

Spokes

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George Haynes and Bert Patenall with TC1639

MG CAR CLUB WESTERN NEW YORK CENTRE

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Website: <https://mgcarclub.com>

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

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COVER:

George Haynes and Bert Patenall with TC1639 at the MGCC WNY's 30th Anniversary. (see article)

SUBMISSIONS ARE WELCOME

Deadline: One week and a day after a general meeting. Contact the editor for additional information. Send all correspondence and material via email to spokes@mgcarclub.com.

MEETINGS – Held the third Thursday of each month, except December, at the American Legion, 260 Middle Rd., Henrietta, NY 14467. Board Meetings are held in odd-numbered months and are open to all members. Contact the chairman regarding the scheduling of the next board meeting and to request your item to be added to the agenda, for either the general meeting or Board meeting.

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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 displayed in the meeting room at the American Legion in Henrietta where we hold our regular meetings. A 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.



MGCC STEAK ROAST & AUCTION

JUNE 4, 2023
Sunday 12-6pm

American Legion Hall

**260 Middle Road
Henrietta**

This year the dinner
and cooking will be
taken care of by the
American Legion, and
we will host the auction.



For the **AUCTION**
please bring any auto
or auto related items
that are in good
usable condition that
can be auctioned. This is
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always lots of fun.

DINNER includes a 10 oz NY Strip STEAK,
or Split CHICKEN Breast, Garden Salad,
Mac Salad, Corn on the Cob,
Coffee, Tea, and Desert



CONTACT Dave Kray to sign up or for more information:
Dkray1@aol.com

Pay on Club website (mgclub.com) or
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MG's Corner

By Spokes editor, Michael Goodwin

During the last week or two, now that the Rochester area weather has become most accommodating, many of us have been out driving our cars, enjoying loads of lovely top-down weather, attending club events, cruise nights and impromptu drives. Susan and I have been travelling a bit, though not in the MG, whose fuel pump is on the fritz (and will be replaced as soon as I have a minute!). No, from Tuesday the 23rd through Wednesday the 31st (a mere 8 days) we've made a mad dash drive to Florida for some family business and a quick visit, stopping off to climb the not-so-challenging high points of Kentucky, Alabama and Florida *en route* (our 29th, 30th, and 31st state high points!), and visited more family in the Atlanta area (taking in a visit to the Savoy Auto Museum in Cartersville, GA while we were nearby). It has been



No, Susan. You're allowed to sit in it, but you can't drive it home!

another mad dash to get home and get *Spokes* out on time this month, but we've pulled it off again with the great efforts of all the contributors.

We're continuing our series of article on MG TCs (with three more this month - thanks!), and have a couple of other feature articles on brake fluid and \$40 cars (cheap, even at the time!). Of course, other pages are filled with flyers, reports and photos of all the goings-on!



Our toes atop Kentucky's highest point – Black Mountain

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SPECIALTY AUTOMOTIVE PARTS SINCE 1948

Chairman's Corner

By George Heissenberger

Hello and welcome to June! I want to take a minute and thank Leon Zak for putting on the Sharing Lunch with Cars event May 7 and Paul Osborne for germinating the idea when he suggested he would like to drive another member's MGA to compare with his own. It was a great chance to drive other members' cars and get a feel for how your own car compares, as well as that car you may have always admired but wondered how it



MGs and others lined up in Churchville Park

drove. I left the hardtop on so others could see how it felt with the factory hardtop on, and had a chance to drive other MGs, a TF and a Jensen Healey. I wanted to drive an MGA or two or maybe Joe's Midget, but I stopped to eat a delicious Zweigles hot dog and some brownies brought by one of our new members. Speaking of new members, we are at 140 members plus significant others and kids so thanks for your membership! I saw a lot of new faces at the Churchville Park event, and it was nice to meet you. Only complaint I heard was there were no bathrooms at this shelter but hey, there were a lot of trees in the woods, so that worked, for the guys at least. I heard there were supposed to be bathrooms in another part of the park anyway.

Another thanks for the Cars and Coffee at Freestyle Mercantile in Mumford put on by Mike Robinson on the same day May 7 after a rainout the Sunday before. Several members caravanned from the Cars and Coffee in Mumford to Churchville Park for the driving event. Remember, the last Sunday each month is Cars and Coffee in Mumford.

And one more thank you to Hollis Hames for putting on the tech session at Edison Tech May 14. It was a great opportunity for club members to work on their cars with an expert for advice nearby or lending a hand. I hear a lot of cars changed their rear diff oil at this session so that must be a thing. As long as my MGB rear diff leaks I assume it has oil. If it stops leaking I fill it. Lots of positive comments all around for the tech session. Thanks also to Jeff and Sue Kath for organizing the tour and overnight to Hammondsport on May 20! Wow lots going on in May! Other events coming up will have happened by the time you read this like the Sodus Apple Blossom Fly-in Breakfast and Lima Engine Show.

We have lots more events coming up in June including the Steak roast at the American Legion, Cars and Coffee and several car shows going on Father's Day, including the Euro Car day in Lafayette, Sonnenberg Gardens, and the Summit of Brighton Senior home offering a Steak dinner. And of course, the Cars and Coffee June 25 in Mumford. I hope to see you and your Little British Cars sometime this summer!

Safety Fast!

George



Minutes for MGCC Meeting – May 18, 2023

By Mike Robinson, filling in for absent Secretary Dan Suter (photos by A. Tescione)



Chairman George Heissenberger opened our April meeting with a call to order at 7:30PM.

The April minutes were approved.

Moment of Silence called for Ken Heusler.

New members: George and Paula Barbari from the Buffalo area, Dave Livingstone from Eden NY 1948 MGTC, Tom Yoki 1970 MGB GT

Birthdays & Anniversaries:

Joe & Patti Bellizia 26th Anniversary,
Mike and Sue Goodwin 46th Anniversary,
Bob and Georgean Abel 62nd anniversary,
Bill and Cheryl Baldwin 58th anniversary,
Ken and Christine Barlow 26th Anniversary,
Dave & Denise Livingstone 39th anniversary

Treasurer Report: Todd was absent, but George reported paid membership is 141 and bank balance is just north of 6,000. Printed membership should be available next month (June)

Activities: Dave Kray

Past Events:

- Swing into Spring. Hosted by Dick and Bethel Powers. Frank DeMarco was the lone MG driver. 45 members present, and food was good and all the cake was eaten.
- Lunch and Cars Picnic – May 7 at Churchville Park. Hosted by Leon Zak. It was well received by all present. It's hoped to be done again next year.
- Tune-Up Clinic May 13 at Edison Tech. Hosted by Hollis Hames. Well received. Donuts and coffee were great. 17 cars present, 20 people. Lifts were shared and lots of people helping people. Lots of good fun and comradery

Upcoming:

- Run to Hammondsport May 20-21, including optional overnight. Jeff and Sue Kath hosting. We will have lunch at Bully Hill Winery, then wine tasting. After you are on your own to explore. You can visit Curtiss historic aircraft museum or the local boating museum. Dinner will be at
- Lima Engine Show the 20th. Possible option if you're not going to Hammondsport.



- Cars and Coffee May 28th 9:00 AM to 12:00, Freestyle Mercantile in Mumford
- June 4th. Steak Roast and Auction. Bring good usable auto related items. Cost is \$12 per person for steak or chicken. Sign-up sheet at the meeting. If signing up by email indicate number attending and choice of steak or chicken.
- Triumph Club is going a trip to the Pierce Arrow Museum. No firm date yet. If interested contact Chris Holiday from the Triumph Club or Dave Kray.

Regalia: Joe B. Items present at meeting. Hats, shirts, coats. Mugs and magnets, patches, etc.

Car Show: Progressing along. Handouts and posters are done and available. Grab a handful and start passing them out. Joe will replenish the supply every month. Advertisers are requested if you know someone that would like to sponsor the show. Volunteers are also needed if you have not yet signed up to be a volunteer. All the handouts and posters are available as a pdf for electronic distribution.



Founding members Betty and Gil Langswager with Frank Stepanik

Euro Car show in Syracuse. This is the 24th year and will be Father's Day weekend June 18th. Online registration cutoff is June 13th. Show is located in Lafayette, at the Apple Festival grounds on US 20. Food trucks will be available. There is a regular show and a Concourse De Elegance.

Spokes - Mike Goodwin – **Spokes** is alive and well. Mike thanked all who sent in articles. Deadline is one week from Friday the 19th. Mike reminded his last time as editor is December of this year.

Watkins Glen: Dave Wild - Nothing new this month. Ken stated rooms are all set for the Lodge.

Librarian: Paul Osborne - Library is there and available.

Website: Leon - not present but all is running well on the website.

Old Business: None

New Business:

- Al Fink - Oil for our cars. Quaker State Rotella will work.
- Mike Goodwin - Nova Scotia Road Trip- It will not be in September. Tentative is August 3rd departure. 3 weeks on the road. 2,000 plus miles of driving. If interested talk to Leon or Mike Goodwin.



Announcements: None at this time

Member Projects:

- Joe B Midget Turn signal issues is traced to the alternator.
- Did not get member's name but his MGB on blocks for 45 years has turned out to be too good to be true. The engine is tight and will not turn over.

Cars and Parts: Naomi Wadsworth mentioned Jeff Todd's MGA and his Dad's TD are for sale. She also mentioned a TF 1800 (!) for sale. Contact Naomi if interested

Motion to adjourn at 8:31.

MR

Attendance for MGCC Meeting – May 18, 2023

- | | | |
|-------------------------|------------------------|--------------------|
| 1. George Heissenberger | 17. Mike Robinson | 34. Celeste Kray |
| 2. Bob Abels | 18. Paul Osborne | 35. Bob Welch |
| 3. Jeff Kath | 19. Hassan Gillani | 36. Notch Miyake |
| 4. Dennis Illig | 20. Dick Rzepkowski | 37. Ken Barlow |
| 5. Robin Illig | 21. Annabelle Tescione | 38. Tom Yoki |
| 6. Al Wagner | 22. Barb Wild | 39. Joe Pagano |
| 7. Paul Stella | 23. Dave Wild | 40. Al Fink |
| 8. Rob Schrader | 24. Frank DeMarzo | 41. Tim Tracey |
| 9. Naomi Wadsworth | 25. Eric Mehserle | 42. Susan Goodwin |
| 10. Bill Baldwin | 26. Don McConnell | 43. Mike Goodwin |
| 11. Cheryl Baldwin | 27. Frank Gardnier | 44. Karl Burkhardt |
| 12. Betty Langswager | 28. Bethel Powers | 45. Dann Valenzia |
| 13. Gil Langswager | 29. Dick Powers | 46. Paula Barbari |
| 14. Al Costich | 30. Chris Pascuzzo | 47. George Barbari |
| 15. Ted Hershey | 31. Joe Bellizia | |
| 16. David Livingstone | 32. Frank Stepanik | |
| | 33. Dave Kray | |

MR

Club Events

From Dave Kray, Activities Coordinator

- June

- **Cruisin Night & Saturday Car Show – Friday & Saturday June 2nd & 3rd**, Geneva, info@genevanybid.com for more info.
- **Steak Roast / Auction – Sunday June 4th, 12:00**, at the American Legion. The Board has agreed to subsidize \$7.00 of each club members meal, keeping the cost of the dinner at a low \$12.00. \$12.00 per person gets a 10 oz NY strip steak or Split chicken breast, Garden salad, Mac salad, Corn on the Cob, Coffee, Tea, and desert. Steaks served at 1:00.
Auction following immediately after. Please bring automotive or auto related items for auction that are usable (no cleaning out the garage of junk). The auction proceeds go directly to the club. Pay on the club website (mgcarclub.com) or mail check to Dave Kray 3740 Lacrosse Cir Canandaigua, NY 14424
- **Car Tour & Show – Saturday June 10th, 11:30 – 5:00**, Downtown Canandaigua. For more information (585) 396-0300
bidevents@downtowncanandaiuga.com
- **Bristol Cruise-in**, Sunday June 11th, 11:00, Levi Corser Park, 6740 County Rd 32, Bristol Center. Contact Al Favro at scfavro@gmail.com or call (585) 657-7962 or (585) 429-2993 for more info.
- **EuroCar 2023**, Sunday June 18th from 9:00 – 3:00, LaFayette Apple Festival Grounds, Corner route 20 & Rowland Rd, Lafayette, NY. Pre-register at <https://europeanmotorclub.com/index.php/eurocar-application/>
- **Cars & Coffee – June 25th, 9am – noon**



(see full-size flyer on page 4!)

As always, the Event Calendar on the website is up to date and is the last word on events, dates and times.

DK

Safety  Fast

Swing into Spring 19

By Dick Powers (MG photo by Dave Kray, other by R. Powers)

On Sunday April 30, forty-five hearty MGCC folks and one MGB braved what had to be the worst weather we've ever had for a Swing into Spring event. No matter how hard she tried, Mother Nature couldn't dampen the spirits of those who attended. As usual, there were lots of great conversations during the Happy Hour and dinner. Food and drink were OK too.

An event like this doesn't happen by itself and Bethel and I want to thank **Annabelle Tescione** for again making that wonderful flyer and art that adorned our dessert cake. Also, thanks to **Dave and Celeste Kray** for helping with registration and making all those colorful individual name/food placement cards. The Mulconry's wait staff said it made their job much easier. And thank you to my grandson **Andrew Wilson** (he and his family are members of our MGCC) for greeting all who attended and making sure you received your correct food selection card.

And then there was that **lonely MGB** in the rain. A Big Thank You to **Frank DeMarzo** for driving his B and keeping the MG marque on show at this event! RP



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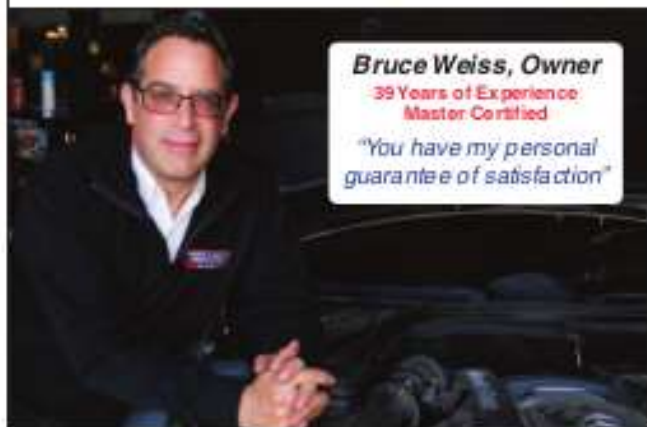


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The \$40 Cars

By Doug Scribner

1953 Chevrolet

My friend Paul bought a new rifle, a single-shot .222 caliber. He had researched the technical aspects, things like muzzle velocity, range and accuracy before choosing this particular gun, and he was anxious to try it out. I went with him in his mother's Ford Falcon out to the swamps of Bergen to do some target shooting. This was a desolate wilderness area, far enough away from civilization to ensure we wouldn't bother anyone. If anybody asked, we were hunting Naugas (for their hides, of course).

After exploding a few cattails, we were heading home through Greece and came to a stop light. I looked over at a "used car lot" on the corner; a dirt lot with a small camping trailer for an "office" and a half-dozen cars. Right in front was a 1953 Chevrolet with a \$40 sign in the windshield. Forty dollars? Are you kidding? Even I had forty dollars.

"Let's check it out."

Mr. Smarmy came out of the trailer with an unlit cigar in his mouth.

"You boys interested in this beauty?" Well, it looked like it had normal wear and tear for an eight-year-old car. It started right up. It had a 3-speed column shift, "three on the tree." He drove



it forward, stopped, drove it backward, stopped; the lights worked, the horn worked. "Well?" I traded \$40. for the registration, he came up with a piece of clothesline or something to "tow" it with, and we headed off to my house.

Most of the way there I got bored. Paul was driving too slow. I tapped the brakes, snapped the "rope" – Twang! – hit second gear- Wwaaah! – passed Paul, and had fun driving the rest of the way home.

"It followed me home, Mum, can I keep it?" The answer was always "No."

My father put an ad in *Kodakery* (Kodak's weekly newspaper) for me, and a week later the car was gone, and I was \$75.00 richer. Hmm...this could be habit forming.

1948 Plymouth

My friend Lee owned a parking lot on Clinton Avenue, across from the YWCA. He let me run it on occasional Saturdays when he had something else to do. My "pay" was whatever money I took in. It was usually pretty quiet, so I'd pass the time reading magazines, waxing my car or just soaking up some rays. Young ladies would come to the "big city" from places like Elmira, excited to start life on their own. They'd stay at the 'Y' for a few days while they did job interviews and found a place to live. I'd give the attractive ones the "grand tour" of the city, pointing out department stores, restaurants, movie theaters, Highland Park..."We're parked near some of my



The \$40 Cars

(continued from previous page)

favorite trees...of course, you can't see them in the dark...and now the windows are all steamed up..."

One day, an old man pulled into the lot in a 1948



Plymouth. "It won't shift," he said, "can I leave it here?" I said, yes, but he'd have to pay the appropriate rate.

"Can't afford it."

"Let's have a look." I opened the hood, saw a bunch of convoluted metal rods at the base of the firewall, not connected to each other; moving some caused the column shift lever to flop around, the other rods seemed to go to the transmission and were hard to move.

"There's your problem."

"Can't afford to get it fixed. Want to buy it?"

I was already thinking 'Winter Car'. "How much?"

"\$100.00?"

"Too much."

"Ok, \$50.00."

"Let me see." I checked my wallet. "I can give you \$40.00"

"Ok." He took a handful of stuff out of the glove compartment, gave me the registration and walked to the bus stop.

The car was stuck in second gear, good enough to go one or two miles to a dealership at the

beginning of Monroe Avenue where mechanics had worked on these cars from new and they had the necessary parts in stock. A handful of rubber bushings and some hardware, less than an hour and maybe \$15.00 later. the car shifted smooth as silk.

This thing was built like a tank, but probably from recycled war surplus steel. You could straighten nails on the fenders, but the footwells were rusted away. It was like a four-pane glass-bottom boat; pretty distracting to see the road passing beneath your feet as you drove along. Some pieces of plywood and two or three layers of horsehair carpet pad made it nice and cozy inside. There was no back seat. The front seat, like a small sofa, seemed to be securely enough anchored to what was left of the floor. I put some extra weight in the trunk, and cheap snow tires on all four wheels (remember recaps?). The heater was good, and I think it even had a radio. Yes: Winter Car!

I fitted a block heater because it had to be parked outside. Carried a shovel, some chain and a roll of plaster screen for emergency traction. And that old Plymouth got me through five months of a "normal" Rochester winter (snow almost every day).

Commuting into the city from Webster one day in late March, the engine developed a knocking sound. I stopped at Sam's Sonoco on St. Paul Street.

Sam knew the most about American cars, "Sounds like a rod broke. Don't shut it off here." I drove it over to Lee's parking lot, put it in the back and left him the keys and registration, "Keep whatever you can get for it."

A week or two later the Plymouth was gone.

"You sold it?"

"Yes."

"How much did you get for it?"

"Forty Dollars."

The \$40 Cars

(continued from previous page)

Volvo PV544



I started racing with the Sports Car Club of America at a time when you could drive to the track, race, and drive home. Cars needed a minimum of special equipment: roll bar, fire extinguisher and aircraft-pilot style “competition” seat belt. You put numbers on the sides with sticky paper or tape and some tape on the headlights to keep the broken glass from hitting the ground if somebody did something stupid in front of you.

My first real race car was a 997 cc Austin Mini, a slow car in the slowest class, but it was all I could afford. No matter. It was thrilling to drive as fast as the car could go, competing with other

drivers, and not have to watch the mirror for cops. Of course, I wanted to go faster. One thing the rules allowed was a change of carburetors. If I could fit big 1-1/2” SU’s in place of my small 1-1/4” SU’s it should give me a couple of extra horsepower. The H4 carbs I wanted were commonly fitted to early Austin Healeys, MGTF, some MGAs and some early Volvos, but pairs were scarce and expensive. One day I answered an ad for an early-sixties Volvo sedan. It was cheap because it wasn’t registered, and the owner was told it had to go before he could get his apartment security deposit back. I opened the hood, verified it had the carbs I wanted, and offered him \$40.00 for it. He took it because it was the last day before his “move out” deadline. He gave me the registration and went back to his apartment. I got out my tools and had the whole manifold/carb assembly off in no time. I closed the hood and was getting ready to leave when he came back out.

“What are you doing?”

“Leaving. I’m done.”

“What??? Wait!!! What about the car??” He was getting aggravated.

“It’s yours. I left the registration on the seat. Thank you!!”

I didn’t stick around to watch him implode.

Alfa Romeo GTA Jr.



It was a quiet winter morning, the kind we used to get fifty-five years ago. Snow was still coming down, as it had all night, accumulating to a foot or more. I got a call from a woman who heard that I was into small foreign cars, and she had an early 1960s Alfa Romeo she wanted to sell for best offer.

“Where is it? I’d like to see it.”

“But you can’t go out in this weather.”

“No problem. I have a Land Rover.”

“Oh.”

The \$40 Cars

(continued from previous page)

None of the secondary streets had been plowed, and the main roads, though plowed once or twice overnight, were still deep with snow.

I love driving in these conditions: an unplowed, open road ahead and a huge plume of swirling powder behind...and quiet...a pioneer adventure, making tracks for others to follow, though usually with no other traffic.

The address the woman gave me was one of those big old mansions on Plymouth Avenue that had been converted to apartments. The house was vacant, and the driveway looked like it hadn't been cleared all winter. The snow was knee deep; I couldn't walk it, but it was no problem for the Land Rover. Behind the house was a lump in the snow that had to be the car. I drove back and forth next to it a few times to make standing room, got out my shovel and started digging. I got a door open; the interior was tidy, and all the glass was intact—the vandals hadn't gotten to it yet. Some more digging and I got the hood open. Inside the radiator was solid ice, could be a problem. This was actually a pretty sophisticated machine, with double-overhead cam 1300 cc engine, Weber carburetor and radial tires. I had never paid much attention to these cars because I thought they were overpriced. Even this "entry level" model cost twice as much as a Volkswagen.

If I was going to acquire this car, it had to be with O.P.M. (Other People's Money) as I was broke at the time. I went home and called my friend George Haynes. I thought with his connections, particularly through the Xerox Auto Club. He might know someone who would want this car. He called back with an offer of \$75.00. I called the woman and told her the most I could give her was \$40.00. She said okay. I called George and we arranged to meet on Jefferson Road at the Xerox plant (now Harris). I went back to the Alfa and did some more digging to find frame-solid attachment for my tow chain. The snow was still deep enough to create a constant drag on the car and keep the chain taut. Even Jefferson Road was one pair of ruts in each direction. George and a couple of guys were there. I left them the car and drove to the woman's apartment on Culver Road, gave her \$40.00, picked up the registration and keys and drove back to the Xerox plant. They already had the radiator thawed out with a Bernz-O-Matic torch. George told me later they got it running and everybody was happy.

Someone said, "That's an awful lot of work and running around for a lousy \$35.00 profit." Well, yeah, but remember this was over 50 years ago when that \$35.00 was worth the equivalent of \$350.00 today. So, yes, it was worthwhile.

DS



Honoring Phyllis Wagner



Some of the MG crowd enjoying ice cream with the Wagner family at Papa Jack's after Phyllis Wagner's memorial service. It was a favorite spot of hers so a fitting tribute in her honor on a gloriously sunny day.



2nd Annual

Marion Car Show & Swap Meet

Marion Town Park, 4072 Park Drive, Marion, NY 14505

Follow Car Show Signs on Route 21

Brought to you by



Saturday, August 19, 2023 Rain or Shine

Registration 8:00-noon Award presentation approx. 3:30 pm

We would like to introduce our Title Sponsor → → →

B&C Auto Restoration & Paint, located in Ontario, has been in business since 2005. Bill, Trish and their staff of restoration experts restore and build world class vehicles for their customers.



**** This show is all inclusive and open to everyone — all makes, models and years are welcome to attend ****

- ◆ Dash Plaques to the first 200 registered vehicle entries
- ◆ Trophies to the Top 30 Club Favorites plus Specialty Awards
- ◆ 50/50 Raffle
- ◆ DJ Bobby Rocker will entertain you
- ◆ All vehicles must be driven on & off the show field
- ◆ Plenty of truck/trailer parking

Food by:

- ◆ Breakfast served from 8-11 am by the Palmyra Fire Auxiliary (breakfast sandwiches, bagels, coffee & OJ)
- ◆ Marion Sons of the American Legion (hots, hamburgers, cheeseburgers, chips, pop & candy)
- ◆ Retro Taco — food truck
- ◆ Smoke 'N Griddle — food truck
- ◆ Dar's Delights — Ice Cream

A portion of the proceeds will benefit Wayne Technical & Career Center Automotive Technology Class

For more information, call 585-330-2417 or email: gonecruisincarclub@rochester.rr.com

Return to & checks payable to: Gone Cruisin' Car Club, 1945 Route 21 N, Palmyra, NY 14522

<input type="radio"/> CAR SHOW Pre-Reg Deadline 8/5/23 \$15.00 Day of Show \$20.00 Email _____ Phone _____ Name _____ Address _____ City, State, Zip _____ Year _____ Make _____ Model _____	<input type="radio"/> SWAP MEET 15x30 space Pre-Reg —Deadline 8/5/23 \$20.00 # of spaces _____ x \$20.00/space = \$ _____ Day of Event - \$30 per space If you are getting multiple spaces, please specify side by side or head to toe Email _____ Phone _____ Name _____ Address _____ City, State, Zip _____ Opens for entry & set up at 6:00 am and must be on the field by 8:30 am
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WAIVER OF LIABILITY: I hereby release, discharge and hold harmless the Town of Marion, the Gone Cruisin' Car Club, the show staff and anyone else connected with this show from any and all known or unknown damages, injuries, losses, and liability from any cause whatsoever, inclusive. All vendors, participants and spectators agree to abide by the show rules and regulations and the park's rules and regulations.

Signature _____ 2023

No Pets & No Refunds

Sharing Cars with Lunch – May 7, 2023

Photos by Michael Goodwin with comments from attendees



From Dan Suter:
...this was a really nice event today. Thank you to Leon for setting it up. And thanks to the folks that allowed us to drive each other's cars.

From Paul Osborn:
I want to thank all that participated in today's Cars with Lunch. A lot of great cars and models, owners offered others to take the wheel. Midgets, MGAs, TF, MGB V8, Jensen-Healey, MGBs. You got a chance to see "How does it drive?" "Would I ever want one?" Even see how your MG compares to someone else's of the same model. A good number of questions were answered. And the hot dogs were just what we needed. I hope all made it home before the rain. Look forward to doing this again.

From George Heissenberger:
Great time everyone! I enjoyed driving friends' cars. One I wanted to drive but missed was Jeff Langswager's MGA. Maybe another time!

From Hassan Gillani:
Thank you for letting us take a ride in your MGv8.. My 10yr old daughter is hooked, she liked this ride better than the one in my MR2. Appreciate all that you do.



Sharing Cars with Lunch – May 7, 2023

(continued from previous page)



What a great bunch of people!

It was the first event we attended as official members. Thanks for making my family and I feel welcome even though we showed up with a non-MG or British car. We are looking forward to future events. The vehicles were very impressive as well. Sincerely, Mike, Oralia and Lilah Keiling.



From Leon Zak:

Thank you to all that came today. It was really great to see an idea become a reality. It was a great time and I had the chance to meet new people and I had some really nice conversations.

Wonderful to have the kids there - these are the seeds that will grow to be something that gives them the future interest on our cars.

I know I've put a lot of work into my car and I really enjoyed seeing it enjoyed by others.

Thank you for the day.

And my first picnic hot dog of the year - it's always the best tasting one.



From Mike Goodwin: Started the day with Cars & Coffee in Mumford, then drove to the event with Paul O. in his MGA, Mike R. in his MGTF and me in my MGB. It was great to have a few others drive my car, and now I won't hesitate to say my B has a hesitation problem! The perfectly grilled Zweigles topped it all off nicely! Thanks to all!

From Don Welch:

It was a perfect event on a perfect day Leon. An opportunity for a new member to rub elbows with those more experienced. See how well those old 4-cylinder engines can run, and even how an MG runs with an Olds V8 in it - Wow!

Afterwards the Zweigles hits the spot.

Thanks so much for a great event!

George Haynes's Restoration of TC1639

By Dan Suter and George Haynes

In 1985, George Haynes purchased a local TC, number TC1639, as a literal basket case – the car was fully dissembled and in boxes. George purchased it to embark on his first full British car restoration.

This black TC had enjoyed many very active years in our Western NY MGCC owned by the late Bert Patenall. Burt had been an enthusiastic and active member of our Centre through the 1960s. I believe there are photos of the car on the MGCC display at Greece Towne Mall in the ~1967 timeframe (which was sponsored by Pacesetter Motors). Bert's daughter drove the car frequently as well.

Starting around 1969, and again in 1971, Bert advertised the car for sale in *Spokes*. The second time, heading into 1972, it was purchased by one of our former chairmen, Dick Yaeger. The first picture with this article was taken upon his purchase. The car looked very nice but was hiding some wood rot and rusted sheet metal. Dick fully dissembled the car for restoration but then got involved in an MGA 1500 coupe restoration in black. This beautiful MGA coupe now resides in Lockport, NY (but is now OEW).

At some point, Dick sold the car to another local owner. This new owner did not advance the restoration, and then eventually sold it to George in 1985. He immediately got organized and inventoried everything he had received and noted what was missing. His first attempt at working with a body



Prior to restoration – photo by Dick Yaeger

and paint man proved to be disastrous. The painter sandblasted all the body panels and then let them sit bare in his shop for months. When George retrieved them, there were even boot prints in the surface rust indicating they had carelessly been

stepped upon.

Undaunted, George brought it all home and proceeded to repair all the wood structure in the body, then repair all the sheet metal cladding around the tub. He fitted all the body panels (valences, wings, running boards, fuel tank) and eventually sent the completed body panels to D & M Superfinish in Webster for paint in



During restoration – photo by George Haynes

gleaming black.

Meanwhile, George had the chassis sandblasted and painted, and proceeded to fully rebuild all the
(continued on following page)

George Haynes's Restoration of TC1639

(continued from previous page)

mechanical components. Engine, front end, rear axle, wiring, and brakes were all rebuilt. The upholstery work was completed including the unusual bucket seats which Bert had said were factory

competition items. (Note: I have seen this exact style seats in other competition and sporting TCs in the UK so it is very possible this is true!). During this time period, I had returned to Rochester after college and I lived a short maybe 8-minute drive from George, and I enjoyed frequently visiting to follow the progress as this TC came back to life. Also, there were frequent updates in *Spokes* as work progressed. The restoration all came together and by summer of 1988 the restored TC1639 made its



Looking over the bonnet on the road driving to Twist's summer party

debut. George brought the car to our Victor Show, and took it out to John Twist's summer party, which he repeated in a subsequent year. The car was part of the display at our club's 30th Anniversary event at the University of Rochester in August 1988. George drove the TC and brought Bert, now in his upper 80s, as his guest.

In 1989, George took the TC along with Bob Tescione and his 1951 Morgan Flat Rad +4 to the Pittsburgh vintage races. They had mechanical challenges that trip (mostly the Morgan

gearbox and pinched tube resulting in a flat tire for the TC) but both did make it home under their own power.



At Wagonjack Farm, 1993 – photo by Bob Tescione

In 1993, with his dove grey MGA restoration complete, George sold the black TC to an enthusiastic couple named Edward and Patsy Storke from the Fort Wayne, Indiana area.

DS GH



Haynes and Patenall with TC1639 at MGCC WNY's 30th Anniversary

Briefly...

(submissions from a couple of members)

Here is Dann Valenza's 1973 MGB, one of just two of our members at the RIT Car Show that was held Saturday, May 6th.

Dann's MGB is in its original color, limeflower, which was a factory-available color for 1973 only.

DV

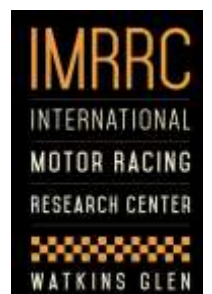


And...

Brian Schirano sends us this: Atwater Winery is on rt 414, east side of Seneca Lake. Stone Bridge Red and White feature an MG on the label, pretty cool. I tasted the red, nicely drinkable by itself. Some proceeds of the Stone Bridge wines go to IMRRC [the International Motor Racing Research Center, located in Watkins Glen] which is where I saw the bottles and learned about them.

Cheers!
Brian

BS



Cars & Coffee – May 28, 2023

Photos by Hassan Gillani

[Thanks, Hassan, for sharing these great photos! Remember, Cars& Coffee happens the last Sunday of every month (weather-permitting) at Free Style mercantile in Mumford, NY, from about 9 AM until noon. The next one is Sunday, June 25th.]



HG

Some Musings on Brake Fluid

(or, "Why is the paint under my master cylinder so crinkly and loose?")

By Chris Williams

Brake Fluid. What is it, and what does it do? When you step on your brake pedal, the pedal moves a piston inside a "Master Cylinder" which displaces a special hydraulic fluid into "slave cylinders" which causes pressure to be applied via the slave cylinders to brake pads and brake shoes, creating friction which causes the car to slow down, and perhaps come to a full stop. One way to think of this is that we convert motion, using friction, into heat. In this process, energy is neither created nor consumed, but transformed. Most of our cars have disk brakes in front, and drum brakes in back. The front calipers act as slaves to the Master, as do the wheel cylinders in back. Pressure is transferred from the foot to the pads and shoes to create the desired friction. The actual transfer medium, which is the subject of these musings, is the brake fluid. Many times, we find "brake boosters," which use engine vacuum to help apply more hydraulic pressure with less foot pressure in a mode we can think of as "power assisted brakes," but we'll confine these musings to brake fluid. Boosters can be a whole separate discussion of their own. And of course, power assisted brakes still require brake fluid.

So, what is this stuff we call "brake fluid"? There are several varieties, but all share the property of limited compressibility. That means that no matter how hard we stomp on the brake pedal, the volume and density of the fluid doesn't change much. But the fluid moves as we displace it, so first the pads and shoes move out of their "relaxed" position and make contact with the disks and drums. Then, as we apply more pressure to the pedal, the pads and shoes press harder on the disks and drums, increasing the friction. There should be no "squishiness" in the brake pedal. That's an important consideration when trying to get friction applied in a hurry - consider the desired result when a deer suddenly appears ahead of you while you're driving, or an unwitting pedestrian glued to their phone while they're texting. The pedal should not go to the floor, and should only travel a short distance before that solid "brakes applied" feeling kicks in. If there's excess travel before the "applied" feeling occurs, nine time out of ten the rear brakes need adjusting a little more outward. The tenth time, there's air in the system, which is highly

compressible. Yet another topic for a future discussion.

So, let's take a look at brake fluid classifications. The serious student may do extensive research and discover that there are at least three national or international standards bodies that set standards for brake fluid. While there may be minor variations between the standards as written, they pretty much all prescribe the same standards, and most of us can simply refer to brake fluid with a "DOT number." That's Department of Transportation, for the curious. The DOT number refers primarily to the temperature tolerance of the fluid, with one notable exception, which we'll address in a minute. DOT-3 is the basic stuff. It has a specified wet boiling point of not less than 284 degrees F. By the way, we use the "wet" boiling point to account for the presence of a little moisture in the fluid, which more closely approximates "real world" conditions. The "dry" boiling point represents fresh fluid right out of the container, possibly in a lab environment. So why is the boiling point important? Because when brake fluid boils, it transforms from a virtually non-compressible liquid into a very compressible gas. The colloquial description for this condition is "my brakes went away." There are other reasons for brakes to fade, or go away, but the boiling point is a consideration. Remember that brakes work by converting motion to heat via friction. It may be worth noting that there is a ranger station about a third of the way from the top of Pike's Peak, where a ranger will check the temperature of a car's brakes when they arrive there on the way down from the top. Cars with overheated brakes must pull over and wait for the brakes to cool, so that the brakes don't "go away" during the trip down the rest of the mountain. DOT-3 is composed of "glycol ether" and "borate esters." My exposure to Chemistry in high school and a college Chemistry for Non-Majors course fails me at this point, so I can only say "that's nice." What it means to us is that DOT-3 is virtually non-compressible, and with a 284-degree boiling point is good enough for boulevard cruising and a little "spirited driving" on back roads on Sunday morning when nobody is looking - and little to no other traffic on the road.

And while we're on the subject, let's address the issue of "synthetic" brake fluid. Yes, synthetic motor oils seem to deliver significantly improved results over traditional mineral oils. But, as best I can determine, all brake fluid is "synthetic" in the sense that it doesn't occur naturally in nature. There are, to elaborate, no spectacular "brake fluid falls" to visit by hiking half a mile into the back country. At least in my knowledge. So, it seems that with or without the "synthetic" label, it's pretty much the same stuff. Chalk one up for the good folks in marketing.

For a higher boiling point, DOT-4 is specified to tolerate up to 311 degrees F when "wet." Otherwise, DOT-3 and DOT-4 are pretty much the same thing. They're interchangeable, and they can be mixed. (Pick your own boiling point by mixing to percentages?" Probably not - but could be done if one's heart desired.) DOT-4 might be a consideration if some serious rallying, European style, is in the offing, and has been used as the "Gold Standard" by the racing community in prior years.

Ah, but then there's DOT-5. DOT-5 is silicone based. I'm reminded of the scene in the film "Moonstruck" where Vincent Gardenia as Cosmo Castorini is waxing poetic about copper pipe. He says "There are three kinds of pipe. There's lead, and there's iron, and then there's copper. I only use copper." So to paraphrase, "There's DOT-3, and there's DOT-4, and then - there's DOT-5. I only use DOT-5." Well, almost. DOT-3 and DOT-4 share a quality we'll call hygroscopy. That's a 4-syllable word that means that the fluids readily take up water. Or water in the form of moisture, which is why it makes more sense to use the wet boiling point. Moisture, in any hydraulic system, is not a good thing. Water can start and support corrosion, or rust. Rust is bad, because it creates a scaly coating, which erodes rubber cups and seals, allowing brake fluid to slip past the seal and not do its job when the pedal is pressed. Why does the brake pedal suddenly go to the floor with no pedal pressure the Spring? Rusted cylinders, somewhere, most likely.

DOT-5, on the other hand, is hydrophobic. Another 4-syllable word that in this case means that it repels and does not absorb moisture. So, this is a very good thing. I have personal experience with DOT-5, and I can verify that I have very few brake (or clutch, for that matter) hydraulic issues while using DOT-5, and the conversion to DOT-5 was based on frustration with prior use of DOT-3 and DOT-4. Another welcome feature of DOT-5 is that it doesn't affect

paint. Both DOT-3 and DOT-4, if left to sit on a painted surface, can cause the paint to lose its grip and lift off the surface. Hence the crinkly and lifted paint sometimes found under brake or clutch master cylinders, which is a result of a spill not wiped up quickly.

So why don't we all just leap to DOT-5 and never look back? Because, as with all things, there's a catch. A couple of catches, actually. DOT-5 can absorb a little air, and as such can be "slightly" compressible. That can lead to a softer or even a slightly "spongy" brake pedal. The braking force is still there, but it might mean a little more pedal travel, or a softer pedal at first, and some drivers aren't comfortable with that. One way to mitigate the softness is to go to braided stainless steel brake hoses. I can get pretty firm pedals using this dodge. The other catch is more insidious. Apparently, the major suppliers like Moss, and the major rebuilders, like Apple Hydraulics, will not warranty their products or results if DOT-5 is used. And why is that?

Here's where we begin to encounter a high degree of uncertainty. There's a mix of facts, pseudo-facts and urban legends. I think that there are two possible reasons that DOT-5 voids a warranty. One is that perhaps the fluid molecules in DOT-5 are a little smaller than the molecules in DOT-3 and DOT-4. That means that in that all important sealing edge in a master or slave cylinder, where the piston cup meets the cylinder wall, a little imperfection could allow the cylinder to leak if DOT-5 is used, whereas DOT-3 and DOT-4 will hold. I think unusual leakage with DOT-5 can occur but rarely, and that's pretty much fact.

The other possible reason is that while DOT-3 and DOT-4 contain some "swelling agents," which will cause seals to expand and fit more tightly, apparently there could be a difference with respect to DOT-5. A pseudo-fact seems to be that DOT-5 will cause the rubber elements in the system, seals and pressure cups, to expand, jamming up the system, particularly if DOT-5 is used following use with DOT-3 or DOT-4. I've had someone swear to me that they had that experience. I've not looked into this extensively, but I did take a rubber part from my '58 Mercedes and drop it into a small container of DOT-5 for a few months. Nothing happened other than the rubber part got wet. Because I haven't pursued this extensively, I can suspect that possibly not all DOT-5s are the same, which seems unlikely but possible.

I can say with certainty that I've personally accredited two brands of DOT-5 that passed the "Rubber Mercedes Part" test - SSBC brand, which is getting hard to find and very expensive, and Cartel, which I can order from Amazon.

As a real-life example of a DOT-5 issue, my Mercedes uses, or did use, a hydraulic brake light switch. The switch hangs upside down off the end of the booster cylinder. The switch is activated by hydraulic pressure in the braking system. My experience is that when running DOT-5, the brake light switch fails pretty much within a couple of weeks. Obviously, that doesn't happen with DOT-3. I suspect the DOT-5 finds a way past the seals, or possibly swells the switch piston, but whatever. I literally fabricated a bracket to hold a traditional mechanical brake light switch activated by the movement of the brake pedal to solve this problem. And I still run DOT-5 in that car.

An urban legend seems to be that in order to go from DOT-3 or DOT-4 to DOT-5 the entire system must be cleaned flushed, and maybe even rebuilt. Uh, that's a legend that seems questionable. My process, when converting a car to DOT-5, is to go to the farthest slave cylinder, usually the left or right rear, and start bleeding at that cylinder while continuing to top off the reservoir with DOT-5. DOT-3 and DOT-4 are amber in color, and DOT-5 is purple. When I start getting (clean) purple at that slave cylinder, I move to the other rear, then the right front, and finally the left front. When all four "corners" bleed clean purple, I top off the reservoir and walk away. I've not had a problem doing this yet. Now, in the interests of full disclosure, yes I have subsequently needed to rebuild or replace some hydraulic components in cars running DOT-5 that once ran DOT-3 or DOT-4. There seems to be some truth to the theory that since DOT-5 doesn't mix with DOT-3 or DOT-4, there could be some pockets of leftover DOT-3 or DOT-4 in wheel cylinders and calipers, and hence rust can still occur. Fair enough. I've had pretty good success though, waiting for that to happen if it does, and replacing / rebuilding as needed when needed, as opposed to "just doing it" all up front. I don't think I've ever had to replace all the components after a conversion to DOT-5. And possibly that corrosion had already begun before I did the conversion to DOT-5.

So in my mind it comes down to the vehicle specs, one's patience and one's tolerance for risk. Modern ABS systems specify DOT-3 or DOT-4 due to the potential slight compressibility of DOT-5, which could mess with the computer's understanding of how to manage a wheel slip or skid. And for a car that's driven daily, or almost so, there seems to be enough heat generated in the braking systems to keep moisture absorption to a minimum, so DOT-3 or DOT-4 is less problematic. Nevertheless, White Post Restorations, which is an upscale restoration shop in Virginia, recommends replacing DOT-3 and DOT-4 on a three-year interval to avoid problems.

But what about a car that's only driven occasionally, and probably not much at all in the winter? In those cases, the hydrophobic quality of DOT-5 is, at least in my mind, a big plus. For a full disclosure, I have seen what I considered to be a very premature failure of a clutch master cylinder that was pushing DOT-5, but that was an unusual and rare (for me) condition. Between Eileen and myself, we currently own four cars which I would consider "classics." Eileen owns the TR-6, and I own the MGB, the 280Z and my late father's Mercedes 220S sedan. I run DOT-5 in all of them, and my hydraulic system issues are virtually non-existent. I've accepted the risk that I might have to rebuild or replace a cylinder here or there, but I'd rather run DOT-5 and not have to replace brake fluid in all of them every three years. It's clearly a matter of personal choice.

There's one more fluid spec we haven't covered, which is DOT-5.1. DOT-5.1 is also composed of glycol ether and borate esters, but with a still higher wet boiling point of 374 degrees F. I think DOT 5.1 is suitable for out and out competition driving, due to its higher boiling point, but I also think it's an overkill for the bulk of us who aren't doing vintage racing.

When I do a web search for brake fluid, I do find some other varieties out there. I will freely confess that I have no knowledge and clearly no experience with them. For me, it's important that a car be able to start, turn and stop on demand - especially stop. Nevertheless, technology does advance and improve. As we as members of the British car community learn more about other alternatives, I would hope that the knowledge is shared. Happy motoring! (and stopping!)

CW

Our MGs Through the Ages

A re-publication of an article by Jay Lockrow

Attending my first meeting of the Western New York Centre of the MG Car Club (circa 1967), I was hardly out of the car when Court Packer came up to me and asked when he could count on me for an article for *The Spokes*. "Get right on it" I said. It has already been a week and the best excuse is that I've been busy selling raffle tickets for the Tin Lizzy. But, true to my word here I sit in front of my ancient and honorable typewriter trying to come up with a story that might interest the membership.

Several thoughts have crossed my feeble mind, but I settled on "Our MGs through the Ages." Now you might think this would be a rather limited subject but when one starts counting the number of MG's my dad and I have owned the subject becomes a little broader.

It really started one evening right after the war in about 1946. My dad piled the family into the car and we drove into Buffalo where this chap had some foreign cars on display. Now I don't remember an awful lot about that night except the fire engine red Singer Nine that was on the floor. A few weeks later it was ours as the chap that first bought it had the decision to make of either his wife or the Singer. (Sounds a bit familiar somehow). My dad purchased it from a Hudson dealer in town and within a week he was branded the village idiot for buying a foreign car. The Singer was a nice little machine but somehow it really wasn't the car my dad was after. He bought it in the Spring, kept it through the summer and in the late fall he drove it to Elmira one evening to the Viele Machine and Repair Company to trade it on a MG

TC. (I still have a letter dated 1949 Mr. Viele wrote a year or so later trying to sell him another TC.) Now my dad was really the village idiot, he'd bought a second one of those funny little cars. I however, thought it was really keen, or whatever expression we kids used in the late forties. I can remember having to go for a ride in it the very next morning before going to school and before dad left for work.

He kept the TC a few years and then the prospect of a Mercedes prompted him to sell it. From last reports the chap that bought it still has it today (1967). The deal on the Merc fell through and he was without fun wheels for quite some time. Then one evening in the classified ads of the newspaper appeared a TC down in the town of Little

Valley. To make a long story short it was a cold ride home, but the TC number two was with us.

This one was quite fast, and he ran it in some early SCCA hill climbs around the area, one time running the tachometer needle right off the face of the dial when he hit a bump. Shortly after this he discovered another TC over back of East Aurora and it being a little nicer than the one he had, he purchased it. For the first time we had two TC's. Talk about the village idiot then! Number two was sold shortly however and we retained number three for some time. Why dad sold number three I don't recall, but I do remember him telling the chap on the night he sold it that if he wanted to back out of the deal it was all right with him. He didn't, and number



TC sales brochure from Viele's in Elmira, NY

three went down the pike. This car is now owned by Marty Aperstein in Fishkill, NY, a member of the T-Register. About this period a friend had a TB he wanted to sell so we took the car for a few months and cleaned it up and sold it.

We were really beginning to be known as horse traders in the automotive department. There was quite a span of time before the next MG but he did acquire his "S" Mercedes in the meantime, so he really wasn't without sporty wheels. That car is an entirely different story. 1954 and we moved to Ithaca, New York. Just before we moved TC number four was purchased, this one had been worked over a little and would do in the high nineties. One night when he was coming back from Watkins Glen over Rt. 79, he started to play with a Jaguar XK140. Now may Cecil Kimber come back and strike me dead if I'm lying, but he took that Jag in the TC and to this day people will not believe the story but if that Jaguar owner could be found I'll be he's still mumbling to himself. That TC would really move and one time when we were checking the compression it blew the gauge right out of your hand. We never did know the exact compression in pounds, but it was plenty high. We had that jot job about two years when we decided to come back to Buffalo. He traded TC number four in on a brand new 1955 VW. To this day I think there were some ulterior motives because it was just a few weeks before my 16th birthday and I never did get a chance at that bucket.

Progressing through the usual vehicles a teenager has I finally acquired my first MG in 1960. A ZA Magnette, not a true sports car but if you could have seen what I had up to that point it was like a Rolls Royce to me and I might add every bit as comfortable and just as nicely appointed.

About this time, we purchased half a TC. Yep, that's right, half a TC. We managed to obtain a TC chassis that had been put together from a parts bin in Hamilton. We had it about a year and then sold it to a chap who was going to "restore it" and put a fiberglass body on it. Away went another TC but this "half" was destined to return.

The ZA lasted just short of three years when it was replaced with a TR-3. I had been dickering with a couple of TC and TC owners but at that point I needed transportation that was more suitable for Thruway travel. As it turned out, I wound up stationed in Boston in the Navy and drove back and forth quite regularly which is one of the reasons I do not have any burning desire to go to New England even for a Register meet.

Just before entering the service and all during, I really began to get the itch for a TC. A friend had one and we spent considerable time working on it and having fun with it. (This is the car I later co-drove to San Antonio, Texas.)

The service was difficult as there were not more than about two people on the whole hospital base that knew anything about sports cars, much less a TC. One afternoon a doctor asked me to obtain a TC from one of the patients. He of course wanted a Throat Culture, but I went into a long dissertation as to how they were beginning to be quite rare and had only seen about three or four since being in Boston. He actually knew what I was talking about as he had had one for a few weeks at one time. He got his throat culture, and I had a much higher opinion of him from then on.

With Uncle behind me, I was bound and determined that it was now or never for a TC. Dad had long been talking of getting another one and keeping it as he had regretted selling the last one many times. The search began and I don't have to tell you the condition some of the cars were in as many of you have been in the same situation.

We heard of a particular fast, ex-racing TC in Detroit with a Lucas-Laystall head, Magneto and oversize SU's, so one weekend we went to look it over. It was too rough and incomplete, the bonnet was missing and the whole car was just plan tatty, so we let it pass not knowing that, here again, this one was destined to return.

On a trip to the eastern part of the state in the early part of the spring of 1965 we finally found a TC that was sound in body and wind. It was delivered in May of that year and is the TC I have at present that I bought from my father after restoring it for the first time. After owning the

car about two years I needed a few hard-to-get parts, so I began to track down that "half" a TC. I didn't have to look very far as the same chap still had it. We dickered a little and the "half" was once more ours. So now I had all these parts and dad got to thinking, as he had been doing for about two years, "Let's go back to Detroit and get the one with the Lucas-Laystall head". So we thought about it for a bit and those of you who have seen and heard it, I think, know why we went back.

This is the car, we later found out, that was put together by Tommy Hoan, a young Asian boy from the Hamilton area that made fame by putting the car through a store window on the old Watkins Glen course through the streets.

So there we stood with two and a half TC's. I had rebuilt the engine from the chassis, and it was sitting in the basement ready for the

day when the original XPAG would give up the ghost. This was the time when I discovered, after much work, that my TC had a bent frame and was going down the road sideways. So with much courage, I took spanner in hand and you know that half a TC?.... The frame from that is now on my TC which is why you could look until doomsday and never find a chassis number stamped on the frame because that frame came from a parts bin. While about it, I fitted the new engine and rebuilt all springs, shackles and

brakes from the frame up as they were apart anyhow. It was "finished" just two weeks before the first meet at Wagonjack Farm three years ago. It really wasn't finished then as there were plenty of little things left to do and the engine only had about seven hours on it. Old Blue, as I call it, was there that year also, even though it is now green.

That makes a total of dix and a half TCs, or should it be seven because we owned the half

twice? Anyhow, that is not quite the end. There was one more last fall and winter we owned for about six months. (We owned three at one time!). We bought it, pirated a few parts, put it back together, (the guy was going to restore it) fixed a number of



Tommy Hoan TC - Grand Island Grand Prix, 1952

[additional information on the Tommy Hoan TC from Jay in a recent e-mail:

This is a colour shot of Tommy Hoan in the TC he owned at the Grand Island Grand Prix in August 1952. My dad later owned this car. He sold it to my friend Dave Hughes who later sold it to the late Gary Dryer. His wife then sold it and it is now back in Canada in the Toronto area

minor things and then sold it. I wish my car had been as good to start with as it was a dandy.

That's a total of eight TCs and one ZA Magnette or a total of nine MGs, and that is just MGs, the others are another story.

There were also several MGs we had at home from time to time to sell for friends and people who lost interest. I have long lost count of these and maybe that's a good thing. [L]

Tune-Up Clinic – May 13, 2023

By Michael Goodwin

Hollis Hames organized another great Tune-Up Clinic at Edison Tech High School in Rochester this year. At the annual Tune-Up Clinic, thanks to the help and cooperation of Edison's Auto Technology teacher and workshop manager Bob Newell, we get to use the well-equipped shop (with multiple lifts!) to help each other out with whatever we need to do to our cars. This year, 17 cars were worked on by at least 20 members. Lots of knowledge was shared and a few dozen donuts were eaten. No one was injured, but a few hands got greasy. Here's a sampling in photos:



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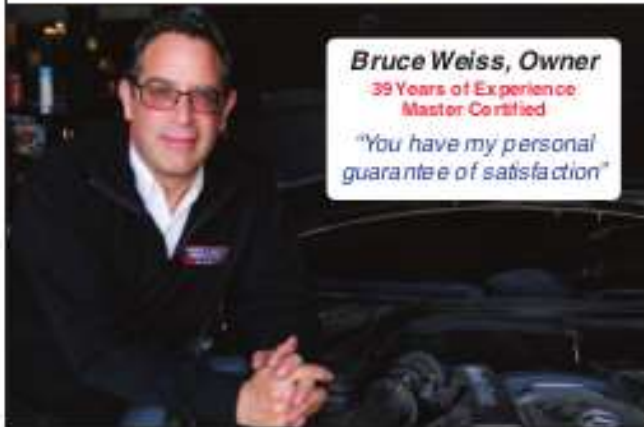
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Behind Gerber Collision
(formerly Carubba Collision)

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Wait a minute! That's not an MG!
No, but it'll be on the road for Nova Scotia 2023!



MGCC WNY Nova Scotia Road Trip – August 3rd - 24th (approx..)
Interested in signing up? Ask the Zaks or Goodwins for details. (They'll make
up something to answer your questions.)

Volvo Restoration photo by Willy Make-it - 2023

Doug Redmond's MG TC

by Jay Lockrow

Sadly, I do not know much of the history of Doug Redmond's TC, TC6976. I met Doug pretty much after he restored the car. I stopped at one of the interior shops one time and his TC was in there getting the interior done. I left a note, and he later contacted me. Doug did the entire restoration except for the chrome plating. All the wood was replaced, and he used mostly stainless fasteners throughout the car; these he got from work because where he worked they used them daily.

I helped him numerous times with the car, but the biggest job was the engine rebuild. I helped him pull the engine and I loaned him my spare engine for a few months. After he got his engine back we did the swap over again, all great fun.

Doug told me he bought the car from some university students, but he never said what university. He also was fairly certain that the car was originally from Canada. How or why he found this I have no idea. Doug had the car several years and he even drove it to Florida one time to visit some friends. He had no problems other than a flat tyre caused by a bolt through the tyre.

[Editorial note from Dan Suter – I believe there was an item that appeared in Spokes in the mid-1970s that Doug won first in TC class at a national Gathering Of the Faithful (GOF) event as well].

He sold the car a few years before he died, and it went to a town near Batavia. The owner did not know what to do and did not take good care of the car. It was then sold to my friend Brian who still has it. It has been out of commission for a few years because Brian got sick and could not do much. He is back on the well side and is attempting to solve an electric problem in the car. He will prevail and will be back on the road shortly.

That's about the best I can do. We hope to see the car shortly. 



Two 2023 views of TC6976 (formerly owned by Doug Redmond, now owned by Brian Neri, of the Buffalo area)

Hammondsport Tour Weekend – May 20-21, 2023

Emails from attendees and photos as credited, tour organized by Jeff Kath

Some photos from our Hammondsport tour including an unplanned stop at the Hunt Country Vineyards for a late morning wine tasting prior to lunch. During lunch and wine tasting at Bully Hill the sky opened up and gave the cars a good bath. Unfortunately, most of us left the umbrellas and hats in the cars so we also took a shower running for the cars. We checked into the quaint Keuka Lakeside Inn on the water and relaxed prior to dinner. Jeff had reservations for the group at the Timber Stone where we all enjoyed a wonderful dinner.

Dave Kray



Photo by D. Kray



Photo by D. Illig



Photo by D. Illig

Had lots of fun this past weekend, first stop Hunt Winery then on to Bully hill for lunch, from there to our motel with great lodging right on the lake front, dinner at the timber stone restaurant. The next day Robin myself and Dave Kray went to the boat museum , then on to a couple of distilleries and lunch. Then off to 1 more stop at the Keuka Brewing Co. Great time was had for all...
Thank to Jeff and Hollis for their work on this event..

Dennis & Robin Illig

PS the rain didn't hinder our weekend!

Hammondsport Tour Weekend – May 20-21, 2023

More photos from attendees



Photo by D. & R. Illig



Photo by D. & R. Illig



Photo by R. Powers



Photo by R. Powers



Photo by B. Powers



Photo by R. Powers



Photo by R. Powers

17th ANNUAL BRISTOL CRUISE-IN

Presented by **TOWN OF BRISTOL FUN DAY**

Sunday June 11 2023



Levi Corser Park
6740 County Rd 32
Bristol Center, NY

Vintage Autos, Tractors & Motorcycles

The Tractor Show is dedicated to the memory of Dave Parsons, longtime resident and supporter of Bristol Fun Day

Start time :

11:00 AM

*All show entries will receive
a free dash plaque*



There will be a short one mile parade starting at 11:00AM if you would like to be in the parade.

Line up for the parade is at 10:30 behind the highway department.

Join us for a day of family fun that includes THE Bristol Fire Department's FAMOUS CHICKEN BARBEQUE, MUSIC, BRISTOL LIBRARY ANNUAL BOOK SALE one of the largest in the area, Harmony Circles' HOMEMADE PIE BOOTH, GAMES FOR THE KIDS & so much more.

RAFFLES & SILENT AUCTIONS ARE HELD TO FUND BRISTOL FUN DAY

Contact: Al Favro at acfavro@gmail.com or call (585) 657-7962 or (585) 490-2993 for more info.

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11:30 On site check in - Downtown Canandaigua

12:00 Tour - Beautiful Historic Canandaigua

12:30-5 Show - Plenty of Fun in Historic Downtown Canandaigua

Awards – People's Choice * Best Display * Period Dress * Event Theme -International Days
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Rain or Shine- Pre-registration \$15/ \$25 day of event with limited openings

www.downtowncanandaigua.com

For more information: (585) 396-0300 bidevents@downtowncanandaigua.com

June Sunshine Page



June Birthdays

2	Vlastimil Poborsky
2	Annabelle Tescione
3	Kathryn Reynolds
6	Latty Goodwin
7	Gerald Babchak
10	Patricia MacDonald
11	Phyllis Schirano
11	Doreen Wilson
12	Ted Hershey
12	Richard Shineman
13	Wendy DeMarzo
13	Rosemarie Stepanik
15	Chad D'Angelo
20	Gert Masline
21	Glenn Masline
22	Toby Cook
24	John Baum
25	Eileen McMahon
26	Peggy Stella
27	Don Welch
29	Moby Burton
29	Paul Wegman
30	David Asmuth
30	John MacDonald



Happy Birthday!

June Anniversaries

2	Deb & John Leible
4	Susan & Paul Wegman
5	Phyllis & Brian Schirano
6	Margaret & Notch Miyake
7	Christine & Ken Barlow
7	Patricia Reinhard & Bill Dexter
10	Evelyn & Ron Stone
12	Laurie & Doug Scribner
13	Susan & Jeffrey Kath
16	Barb & Dennis Nichols
17	Cindy & Bruce Austin
20	Jane & Bob Hamilton
21	Betty & Gil Langswager
28	Pamela & Frank Gardnier
29	Marlene & Dick Rzepkowski
30	Lisa & Chad D'Angelo



Congratulations!

*If you think you've been mistakenly left off either list above, check to see if you've paid your dues.
If you still think it's a mistake, send a note to the editor at spokes@mgcarclub.com.*

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VINTAGE
CLASSIC
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TRACTOR
+ MORE

JULY 29, 2023

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315-856-6020 - PATRICK

DOOR
PRIZES
RAFFLES
TROPHIES
DASH
PLAQUES
50/50
FOOD
VENDORS

Year-_____ Make _____ Model-_____

Owners/Participants Name - _____

Address- _____

City-_____ State-_____ Zip-_____

Home Phone - _____ Cell Phone _____

Email - _____

Please Make all checks payable to: Patrick O'Connor Mail; to 2032 Edwards Rd-
Waterloo, NY 13165

\$ 15.00 pre registration.\$20.00 after July 15, 2023 & at Gate

VINTAGE
CLASSIC
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EMERGENCY
VEHICLE
CLASSIC FARM
TRACTOR
+ MORE

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JUNE 10, 2023

GATES + REGISTRATION OPEN AT 9AM

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Year-____ Make _____ Model-_____

Owners/Participants Name - _____

Address-_____

City-_____ State-_____ Zip-_____

Home Phone - _____ Cell Phone _____

Email - _____

Please Make all checks payable to: Oaks Corners Fire Department Mail to - Attn: Car Show,
Oaks Corners Fire Dept, P.O Box 54, Phelps Ny 14532
\$ 15.00 pre registration. \$20.00 after June 01, 2023 & at Gate

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MG Car Club of Western NY Available Regalia 2023 Catalog



MG Car Club of Western NY Centre Pins



Note: Key is just to show size

In between meetings feel free contacting Joe B at blitz7711@gmail.com

MG Car Club of Western NY Centre Pins



50th Ann. Badge
\$20.00



Limited Supply

Car Badge \$20.00



Octagon Key Ring
\$1.50

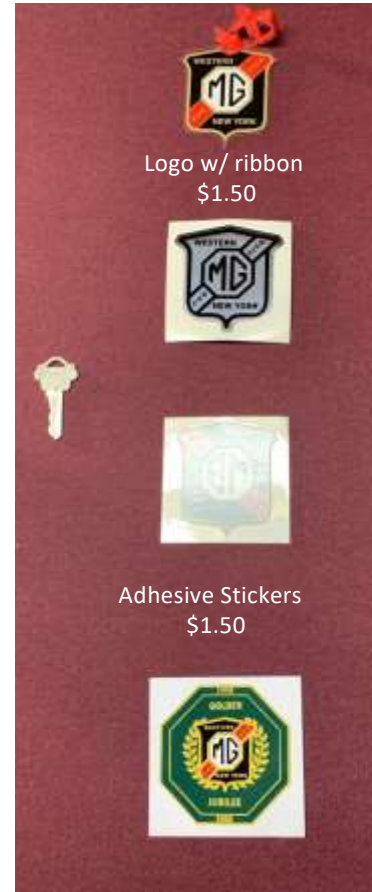


Embroidered patches
\$2.50



Limited Supply

10" Magnetic Sign \$15.00



Logo w/ ribbon
\$1.50

Adhesive Stickers
\$1.50

MG Car Club of Western NY Centre Bumper Sticker & Coffee Mugs



Coffee Mug \$5.00



Bumper Sticker \$1.00 / 3 for \$2.00

ONE Sticker FREE with any purchase over \$20.

MG Car Club of Western NY Centre

Port Authority Shirts \$25.00 embroidered

Navy, White, Bright Blue, Red &
Green Shirts in Stock!
(limited sizes)



Model Sported by our new member Frank DeMar
Frank modeling our NEW Club Shirts for us!



Closeup of Actual Embroidery
of Logo

Color Choice: Not all colors may be available do to supply chain shortages.
Feel Free in emailing me if you have a color you want me to check on at blitz7711@gmail.com

MG Car Club of Western NY Centre

Hats \$25.00 embroidered

(price goes down the more we order)



Khaki And Navy Hats in Stock!

Note: This is the Logo we are
had digitized to fit on the hats.
It is 2" high

Includes Embroidery: \$25. Delivered

Club Jackets with our Logo Embroidered

2023 Embroidered Jacket Samples are selling Fast!
The Tan one is the last one available for our special Demo
Cost of \$50. (brand new only tried on by members)



Patriot Jacket
W/ fleece lining & no hood

contact Joe B at blitz7711@gmail.com or at 585-749-9263.

Join the Club! Use this form (if you like paper) or go on-line to www.mgcarclub.com and click on:

Join/Renew

☐ New Membership

☐ Renewal

Last Name - Primary Member *

First Name - Primary Member *

Email - Primary Member

Birth Month/Day - Primary Member

Last name - Partner

First name - Partner

Email Address

Birth Month/Day - Partner

You do not HAVE to be on the mail list - but there are many announcements, especially impromptu cruises, that are only announced by way of the list.

Phone 1 (member or primary) *

Phone 2 (partner or secondary)

Anniversary month/day (mm/dd)

Street Address *

City *

State *

Zip *

Put on group email list?

☐ Yes

☐ No

Omit phone/email on distribution list

☐ Yes - omit from list

☐ No - include on list

MG Car Club Western New York Centre
Membership Application

Annual family membership dues \$30

Make checks payable to:
MGCC of Western NY

Print and mail form and payment to:
Membership - MG Car Club
PO Box 92556
Rochester, NY 14692



Cars and Parts For Sale

(Please inform the editor when your ad should be removed)

For Sale: 1969 Spitfire Mark III roadster. Barn find after 25 years. Clean title. 1300cc engine runs; Solid body, with some work needed to repaint. Will need the usual brake hoses and hydraulic work. Has wire wheels. Missing its seats and front bumper. Inexpensive starter project for \$1000.

Call George at 585-872-6536

For Sale: 1976 & 1977 MGBs, both need work to start them

Contact Claude Fedele @ sfedele@rochester.rr.com
or 585-899-9388

For Sale: Edelbrock 4025 Uni-Syn Carburetor Balancing Instrument



\$15.00 or BO. Contact Bill Clicquennoi, Magnolia La, Webster, NY 585-202-5992 wjc@rochester.rr.com

FOR SALE: MG Steering Wheel, Excellent Condition. From 1979 MGB switchout.



\$45 or BO. Contact Bill Clicquennoi, Magnolia La in Webster 585-202-5992 wjc@rochester.rr.com

For Sale: MGB 3-main short block - asking \$250

If interested, contact Dick Powers: mgahmogca@rpa.net
or at 585-410-4500.

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95. Further details at www.colorwiringdiagrams.com

For Sale: Four (4) spoked wheel rims for an MG (no other information given)
9580 Big Tree Road, Hemlock NY.

Please call Rhonda at 585-919-9719

For Sale: 1978 MGB - 47,000 original miles, been in dry storage the last 8 years. \$8,500 OBO
Please call Mike Sidell at 585-404-1219



Cars and Parts For Sale – (continued)

(Please inform the editor when your ad should be removed)

CARS FOR SALE:

1960 MGA Twin Cam: 18,000 miles, Red with black/red piping interior, Show Quality paint, Raced when new, Right fender replaced with original factory fender. Spare engine block. Asking \$55,000 - offers.

1972 MGB: Restored 10 years ago. BR Green, Wire Wheels, Good tires, Electronic Ignition, Weber Carb, Stainless Exhaust, Good Driver, Needs a little TLC. Asking \$9,000 or best offer.

1971 Datsun 240Z: 55,000 miles, Original Owner, No Rust, No Winters, Bob Sharp slotted aluminum wheels, Good Tires, MSD Electronic Ignition and comes with original ignition. Silver repaint with black interior. Asking \$50,000 - offers.

1979 VW Scirocco: German Specifications, Moon Roof, No Winters, 130K miles, Sport Exhaust, Good Tires, Gold/Beige interior, Runs well. Asking \$10,000 - offers.

Cars are in Western New York. For more information contact Roy Bergman at 716-941-5535

MGA Parts For Sale:

Call Dave Bertch at 585-738-4320

TIRE AND WHEEL SERVICE:

Mounting and dynamic balancing of tires on steel and wire wheels for British cars. Powder coating service available. I stock inner tubes and valve stems. Reasonable prices. Many satisfied MGCC members. My equipment is in Webster. Contact George Haynes at ghaynesTR4@aol.com or call 585-872-6536

This ad comes from a friend of Dan Suter. Contact Dan if you have an interest, and he'll forward your information to the seller.

Dan Suter, 585-645-5645
e-mail dmesuter@rochester.rr.com

I think I am ready to admit that I do not have enough time left to restore my VA Tickford! The car was complete when acquired, but in need of a TOTAL restoration. I started making a new body about 30 years ago, but other projects came along to take precedence. I have new A-pillars and new door frames, and good patterns for most of the wood. At present, it is completely dismantled. I have all of the parts, plus most of the mechanical parts for another car. The car is located in SE Virginia. I would like to sell the car, plus all of the extra parts, as one lot to someone who will restore it. \$5,000. If you are interested, contact me and I will provide more information.



And finally (and quite sadly)...



Ken Heusler (at right) with Dan Suter and George Herschell at Seneca Lodge, Watkins Glen, NY - 2008

We say a sad goodbye to long-time MGCC WNY member and friend, Ken Heusler. Ken passed away on May 15 of this year. Ken was a member of our club from 2002 until his passing, but was most active 2002-2013. Ken had beautifully restored his damask red '74 BGT, completed around 2011-12. He also drove his red '73 TR6 for many summers. His thoughtful and thorough approach to all projects made for high quality results.

Ken served one tour in Vietnam, and worked at Gould Pumps, many years at Eastman Kodak with Brooks Schneider and Dan Suter and others, and later at Bitzter Scroll and then Optimization Technologies in Rush.

We offer our sympathy to his wife Penny and his entire family.

<https://www.echovita.com/us/obituaries/ny/palmyra/kenneth-heusler-16406145>