Lodge Room Reservations"

Watkins Glen Weekend in September

Please contact Karen with questions either by email or in writing at the addresses listed

E-mail: [karencrows@hughes.net](mailto:karencrows@hughes.net)

Karen Salisbury

P.O. Box 37

Grindstone Island

Clayton, NY 13624

## He Started in an MG Carroll Shelby 1923-2012

By Dick Powers

By now most, if not all of you, know of the passing of Carroll Shelby. He had a stellar racing career and is famous for his Cobra and Mustangs. But getting there wasn't easy.

He was born in Leesburg, TX. His dad was a rural mail carrier. By 7, he was diagnosed with heart valve leakage problems and spent many childhood years bedridden. By his teens the condition improved, but this would eventually lead to his retirement from racing.

Shelby wanted to be an Aeronautical Engineer and was accepted into a program at the Georgia School of Technology. But the start of WWII changed all that and he enlisted in the US Army Air Corps where he was a flight instructor at Lackland Air Force Base.

After the war, he tried many things, including starting a dump truck business and being a chicken farmer. At first, the chicken farm was a success, but that venture soon failed due to disease of his flock of chickens. One thing that did carry over from his chicken farming days, were his striped bib overalls that he often wore at the track and raced in.

Shelby didn't start racing until he was 29. It all began in '52, when Ed Wilkins arrived at Shelby's place "***in a little ol' English car called an MG***" according to Shelby. It was a TC and by the spring, Shelby entered his first road race in that car, finishing 2<sup>nd</sup>. On May 2, he raced the TC at Caddo Mills, TX and finished 1<sup>st</sup>! He finished ahead of much more powerful cars including Jag XK 120's. Shelby proved he was a great racer by winning in that little TC. After that, others wanted him to race their cars that included Jags, a Cadillac-Allard, Porsche 550 Spyder, Masserati, Ferrari and Aston Martin.



Shelby had many national and international victories especially in cars owned by John Edgar. Possibly his greatest victory came at Le Mans in 1959 when he and co-driver, Roy Salvadori, won the 24 hour race in a works Aston Martin DBR 1. Due to his heart problems, he drove that race *with nitroglycerin pills under his tongue!*

Given his heart problems, Shelby retired from racing in 1960 and soon after, began his quest to build an American sports car that could challenge those from Europe. He had been an admirer of the AC Ace body and found out that its "Bristol" motor would no longer be available. He also knew that Ford wanted a sports car and had just developed a small-block V-8 that would fit the bill. Shelby proposed this to Charles Hurlock, owner of AC, and the Cobra was "born". The first Cobra was finished in '62 and much chassis development was required to make it the winning SCCA racer it was. An offshoot was the lovely Pete Brock designed, Ken Miles developed, Daytona Coupe. The coupe was 40 mph faster than the regular Cobra and in the hands of Gurney/Bondurant was clocked at 196 mph on the Mulsanne at Le Mans. The Coupe was the first American car to win the FIA World GT Championship in '65. While all this was going on, Shelby was asked by Ford to manage the GT-40 team. The cars were sent directly to Shelby's factory and after that, the GT-40 won Le Mans from '66-'69!



Along the way, Shelby was involved in some non-car endeavors. One was his Sky Mountain Lodge in Nevada; in the 70's he operated an African safari company, started the first World Chili Cookoff and marketed his own Carroll Shelby Original Texas Chili.

Shelby's heart condition deteriorated so much that he had a heart transplant in 1990. Shortly after that he established the Carroll Shelby Children's Foundation to help children who needed organ and tissue transplants and children with cardiac disorders. He also needed a kidney transplant in 1996 and received a kidney from his son.



At Amelia Island in March, I asked Bob Bondurant how Shelby was doing. He said not very well and from the look on his face, it wasn't a surprise when Shelby passed away on May 10. Still it was hard to believe, since I had talked to him just a year ago at the Shelby Museum in Boulder. Honestly, I was surprised that Shelby would take a few minutes to talk to olde me. When I met him, I was wearing an "MG/Collier Cup 1994" shirt. That may have caught his eye and after introducing myself, the first thing I said was that I knew he started racing in an MG and I was vintage racing an MGA. Possibly he thought back to '52 and that TC. We took a photo and talked about his Sky Mountain Lodge and I told him I still used Carroll Shelby Chili. He leaned over and said: "you know, I sold that company". We exchanged a few more words and as I started to leave, he moved his hand toward mine and bumped knuckles with olde me, a blessing to remember for a lifetime.

Carroll Shelby, flight instructor, chicken farmer, world class racer and car constructor, entrepreneur, chili connoisseur, friend to children in need and he started racing in an MG.



Left: Shelby in bib overalls

Below : Shelby &  
Roy Salvadori  
1959 LeMans Win



The author would like to thank Randy Cook for the photo of Shelby in the TC.

## ROAD TRIP - FROM THE “NAGIVATORS” SEAT

By Roger Gunther and Lyn Smith

---

Ohio's not too far, so Roger and I decided to attend GT-37, this year's MGA Registry Get-Together. Unfortunately, because of busy schedules, other A owners from our Club would not be attending. With hotel reservations and GT registration complete, it was time to start laying out our route. A visit to our local motor club informed us that we would have to make our own route map (their routes include toll roads and highways which we wanted to avoid). After many hours on an internet mapping site, we finally decided on our route.

We left Henrietta on Sunday to avoid weekday traffic on the first leg of the trip. Although it was very warm, it was not as hot as the previous week and the weather forecast called for sunny skies for the foreseeable future. With top down, we encountered only three detours (one poorly marked), travelled through tree-lined roads of Cuyahoga National Park and between acres of soybean and corn fields arriving in Dayton mid-afternoon Monday. We were told that the soybeans are used for diesel fuel.

Our host chapter, the Southern Ohio Centre MG Car Club, provided a week of activities and special events. The GT-37 booklet was especially well done with information on everything from schedules, detailed directions to all functions, a list of local attractions, shopping opportunities, restaurant listings and automotive needs. In addition to orientation, a newcomers meeting, and tech sessions, entertainment included a pizza party, funkhana, BBQ dinner and a Big Band Legends Concert.

Tuesday provided time for us to visit the National Museum of the United States Air Force. Roger's car, "Daisy" shown above, is pictured in front of the museum which houses over 300 aircraft and missiles, uniforms, military equipment and historical artifacts in 17 acres of indoor exhibition space. Each display was more spectacular than the last.

The main attraction, of course, was the car show. Carillon Historical Park along the Miami River is rich in history. The tree-lined streets of the park provided a spectacular venue for over 160 MGA's (1500's, 1600's, Twin Cams, MI II.s., Magnettes and variants).

Participants enjoyed the beautiful cars as well as historical buildings and displays that focus on Dayton's transportation, industrial and inventive history.

Ever wary of weather that would cause us to put the top up, we decided to return to NY a day early. All was well until we stopped to stretch near Columbus on Thursday. Amidst comments of "beautiful car" and "It must be fun to drive", Daisy refused to start. Long story – short, Roger narrowed the problem to the starter. By then the batteries needed to be replaced. Good 'ole AAA to the rescue and four hours later we were on our way again – still without a starter. Remember that thing called a crank? We can tell you that it still worked as long as the engine was cool. Otherwise, we parked on slopes when stopping at the "loo" in order to pop the clutch to start.

We almost made it without the top. Driving through the Cuyahoga National Park near Akron, we got a quick deluge, so up it went without the side curtains for the few miles to the hotel. Friday, however, was sunny again as we left the hotel. As the temps reached into the 90's, we beat the Southern Tier thunder storms returning to Henrietta.

Over all we travelled 1100 miles on 53 gallons of fuel and noted 14 different state license plates. Thanks to the recommendation of one of our MG Car Club members, we shipped our clothes to the Dayton hotel leaving us space in the boot for folding chairs and other essential items.

NAMGAR holds Get-Togethers annually at various locations across the US. Maybe another will be in close proximity in the future.

Roger Gunther and Lyn Smith

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**Portions of the Proceeds from UK Car Day will support local charities.**

## TECH NOTE Automotive Electrical Fuses -- British Vs American

By DOUG PELTON

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(Tim Engel's opinions - use at your own discretion)

British and American standards for rating electrical fuses are different. Both provide an Amp Rating" for very similar looking fuses, but the two ratings mean very different things. The US system rates the fuse based on the continuous load it can handle for a specified period of time w/o blowing, whilst the British system expresses the load at which the fuse will immediately blow.

That's a significant difference! As an example, the 35 Amp fuse called out for many 1950's! 60's! 70's vintage Britcars (Lotus Elan & Europa for sure) is roughly equivalent to a US-spec BUSS AGO 17 Amp fuse. Install a US 35 Amp fuse into your LBC fuse box and the wiring harness will melt down before the fuse blows.

DO NOT use a USA rated 35 amp fuse in your vintage British car!

The complete rating for the specified 35 amp Lucas fuse is '17 AMPS CONTINUOUS! 35 AMP SURGE"

Early British fuses were simply marked with the quick-blow rating, but later fuses are given two ratings in an effort to minimize the confusion. For instance, the 35 Amp fuse is often marked as 17 continuous! 35 blow", or simply 17/35. In that case, use the lower 'continuous" rating as the one to which you try to match an American BUSS fuse rating. Or, better yet, proper British fuses are available from your favorite independent Britcar! Lotus parts dealer. Purchase a supply and keep them in your Lotus' glove box.

**The comparison! substitution looks something like this ...**

<u>British Lucas Fuse</u>	<u>American BUSS Fuse</u>	
Fast Blow	Dual Rating	
50 amp 25/50 amp	- 25 amp	Continuous (AGO)
<b>35 amp 17/135 amp</b>	<b>-17 amp</b>	Alternate Opinion (SEE?)
30 amp 15/30 amp	-15 amp	25amp <b>SFE</b>
25 amp 12/25 amp	-12 amp	20 amp <b>SFE</b>
20 amp 10/20 amp	-10 amp	15 amp <b>SFE</b> (too short?)
15 amp 7.5/15 amp	- 8 amp	15 amp <b>SFE</b> (too short?)
10 amp 5/10 amp	- S amp	
S amp 2.5/S amp	-3 amp	
2 amp 1/2 amp	- 1 amp	

Unfortunately, there's no extra data marked on either the fuse body or on the package to tip-off the user that the ratings are different. It's very important that USA owners of British cars be aware of the issue and make wise choices when using USA fuses in them. The best choice is to make the effort to source proper British fuses for your LBC. In an emergency, the loose Rule of Thumb is to use a USA BUSS fuse with an Amp rating equal to no more than one half of the British Lucas fuse rating.





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## USA BUSS fuse terms:

**SFE fuses** are 'automotive' and rated to interrupt only 32 volts. Their length depends on their current rating, ranging from 5/8" for aSFE-4, to 1-7/16" for a SFE-30 (lower amperage = shorter and higher amperage = longer). So, size- wise, sometimes higher amp rating SEE fuse will work in place of an "AGO" or an "AGA" ... or a Lucas fuse. Regardless of physical size, an SEE will always blow more quickly than a current AG\_ (or older AG) that has a similar Amp rating.

**AGC fuses** are "General Purpose". They are always 1/4" Dia X 1-1/4" long. They're available in 250V ratings to 10 amps, and up to 32V ratings to 30 amps. AGO fuses are approximately the same length as British fuses, and will fit in the Lucas fuse holder. An AGC-20 is the same length as an SFE-20 ... they are pretty much interchangeable.

Both AGO and SFE are "fast acting", but according to BUSS charts, the SEE is faster. An AGC-20 is rated to carry 27 amps for up to 60 minutes, while an SFE-20 will blow in under 2 minutes. However, the 60 minutes is given as a maximum, while the 2 minutes is apparently typical, so that may not be an accurate comparison. Without getting too lost in the details, the basic idea is that an SEE will blow faster than an AGO, and will better protect your LBC's vintage wiring.

If you are going to use BUSS fuses in your LBC, then when availability and length permits, use SFE fuses as your first choice. When you must use AGC fuses, shop for the 32 volt rated versions first, but the 250 volt AGC fuses will "work". SEE fuses in lower Amp ratings will be shorter than the Lucas fuses and may not fit the Lucas fuse box properly, so use common sense.

Currently BUSS AG fuses are available in different lengths, denoted as AGA, AGB and AGC. They are all available in the same voltage and current ratings, the difference being in the lengths. AGA is the shortest, and lengths become longer as they progress from A through C.

Previously, the AG fuses were differentiated on a number scale, 1AG, 2AG and 3AG. The older "3AG" fuses are the same as the modern, common "AGC" fuses.

Similarly: 1 AG = AGA and 2AG = AGB

I don't believe stores or catalogs list "3AG" or "1 AG" fuses anymore; they just list the current designation "AGC" or "AGA" now.

USA fuse styles (The difference between them is their length) Current - - OLD designation (no longer sold)

AGA - - - -1AG

AGB - - - -2AG

AGO - - - -3AG (1/4" Dia x 1-1/4", fit Lucas fuse holder) SFE - - - -

--- THANKS TO DOUG PELTON FOR THIS ARTICLE

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7/12

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5/12

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5/12

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0512

**FOR SALE:** MGA Parts:

A long time member of the Rochester MG Club is selling (sale will be May 17 to 19) his many many MGA parts. The number of parts is too many to mention but include to date: Many MGA books and manuals, MGA 1500 high compression motor on stand (#15GB-U-H-46082), engine blocks, new exhaust pipes, starters (new and reconditioned), five wire wheels and tires, two good pair of bucket seats, pair of bucket seats to recover, grill, winged wheel nuts, four radiators, two reconditioned gas tank, convertible top, convertible top frame, assorted window and door panels for convertible and coupe, door parts, complete windshield, fuel pumps, lamps, lights, gas petal covers new and used, bumper, bumper parts, positive ground car radio, carpet and seat parts, head rest, distributor caps, exhaust system accessories, multiple switches, rearview mirror, lead substitute (many cases), many quarts of Dot 5 Cartel silicone brake fluid, tire tubes, SU reconditioned carburetor, SU car-

buretor tuning tools, cooling fans, clutch, exhaust manifold, luggage rack straps, weather stripping, aluminum door sills, hydraulic swing arm shock absorbers, MG and MGA emblems and badges, many new and used electronic parts, and many more.

Additionally there is a coupe listed for \$14,000. Additionally we will be listing the three chasis, one body and multiple body parts with an engine block.

Pictures and any updates will be posted on the <http://www.estatesales.net/estate-sales/273192.aspx>. 0512

**Store your car, boat, or RV** for the winter. Put it in storage before November 30, 2011 and take it out of storage before May 31, 2012. I charge \$15/foot with a minimum charge of \$225 for the season, equivalent to a 15 foot long item. Discount for MGCC members. Storage facility is a pole barn with a cement floor and 12 foot high doors. Unheated storage space, dry, protected from the elements, and locked. You are responsible for your own winterizing and insurance. I must also collect 8% sales tax as well.

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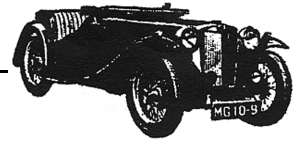
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# Bury Me in an Old Mowog Parts Box

By Jay Lockrow



Oh the joys of owning a Vintage Sports Car. Easter Sunday I decided to take Cecil out for a little spin and give him some exercise. I fired him up and pulled him out of the garage. I let him warm up for a few minutes while I closed the garage door. Car ran just fine. I decide to take my usual run over to the County Park and back a total of seven miles. It's a nice run with just two stops and very nice long straight with a sweeping bend if I really want to get on it, and then a dip with and S bend all of which are great fun. At the park there is a huge parking lot where I make a turn around and repeat the process in reverse. That Easter morning the car was running fine and I started up the road. I got about a mile and a half or possibly two miles and all hell broke loose. There was a loud knock knock in the engine so I quick checked the oil pressure and at the same time shut things down. Believe it or not I had 60lbs. Of pressure when I shut down but I thought something might be hitting the far or something of the sort. Lifting the bonnet I found nothing but luckily I was in front of a friend's house that also has a MG midget. He and several neighbors came over and asked "What is the problem?" Making expensive noises I said and he went and got his pickup and in short order I was back home. After dinner I went out and ran a compression test on all cylinders. Number #1 was 40lb; numbers #2, #3, and #4 were all around 120lb. Easter Monday and off came the cylinder head and lo and behold we discovered a small 1/8inch steel bearing on top of #1 piston. It had hammered the top of the piston down so the ring was locked and would not move which caused the loss of compression. Out came the engine and over to the rebuild shop the following Friday. (Fortunately it is only about five minutes away.)

After about two weeks (They are right in the middle of the busy season) they finally called. What kind of stabilizer are you using? I told them I use Sta-Bil and another new latest and greatest. Anyway the engine is full of glue like substance that they tell me is the result of ethanol that our illustrious government pushes on us and tells us is great for our cars and increases mileage. I don't know but it also had burned the thrust sides of all four pistons to the point where I need four new pistons. Why this has happened he didn't know but he said it definitely was the fault of ethanol. He, and everyone else, hasn't any idea where the 1/8inch steel ball bearing came from. It either had to go through a sparkplug hole or through the air intake of the SU carburetors. It is way too big to go through the fuel system. Either someone left it there when the engine was built in 1994 or got in there in some unexplainable way. I have no idea but it is a total mystery where this thing came from. This engine, in the eighteen years since it was rebuilt had around 7000 miles on it. At 300 to 400 miles a year it takes a while to build up 7000 miles. This engine should have lasted the rest of my days but I guess I was wrong. The engine at this moment is still at the engine shop. About two weeks ago, May 17, they called and told me all the bad news and wanted a deposit so they could order parts. At that time I asked him what the timeline was for the job and he said at least three weeks as we are that far behind. So I'm hoping to get it back in another week or so. Shortly after that they called and said "We have a problem!" Really just what I wanted to hear. Anyway the old cam was gone the last rebuild used flat bottom lifters instead of convex and wore out the camshaft. So now we need a new camshaft.

At nine weeks I finally got the engine back. I proceeded to put it back in the car which took about two days. I used to swap engines in a day but no longer. After it was installed we worked on getting the oil pressure up and after a few tries we managed this. When we tried to start it nothing happened. Checking several things I discovered the valve timing was off. So believe it or not, out came the engine again and back to the engine shop. I called the shop and said "We have a problem!" After a week I got it back and I spent Sunday July 8 putting the engine back in. Over the last few days when I have had a few hours I have worked on reinstalling the engine. This afternoon July 11 I got the oil pressure up and after spilling about a quart of oil on the floor I finally succeeded. Now for the big event. I put in the sparking plugs, held the choke open and pulled the starter. Third try it came to life so TC7440 is back in business. I still have a few days work but the worst is over. I have to finish installing the exhaust system, tune and balance the carburetors, fix the tachometer drive and lots of little such bits. After ten or so weeks my garage is a shambles and the car needs a clean sweep down fore and aft. Maybe I'll even get a chance to drive the old bucket this season; we still have about half left.

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 8 Mary IsseIhard  
 8 Penny Schroeder  
 9 Jeffrey Kath  
 11 Karen Salisbury  
 14 Elaine Hess  
 14 Marlene Rzepkowski  
 16 Wendy Pohlman  
 17 Patti Schulz  
 19 Gail Schipper  
 21 Ken Heusler  
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 23 William Dexter  
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 29 Joe Tierno  
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 2 Vivienne Rizzo  
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 5 Gary Newman  
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**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 31<sup>st</sup>.

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Other hobbies, etc. \_\_\_\_\_

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For the Latest information visit our Web site [mgcarclub.com](http://mgcarclub.com)

<b>January</b>  5 Board Meeting 19 MGCC Meeting 22 Wine & Cheese / Valve Cover Races	<b>February</b>  16 MGCC Meeting TBD Bowling Party	<b>March</b>  1 Board Meeting 8-11 Amelia Island Concours 15 MGCC Meeting 25 Steak Roast & Auction	<b>April</b>  19 MGCC Meeting/ Basket Auction 20-21 Kimber Festival 22 Swing into Spring
<b>May</b>  3 Board Meeting 5 Tune-up clinic 13 Beer Tasting Party 17 MGCC Meeting 17-20 Carlisle	<b>June</b>  3 MGCC Picnic Powdermill 6-10 NAMGBR MG 2012 21 MGCC Meeting 28 Great Race Fairport	<b>July</b>  3 Board Meeting 9-13 NAMGAR GT 37 19 MGCC Meeting 22 Pulteyville Homecoming 29 Multi Club Picnic TBD Ice Cream Rally	<b>August</b>  4 Garlic Festival 5 GVAC Car Show 16 MGCC Meeting 26 UK Car Day TBD Niagara on lake Show
<b>September</b>  6 Board Meeting 7-9 Watkins Glen 14-16 Brit Invasion Stowe 16 Bronte British Show 18 (Tues) MGCC Meeting	<b>October</b>  7 Fall Foliage Tour 18 MGCC Meeting TBD Garage Tour	<b>November</b>  1 Board meeting 4 Yacht Club Brunch 15 MGCC Meeting	<b>December</b>  TBD Holiday Party  No Meeting

Next Meeting  
August 16 2012 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, New York

