

The ***SPOKES***

Founded 1958



Volume 44 Number 2

March 2002

Official Publication of the MG Car Club Western New York Centre



Phil Culbertson Celebrates his 88th
March Meeting

March 21 at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY
Dinner before the meeting 5:30 at Tom Wahl's,
Bushnell Basin, Pittsford, NY



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MG CAR CLUB WESTERN NEW YORK CENTRE

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The SPOKES™ is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

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Articles, anecdotes, stories, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of a month to be included in the next issue. Contact the editor directly for additional information. Send all correspondence and material to:

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Eight Page	\$11.00	\$44.00		3.6 x 2.3

Copies of "The Spokes" are sometimes available, please write the editor with your request. "The Spokes" is not for sale. Free subscriptions are provided to MG Car Club-Western New York Centre members. An application is included inside back cover.

Cover picture - Phil Culburtsons 88th birthday, cake by Betty Langswager - by Dick Powers

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BRUDNO AWARD/LIFE MEMBERS

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

MEETINGS

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534 Board meetings are held the first Thursday of every odd numbered month, please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.

From Your Editor

Leon Zak

Issue number 1 went out and now I attack issue number 2. Last month was the first all electronically created issue. The idea being that the amount of labor needed to bring each issue together will be lessened. I have to say for the first issue the act of getting everything setup to do it this way took what seemed like forever. I'll know this month if it was worth it. It better be - that's the line, whoops I mean advice, I give my customers about using computers. I'll let you know. I write this piece first (I think my attitude is better before I get frustrated with putting the rest of it together). I'll come back after I finish it and let you know. Besides cutting the labor intensity it's supposed to increase the quality.

I have to admit that last months picture quality left a lot of room for improvement. Hopefully this month will be up to my expectations. Thing is, with over 200 critics looking at your work each month, you'll know if it's getting better!

Later, Leon

OK - it's finished and going to the printer. It did take less time than last month. But - how much of it was because I've done it once before and how much because it's all on the computer? I guess the only way to tell is for me to do it a few more months this way, and then do it a few months by cutting and pasting. I don't think so. I think I'll go with "Of course computers make it easier, I know that, I just put the check in the mail..."



DEADLINE FOR SUBMITTING TO THE

April SPOKES IS

Thursday, March 28, 2002

SEND TO Leon Zak, EDITOR

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Rochester, New York 14613

(585) 647-6382

or

Ed Avery

PREFERABLY – Email to

spokes@mgsclub.com



From Your Activities Chair

Joan and Paul Heaney

The wine and cheese party was fun for everyone. Again thanks to the Glanvilles's. Pictures on web site.

The Presidents brunch was a huge success. The price was right, the food good and the journey to the Garlock House was a very pleasant ride, (who says you can't have fun in winter cars, truck etc.) We arrived to find a room set up for our group, tables decorated, and good food awaiting us. Thanks again to Dave and Barb Wild for organizing the event. Pictures are on the web site.

We are now looking forward to events in March. The first event is the Steak Roast & Auction. At the time of this writing it has not taken place yet but I can safely say that it will be an excellent event as usual. I would like to give thanks to those people that make this a success. George Haynes arranges for the place, Joeanna DeBlaere purchases the supplies and Joe sets up the room, John Baum purchases the steaks, our chefs are Steve Phillips and Jim Herschell, our auctioneers are Doug Scribner, Ted Hershey, and Jim Priestley. Thanks to all.

For the Auction, don't forget to bring your WHITE ELEPHANTS and all that JAZZ. And, don't forget your checkbooks. It is our understanding that there will be plenty of interesting items to bid on.

At the end of this month we will be eating at grazing stations and drinking beer at the Old Toad. Desi Benet is the chair of that event.

We have new regulations set up for registering for rooms at the Watkins Glen Vintage Race in September. Please read the article in this newsletter and call Desi if you need to make reservations. Remember no earlier than noon on March 15.

The upcoming events, with all the details, are all listed elsewhere in this newsletter. They are a brunch run, a tailgate picnic, and a chicken sacrifice.

Paul and I definitely appreciate all the help we have been given.

We receive many flyers and information from other clubs regarding some very interesting events, places, museums etc. They are too numerous to include in our newsletter.

In the future at our meetings the flyers will be placed on the table opposite the sign in table where Betty and Barb sit. These sheets will be spread out for your perusal. There will be scrap paper available for you to take notes if you see something that strikes your fancy.

Thanks to all,
Paul and Joan Heaney

MG ORIGINAL sales brochures showing all MG models, interiors, and features for the year. Great for Restorations or Gifts! 1950-59. \$35.00 each year; 1963-68 \$25.00 each year; 1969-70, \$18.00 each year; 1971-80, \$15.00 each year. Add \$3.50 shipping. VISA/MC. Specify year & model. Have literature all other years, plus all cars/trucks worldwide. **WALTER MILLER** 6710 Brooklawn Pkwy. Syracuse NY 13211. Ph. 315-432-8282 Fax 315-432-8256 Web www.autolit.com Museum of Automobile History now open in Syracuse. 315-478-CARS.

Minutes of the MGCC Meeting on January 17, 2002

by Joe DeBlaere

A bit of setup is needed this month - Joe DeBlaere was off gallivanting with Joeanna so he asked Jeff Katz to take the meeting minutes. Jeff told me he wasn't going to be get very verbose and that I could fluff up his brief comments. That may have been his downfall.

The meeting was called to order at 8:40 (I think Jeff meant 7:40 ed.) New members and guests were asked to stand and introduce themselves: Mr. Schultz owner of a Healey, Dave Stutsman - 59 MGA, and Gary Agusti with a 77 MGB.

Next John Baum gave the treasurer report: The bank account and money market are in good shape as well as the savings account. The cash flow had a small gain. If you want details John said that as always the books are open and you can contact him to see them if you'd like.

Regalia was next with Dave Chase. Dave said the name badges are in. He didn't specify it, but I think the ones he has in already have names on them so you if you want one of your own, contact him and tell him the name you want on yours.

I (Leon) was next with the Spokes report. Ed Avery is the Assistant Editor and his specific duties include helping our chief person in charge of complaints. So if you can't go to Hellen Wait, contact Ed with any problems.

Activities with Joan: While walking up to the podium a few from the crowd wanted to know why she was going up instead of Paul (as we were warned of last month) but she didn't answer that one - Paul said "Shhh, let her do it." (I just report the facts Mam.) Here's the lineup - The Buffet Ride is April 28th (Unless I forget one, they'll be announcements in this issue for most of these.). The Steak Roast and Auction is March 3. That's our second biggest money maker so she urged everyone to show up with their auction items and a couple extra dollars to bid with. The Old Toad is going to be a buffet from 4 P.M. to 10 P.M. on March 29th. There is an Auto Motive Flea Market march 24 at the Salmon Creek Country Club from 9am to 3Pm. There is a tailgate party in the works for either May 19 or 25, with the date and times to be announced as well as the theme for that outing.

Charlie Searles followed with the car show report: Preshow sale of tickets is important - all the money we collect from preshow ticket sales goes into our account - we don't split the preshow sales income. There will be a get together with the Victors Lions Club on May 21st. It's being billed as a Chicken Sacrifice at DiPacifics for \$11.00 per person. Also - the broadcast band for the Car Show Radio has been set at 94.7 (courtesy of Jeff Moulton).

Scott Perry with the website report: An email list service was set up with all those that had an email with the club were automatically put on it. An email was sent out requesting a reply to see which email accounts were active. If you've received one and want to keep on the list, please respond. If you don't have one and want to get one you can visit the site at www.mgcarclub.com or contact Scott. The site has been updated with the activities in its calendar. The All British Gathering at Grand Island will have Brock Yates as the Grand Marshall.

Jim Priestely was up next with Membership - DUES ARE DUE was the main theme. We have 305 memberships as of this month representing 553 total members. New membership lists and roadside help lists are available - contact Jim. Also -Please check your area code, if you will be remaining in the 716 area code please let Jim know - he

converted all members in NY to area code 585.

Old business was next: None.

New Business - George Haynes reported that the Cannon Ball Run is staring and ending in Rochester. It starts at the High Falls area the week of May 4th. The club has been contact to be in a car show there. There will be more details coming. Ted Hershey has rooms for the Carlisle Show - of the 12 he started with he has 6 left - contact him if you want one for the Carlisle weekend. Wally has a bunch of AOL Disks - good for re-using. Allen Hess & Babes talked about SilverBack class to be held on April 6, rain or shine. This is for women only focused on driving skills and safety. It is the whole day and cost is \$135 for club members. Allen has contact sheets.

Cars & Parts for sale: Alan Costich has a volvo Amazon - 63 or 64 with a bunch of extra parts/engines. Give him a call if your interested. Charlie Searles knows of a 54 TF left hand drive for sale, contact him for more information.

Door prizes were next and we sang Happy Birthday to Gil Langswager.

Last was the Vice Chair report - Al reminded us that we have the new Roadside help lists and the new membership lists available.

Jeff didn't mention respectfully submitting (or admitting) anything, but with a few embellishments, this is what he gave me.

Jeff Katz - details.

Leon Zak - fluff.

Our apologies to Joe.



George(s) hit the desert table.

Forty Years Ago

by Mr. Gil

In writing this column I rely heavily on my old copies of "SPOKES". Some months just don't have a lot of information that I can use. The March, 1962 issue is rather sparse in what went on back then. In fact, I can't even remember much of what went on in my personal life but I won't let that stop me. Read on.

"SPOKES" always had full page ads for upcoming events. On the 23rd we were having a Roller Party at the Royal Palace on Chestnut Street. The admission fee was 50 cents a person and skates could be rented for 25 cents. (get this) For the gals, slacks were permitted. (?) After skating we were going to Alfredo's on Court Street from 11P.M. till__ for food, drinks and dancing. Our rallye on March 25 was called "Pot-pourri". There were some strange symbols in the ad, along with an "obvious clue--- --pencil and paper work type rallye". It was done by Ned

Wylam of Night Photo Rallye fame. It was to start at Ridgemont Plaza and end at Mack's Flyer Club on Scottsville Road. There we would have a buffet diner for \$1.75 per person. There was also a note in the ad, rigid technical inspection at 12:30. I think I've mentioned it before, we always had a tech inspection before every rallye. In my column I mention that we were putting together a check list to be given to participants so they could better prepare their cars.

Also in "SPOKES" we had articles on car related stuff submitted by various members. In this issue, Bill Hackman had a special news roundup on German automotive production. He gave the latest production figures and future plans

for the following companies: Volkswagen, Adam Opel, Porsche, Hans Glas Isaria Co., NSU Moterenwerke, Ford Werke, Daimler-Benz, and Auto Union. It was interesting stuff then but now it would only interest history buffs. (Recognize all those names?)

Another article tells about Chrysler testing a gas turbine powered car that might be going to market within the year. There was also an article on BMC putting Cooper engines in its Mini 850's. They said no decision had been made yet on marketing them in the USA.

We also had personal notes, like congratulations to newly married members and new baby announcements. We said "Happy new Car Payments" to members who bought new cars, describing those cars of course.

And of course we had advertisements for car related businesses. In this issue were: Precision Rallye Equipment Company, Britt Motors Limited, the BMC and Rootes Dealer and Sports Car Sales.

There was a complete schedule for all the rallyes of all the local clubs for the year with the "Grand Prix" events highlighted.

I guess there really was a lot of information in that March 1962 "SPOKES", I just thought it wouldn't be of interest to you, our current readers, these 40 years later. (Let me know.)

SPRING TUNE-UP CLINIC MAY 11

George Haynes

**Don't forget the Spring Tune-Up Clinic
on Saturday, May 11!**

It's at MCC's Technology Center on West Henrietta Road
(near Friendly's), from 10 AM until 4 PM.

Here's the plan: Your MG (or other British car) needs a tune up, oil change, new muffler, or just a Spring check-out. You bring the plugs and points, quarts of oil or new muffler to the Tune-Up Clinic, where dedicated advisors will assist with the task and share their expertise. Several lifts are available for those overhead jobs. It would help to bring some hand tools and the Olde Shoppe Manual for specifications, where necessary.

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The inner loop at the Glen - hill and all...

EDITORIAL

Editor,

Having been members of the MGCC since the 80's it is with reluctance that we have decided not to renew our membership!

Having moved out of state we looked forward to learning about the activities of our friends and neighbors through the "Spokes". Unfortunately we reflected on the 50% increase in the dues and found that there is just no justification for this increase when our only benefit is the newsletter. We have had conversations with several other members who have reached the same conclusion.

We feel the pain of the weak performance of the car show, we know of the reserves the club has maintained for just such an eventuality, we understand that not all members gain the maximum benefit from their dues.

However, previous budgets have allocated the income from the dues and the advertisement to the support of the newsletter. In the past this level of support has enabled the club to purchase a computer system for the use of the "Spokes" editor and publish and mail the newsletter. We may be wrong and this increase in dues may be necessary to produce the newsletter, but the information gained from the minutes of the meetings lead us to believe that this was an emotional issue as an outcome of a less than optimal car show.

As out of town members we have no input to these issues and feel that our needs and desires have been overlooked.

We will miss you!

Name withheld at request

From Your Chairman

Steve Sangster

The February meeting brought up a few items I wanted to remind everyone of. Jim Priestly, our membership chairperson, is requesting you let him know if you will be KEEPING the 716 area code. Jim's contact information is listed on the inside front cover. Also, it would help out the club's finances if everyone could send in their \$30.00 dues as soon as possible. This will minimize the number of reminders Jim will have to send out and insure your continued enjoyment of Spokes.

The last MG activity was the February Brunch. Barb and Dave Wild's restaurant choice provided great food and a comfortable private room. If you missed the event, it would be worth a ride to the Garlock House in Palmyra to give it a try.

See you at the next meeting!

Steve



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Sports Car and Vintage Auto Festival

by Charlie Searles

The first Sunday in June is rabidly approaching. That means GET BIT!!! Start foaming at the mouth with excitement about this year's upcoming Sports Car and Vintage Auto Festival. We NEED your excitement, your help and your commitment to this most worthy of MG causes. I hope by now you realize, this means YOU!

The following information is provided for all MG Car Club members in regard to the 2002 Festival chairs and coordinators:

MG Car Club Festival Chair - Charlie Searles
Victor Lions Club Festival Chair - John Rioch, Don Keefe
Administration - Dave and Barb Wild, Gil and Betty Langswager
Field Layout - John and Carol Manuele
Signs - To be announced
Publicity - George and Nancy Herschell
Security - Leroy Hokenson, Tom LeStrange
Flea Market - Lane Boughton
Car Corral - Wally Roworth
Judges - George Haynes
Entrance/Awards - Bill and Desi Binet
Database - Jim Priestley, Leon Zak
Advertising/Media - Jim Hogan

You are encouraged to contact any of the above to volunteer your help on or before the day of the Festival.

As a point of interest, our Publicity chair, George Herschell, has put in writing some of the work that engages our membership in the preparation and production of this event. It is not all-inclusive, but nicely covers the extent of what our club contributes annually to the event's success. The Lion's Club may provide the same kind of information to our club, thus we build a mutual appreciation and more thorough understanding of how we cooperatively make the day happen.

And now comes the part about chickens. Actually, the sacrificing of chickens! I've come to realize that the George Haynes' and Leon Zaks of the world are not joking when they speak of sacrificing chickens prior to the Festival to appease the rain gods and keep our event rain-free. The ancient Greeks and Romans performed these kinds of rituals and they never had rain on their auto festivals. So folks, at our January meeting we did decide to schedule a chicken dinner event co-operatively with the Victor Lions Club on May 21st at DiPacifica in Canandaigua. The cost of dinner will be \$11.00 per person and although there are a variety of menu choices, we are strongly urging chicken. The more chicken orders we have, the more chickens will give their lives for our worthy cause. After the chicken dinner, we are invited to stay for the Lions Club meeting, which will be devoted to the Sports Car and Vintage Auto Festival. Last year a half-dozen of our members did attend and this year it would be nice if we could build that number. After all, we work with these people every year for our major fund-raising event. It would be nice to get to know each other better.

In closing, I should announce in plenty of time that this will be my last year to chair the Festival. Due to a major commitment as registrar with the New England MG T-Register, I will be turning over my responsibilities over to the next chair whoever he/she might be.

I have prepared a written "manual" that details step-by-step, month-by-month, progress checks, and of course, I, as well as any past chairperson, will always be available to help right up to and including the day of the event. I'm hoping someone will see this for what it is - a golden opportunity to support your club and work with a dedicated and successful team to produce a fun-filled event for all to enjoy. Please give it some serious thought.

EVENTS FOR

March

4 Steak Roast & Auction

15 Meeting

25 English Pub

April

18 Meeting

28 Brunch Run

Brunch Run

Foggy Bottom

Center of Mendon Route
251

\$12.00 per person

Tour following brunch to:

Art Gallery and Upbeat Antiques Mall
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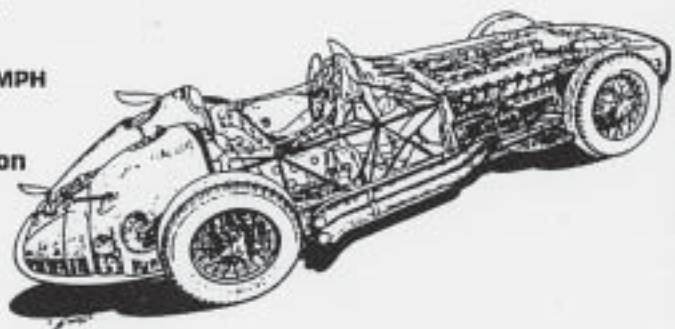
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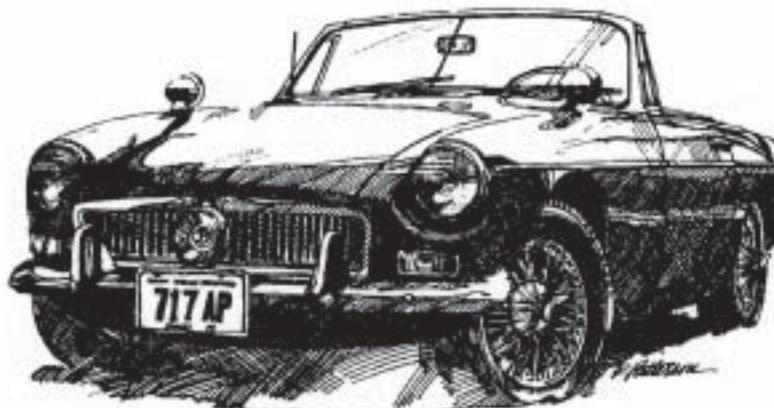
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Membership Attendance - in order of appearance

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Barbara Wild
Betty Langswager
Gil Langswager
Bob Tescione
Dick Powers
Ted hershey
Alan Costich
Jeff Kath
John Peck
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Kathy Hershey
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Ed Avery
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Joan Heaney
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Jeff Wiley
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Bob Harris
Carl Webeck
Al Fink
Allen Hess
Pete Fazio
Dorie Roworth
Wally Roworth
Holis S. Hermen

Guest

Elton Schutz
Dave Stutzman
F.J. Testa

CLASSIFIEDS For Sale

For Sale: 948 Midget or Sprite Manifold. has been ceramic coated with cerma Krome. Withstands tempratures up to 1600 - 1800 degrees. Cleans up nice, won't burn off. Call Jon VanDorn at 585 - 468 - 5896 evenings.

For Sale: 1979 MGB. New paint, top, carpet, fuel tank, alternator, switches plus many more. Red ext. with black int. Ready to drive this summer!! \$4,000. OBO. Call Jon VanDorn at 585 - 468 - 5896 (evenings).

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The All British Gathering and Grand Island Sesquicentennial Weekend

by Scott Perry

The All British Gathering and Grand Island Sesquicentennial Events – July 26-28, 2002.

See info at: www.isledegrande.com/2002

For those who don't access the web but are thinking about attending this weekend event following is a list of info to date. Some of these events have changed, i.e. the SCCA SOLO event has been removed from the schedule.

Saturday July 27

GRAND ISLAND SESQUICENTEN-NIAL CLASSIC CAR SHOW & PARADE CRUISE- (the name given to the whole weekend).

Holiday Inn, Whitehaven & E.River Rd., Grand Island, NY 14072. Reg.10am-12pm. \$10 Pre-reg., \$12 @ gate. Commemorative dash plaques 1st 200 cars. Live music & much more.

ALL EUROPEAN CAR SHOW & PARADE CRUISE-

10am-4pm-Grand Island Rod & Gun Club, 1083 Whitehaven Rd., Grand Island, NY 14072. Pre-reg. \$10, \$15 @ gate. 1st, 2nd, 3rd place awards all categories, best of show, long distance and others. Winners determined by popular vote. Festivities to follow at the Holiday Inn.

ALL CORVETTE SHOW & PARADE CRUISE-

10am-4pm.Sponsored by Fuccillo Chevrolet at their beautiful new dealership located on Alvin Rd., Grand Island NY, 14072. Pre-reg \$10, \$12 @ gate. Many awards.

BIKES, BLUES AND PARADE CRUISE-

10am-4pm. Grand Island Super Gas/Sunoco, 2024 Grand Island Blvd. Grand Island, NY 14072. All bikes welcome. Pre-reg. \$10, \$12 @ gate. Trophies, Blues and more.

NOTE: "THUNDER ON THE ISLAND."

We are requesting that All participants in the above 4 events join us in a "Parade Cruise" of the Island. The cruise will start promptly at 4pm and last approximately one hour.

Sunday July 28

GRAND ISLAND GRAND PRIX RE-ENACTMENT-

Pits/Staging area at the Grand Island Rod & Gun Club, 1083 Whitehaven Rd., Grand Island, NY 14072. Come join us for a re-enactment of this historically significant automotive event that drew over 100,000 people to the Island in 1952. No entry fee for qualified Cars (1940's thru & incl.

1962) Entries must be in "race" trim. First 50 cars will receive commemorative grille badges, free entry to Euro Car Show and other gratuities. "Parade" lap(s) of the original racecourse and the Island will take place.

Other changes are the Friday night "mixer" and the Saturday night banquet seem to be missing from the agenda. However the line " Festivities to follow at the Holiday Inn. " may mean FOOD!

As this weekend's planning progresses, I will try to keep you posted with the updates as soon as possible. Thank you for you patience.

Stay Tuned!

FROM THE MEMBERSHIP GUY

DUES ARE DUE

(\$30 THIS YEAR)

ALL 2001 MEMBERSHIPS ARE NOW EXPIRED

Some members pay for more than one year at a time. Please check your membership card to see when your membership expires.

Telephone number update:
If your 716 area code **DOES NOT CHANGE** to 585, please let me know.

Jim@mgcarclub.com

Jim Priestley
251 Bronx Drive
Rochester, NY 14623
585-235-2440

On Collecting

by Chris Williams

OK, so when is it a good time to “retire” a daily driver, or take a former daily driver in “semi-retirement” and pronounce it “done?” The answer, of course, is “it depends.” (It could be that I’ve been hanging out with high priced consultants too long.) The rationale for posing this imponderable question is that I find myself firmly on the horns of a genuine dilemma.

Here’s the deal. My former daily driver, the always-faithful ’84 Toyota 4-Runner, has come up lame. There is coolant running down the side of the block, and by all that I understand about internal combustion engines, the cylinder head is warped and if the truck is ever going to hold its water again I’ll need to pull the head and take it somewhere to make it flat again. And, of course, from a philosophical perspective, if I pull the head I should really have the valves ground while it’s off. And, of course, if I have the valves done I should really check the timing chain and replace the piston rings at minimum – assuming of course that the bores aren’t too “oval” to avoid boring. And that much work, of course, would more than likely be stupid on a truck which has passed 194,000 miles and 17 Winters.

So why, you might ask, am I even thinking like this? Well, first and foremost, there was The Plan, and before that there was The Rationale For The Plan. And it all went something like this: Every now and then, seems like we get one of those days where the Weather Man predicts “a little snow this morning, maybe an inch or two, then clearing later today.” Many times, the Weather Man is right on, and the weather follows the predictions. Once in a while, though, some big “high” stalls somewhere which causes a low to hang out over our heads and we get BURIED.

With the move to Phoenix Acres pending we were philosophizing one night over dinner. “I’m thinking I might need something with 4 wheel drive for the really bad days,” Eileen said. “I’d also like to not drive my Saab in really bad weather. I was thinking of a little X-Terra or something like that.”

“Makes sense to me,” I replied. “How soon do you think you’d be ready to look?” Visions of new shop manuals to buy and new “tricks” to learn flashed through my head.

“With this new house in the works?” she asked. “Maybe in about 5 years.”

I must digress. It is a Very Male trend to want to do two things in situations like this. In no particular order, they are: Rush To The Rescue and Solve The Problem. In true form, I said “Why don’t you take my ’95 on bad days, and I’ll just run the ’84. You were OK driving the ’95 last year when I was doing Shop Days at BOCES. How does that sound?” Please note that I didn’t push, but merely posed the question.

Thus it was that the ’84 came to be thought of as a Winter Driver, and so I snatched it back off the market and did a couple of things to make sure I thought it would get through the Winter. Shortly after we moved in, we executed The Plan and laid the Saab up in Macedon for the Winter. At least, that is, until I discovered there was a bad reason why I couldn’t keep water in the ’84’s cooling system. I think Eileen might have actually given up trying to hide a smile when we broke the Saab back out. And for that matter, as mild as this Winter’s been, the Saab has been no problem, and on really nasty days we just drive in together. So much for the logistics – so far.

Having had some prior experience with exhaust manifolds, I’d decided to pull the manifold off the ’84 to verify the source of the leak. In the process, there were these two little bolts that I religiously heated to loosen them up just before I twisted their little heads off. The shop had been “full” at the time, with the Mercedes and the B in as Winter Projects (hah!) and the generator sitting on a shipping platform in the middle of what should have been a working shop bay. The net result of my activity at this point was that I had a down vehicle sitting in the working garage space, and nowhere to go with it.

First things first. I had to find the welder, clear some space around the generator, and fabricate some lifting bars. Using these, I jacked the 1300 pound or so generator up and put it on jack stands so that I could drop the bottom of the shipping carton out from under it. Then I “borrowed” a couple of roller platforms from the Mercedes, lowered the generator onto them and wheeled it over to where I wanted to permanently install it. Jacking it back up, I pulled the roller platforms out from under it and lowered it onto some temporary wood cribs. At least I had it out of the way for now.

Re-inserting the roller platforms under the Mercedes, I moved it back to the far West end of the shop and almost against the wall, where I can still get at the left rear wheel bearing (if it ever comes) and replace the fuel pump while I’m at it. With a couple of sweeps of the broom I actually managed to create one empty bay in the shop. Using the starter and low range in the transfer case, I backed the ’84 out of the garage and pulled it into the center bay in the shop. There is something to be said for “real” 4-wheel drive and manual transmissions – at least if one is into “dead stick” moves, although what I did is a terrible thing to do to a starter.

With the working garage opened back up again, I parked the ’84 and turned my attention to getting the generator installed. There is, as the saying goes, “still some work left to do.” I do have it up on steel I-Beams now, so I can get a drain pan under the crankcase drain plug, and I actually have a panel board fabricated and mounted which will hold the main breakers. In another week or so the exhaust will be run through the roof so I can actually run-test the engine. It will be at least a couple of weeks more though before I actually have standby power, but I’m looking forward to the day I can just shrug when the lights go off and head for the shop to light off my own supply.

Once that day comes, however, I’ll be back into the current dilemma, which is “what in the heck do I do with the ’84?” I’m a little frustrated that the head is warped, but chalk it up to some years back when I discovered the hard way that I had a partial hose blockage causing it to run hot, or maybe I had a small leak that got away from me, or maybe there is truth to the speculation that aluminum heads on iron blocks will warp sooner or later. Whatever the cause, I now have a “stretcher case” taking up space in my shop. At this point, with the exhaust manifold off and a couple of small but essential bolts still in the manifold but broken off, I’m going to have to either fix it or junk it.

And now the emotional vibes get strong. Hey – I just put a new radiator into it and a fresh alternator, and a set of belts. Nothing else is leaking. I put new floors in the front a couple of years ago, using heavy gauge galvanized steel. The

frame is showing some rust, but still strong based on "hammer tests" along its length. This can easily be addressed with a couple of spray cans of Corroless. The air conditioning still works. I could, when I get to it, whip the head off in half a day and have it back on a week or so later. It "has been" dependable transportation for many years, and it would be very good, in my opinion, to have a spare 4 wheel drive hanging around the place for the times that the '95 goes down.

If I look at the replacements cost, or even the price of a fairly used X-Terra, I'm more than just ahead by fixing this one as opposed to junking it or replacing it. Maybe what I should do is just make the head flat again. The truck starts and runs fine, with a smooth idle, so there's no reason to fully rebuild it unless I plan to keep it forever – which I don't – but I think I've convinced myself that I should keep it a while longer.

And so, of course, the inevitable answer to the question of "when is it time to fully retire this truck?" is "not yet." And if one were to press me with "when will it be time?" I would respond with "when I decide." And I haven't decided yet. There will come a day when I'll cross that threshold, when I'll decide that it just isn't worth continuing to keep the truck up and running, or nursing it through State Inspections. There will come a day when I'll let this truck go. Maybe it will coincide with the day when I decide it's finally time to grow up. Actually, I doubt that either time will come any time soon. It's just too much fun at the moment.

You're born. You die. In between you work on cars, trucks, houses and generators. We're not getting older – we're just getting more complex. I think I like it.

MGCC "Babes at Silverback"

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A great opportunity to become comfortable with the fact that unexpected driving events do happen and as a practice for our own autocross series. Drive your sports car or your daily driver.

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The Key to the Show

by Bill DeVos

The summer of '99, I thought I'd finally take the plunge and enter a car in the MG car show. I must admit with some embarrassment, I was not showing an MG. The MG's are languishing in various garages, waiting a quieter point in life when time will allow for proper attention to make them show-worthy.

I bought an Alfa Romeo last year. My old Subaru, which was stolen the year before, had gotten very ratty, I needed a "client" car and I was feeling some mid-life crisis symptoms. My best friend drives a 318 BMW. He let me try it and I was sold. Afterwards the Subaru felt like it was broken. I started to look for a four door, rwd, five speed sedan, something fun to drive for a change, and what the heck, maybe a little flashy. To make a long story shorter, I shopped for quite a while without finding a BMW I wanted, then while looking in the "b" want ads, looked up and stumbled on this ad for the Alfa:

"Alfa Romeo four door, five speed sedan -"southern car, high miles, 3.0 liter V6,VGC, \$2950, firm"

I tested it on a Wednesday night with my two sons in tow, put down a deposit that night, and bought it on Friday. It's not perfect, but it certainly is fun to drive and I enjoy the looks. Is this is what happens when one turns forty? The worst of it is that I still have my MGB and 'BGT waiting for attention. For the third straight summer the B has languished in the garage up on blocks while the world whirled around it. Each season I start out with determination, get it started at the house where I store it winters, drive it home only to discover problems and set about to fix them. Then summer hits, the kids want their swings put up, want to be pushed, Sue wants the gardens mulched, etc. etc. -you know the rest. I've tried to sell it a couple of times, but the truth is it wouldn't bring much and I still love the thought of having a convertible. One of my favorite things is to go for a night drive with the top down and buzz underneath expressway bridges. The sound and the feeling is just out of this world. I'm afraid I'm an unrecovered car-aholic.

The Milano came in presentable shape, and I haven't had time to mess it up too badly. Also, it will carry five, so I could take my two boys, my two nephews and see the car show for free. It all sounded ideal. I sent in the application, invited the boys and even washed, waxed and vacuumed the car.

We were going out of town the weekend before the show, and I was putting the Milano into the garage when I had trouble taking the key out of the ignition. It had been a little balky in the past but never a serious issue. This time it plain wouldn't come. I set the alarm, locked the garage and forgot about it. On Monday, I drove it to work and satisfied myself the alarm was sufficient protection in the lot outside of work. Car Tech, the Alfa "dealer" had disappeared the winter prior, and I had little idea who else would handle this problem. I was on Lyell Ave on Tuesday and thought of Acme Locksmiths. I had some contact with them from an antique desk they re-keyed, so on impulse, I dropped in. Bob Blake, the proprietor, was good enough to come out with a neat little lock pick set that would do "007" proud. With a little wiggling, picking and pulling he had the key out in a jiffy. I

was expounding on his wizardry when Bob stopped me. Getting the key out was not the solution: Now the key would not go in or start the car. The horrible thought of having no transportation and then having to welch on the car show dawned on me.

Bob said he had another job in progress which had to get done but said he'd work on mine in the afternoon if I could leave it. I work downtown and decided to hoof it back. It's a real thrill to walk across the Lyell Ave. bridge with only a four foot open railing when a Genesee Beer truck rumbles by.

At five PM, Bob said he'd had no luck. Removing the cowl, he'd been stymied by a round headed "pin" which appeared to be pressed-in. He said he was afraid he'd need to pull the steering column to get it out. One thing was sure -I needed a ride home.

That night I got an internet list of Alfa supply houses and managed to reach one in California which was still open. The operator (Cornelius), was really very helpful. Indeed, he had replaced the ignition on his Milano and knew the very "pin" we were stumped by. He explained it is really a screw, and if one cuts a slot in the top, it can be easily turned out. He also had an original Alfa ignition for \$100. I was so delighted with my tidbit of information, that I foolishly passed on the replacement part, which of course, Bob said we needed as soon as he got it apart.

I called Cornelius Wednesday night, ordered the part, paid extra for Fedex and waited. It didn't come. It was Thursday night and past the Fedex pick-up when Cornelius discovered it was misplaced at their shipping dock. With a little snarling I convinced him it was their responsibility to send it Saturday delivery but of course it was too late.

Now the happy ending:

When I called Bob on Friday morning to tell him the bad news, I got his son. He said Bob wasn't there, but that the car was fixed. I was sure the kid was confused. Luckily, I was wrong. Bob had disassembled the old ignition, removed the worn pieces which had jammed it and presented them to me along with my keys. The show came off without a hitch and I now recommend Acme Locksmiths to anyone who will listen!



Against all advice, Jim didn't auction the hat.

Old Toad

Alexander Street
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Sunday Mar 24. 4 pm

Checks made out to MGCC
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Prior to Mar 22

A Note from Phil Culbertson

Dear Members of the MG Car Club of Western New York

This little note is to thank all of you for the very much appreciated photograph of the members of the club as birthday gift.

When I look at the photograph, and see the pleased look on your face, I know you are thinking of your car.

Since my stroke in 1995, I haven't attended too many of the Car Club activities, but I am there in my thoughts.

As I look back, and all of the pleasant thoughts in my mind, I am very pleased to be a member of the Car Club.

Again Many Thanks,
Very Sincerely,
Philip S. Culbertson

The Sports Car Diet

By George Bennett

Look out Jenny Craig, out of the way Dr. Atkinson, move over Weight Watchers, your toast L.A. I've just come up with the newest, fastest, most guaranteed diet of the century.

It's called the "Sports Car Diet". This diet is about as easy to follow as breathing, no diet books to buy, no points to count, no special foods to buy, no weigh ins to attend, it guarantees plenty of exercise, and it's even environmentally friendly. Lots of great claims you say? Well let me explain.

First let me tell you how I came up with this revolutionary idea.

While on vacation during the Christmas / New Years holidays, I was looking through pictures taken at last summers' sports car shows and meets and I noticed that just about everybody in the pictures was at least middle aged. I also noticed that almost everybody could stand to drop a few extra pounds, me most of all. If your one of those people who have managed to reach maturity without gaining weight, stop reading now, and go get some ice cream or pizza, you lucky so and so. Anyway, like I said it was New Years and everybody knows that's time to make those resolutions that we do every year, and then forget about on Super Bowl weekend. Losing weight is reported to be the number one resolution made and broken every year, until now! So here goes.

Start this diet by getting out of bed the first weekend after New Years Day, (see how easy this is, you already get a couple of extra days to eat) and go out in the garage and take a good hard look at that project car you've been meaning to get started on for so long. Well today is the day! What? You say you don't have a project car in the garage? Are you sure you're into cars? Okay, okay so this is the opportunity to justify that sports car you've always wanted, to your mate or significant other. After all you are finally going to lose that weight that both of you wanted gone. All right, you're in the garage, and you see the car that's going to help you become the person that you always see in the mirror of your mind.

First thing to do today is to make a list of all the things that this car needs. Jack the car up and examine it thoroughly, top to bottom (see this is the exercise part, and don't worry you will be getting lots of this). Take a good look at that list and estimate the cost and time needed to complete your project car (now multiply by four to get the real numbers).

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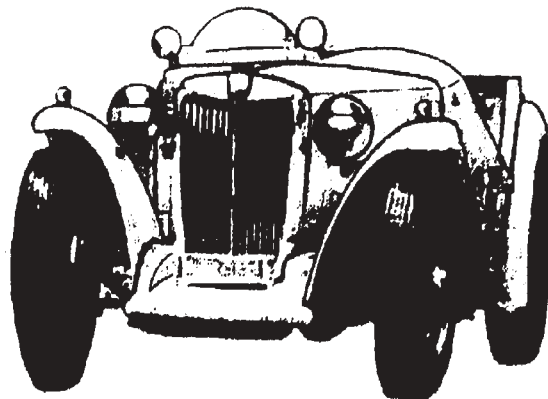
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and 'What's in A Name' ?

MG Recently I got an e mail from a friend at the MG CC office in Abingdon. She commented "I can't believe how those two letters can mean so much, to so many people, in so many parts of the world." I couldn't agree more, for those two letters have brought us so many friendships both here and abroad that one wonders just what is so infectious about those two letters. I'm sure we're not the only ones with these feelings. MG ownership puts one in a fraternity that is rewarding and for the most part lasts a lifetime.

However, just last month (January 15th to be exact) something took place that shook many members of that fraternity and that was the introduction of a new MG model. Apparently MG/Rover thought that the MGF was due for an update seeing it has been around for some seven years. (MGB's lasted for over 18 years with no major changes but I digress) The new MG was introduced at the Brussels Motor Show. I was able to get some information and photographs from the internet and the car (while not totally to my liking) is not a bad looking example of a logical improvement to the MGF. The specifications seemed to be an improvement and all in all it seems like an interesting car. I remember my drive in the MGF and it was quite an experience. I drove the standard model and I'm sure I would have been impressed with the 18VVC model but never got that chance. So I would like to have the opportunity to drive the new MG and see just what it is like with all the goodies and bells and whistles.

The new MG will sell for \$22,000 to \$28,000 base price without tax, destination charge and options so conceivably one could expect to pay in the neighborhood of between \$26,000 to \$32,000 for a car delivered nicely equipped. Options include 7 different sound packages, 5 different types of wheels, 5 different interior packages, and 5 different "sports" packs. The price list is available on the internet and it opens ones eyes to how far things have gone since the last MG came to the US.

BUT here's the rub. The new model is called the **MG TF**. I was stunned and couldn't believe what I was seeing and reading. How could they market a brand new car with the same designation that was given to a very historic MG of 48 years ago? It boogles my mind. I was reading in the latest issue of "Enjoying MG" (the magazine of the MG Owners Club) that their founder (Roche Bentley) contacted MG Rover about this and got some very interesting comments back. Mr. Bentley wondered why it couldn't be called the MG FT or MG FS. His feeling being that it was based on the MGF so one more letter added would be a fitting way to denote the change. When this was posed to the factory the answer that he got was "Well of course it's too late to change now Roche, we've allocated the name, prepared all the marketing and basically we can't change even if

we wanted to". When he asked the factory why someone hadn't researched the name, he was told that they (the marketing department had) liked the name and said that they wanted to link with the classic MG TF.

So now what is there to do? When I want to license my TF how do I convince the motor vehicle department that it is 48 years old and not brand new? What about all the other TF (original TF's) owners all over the world, how do they feel about this travesty? There has been much conversation going back and forth on various internet sites about the name and what is surprising to me is the number of people that feel it is no big thing. Perhaps I am from the old school, and while history can repeat itself, there should be a certain consideration given to historical things that should not be tampered with. This name is one of them. As someone else said on the internet, "what's next a brand new MG K-3 Magnette?"

I realize that my one small voice (of dissention) probably will never be heard, but I have one other comment for the MG Rover factory (again) and that is **WHY ARE NO MG'S COMING TO THE US?** We have been ignored for over 20 years and we were one of MG's largest markets. As I said in a previous "Miles" take care of your MG's for in all probability you will never see another come here that we could afford. I also read that the new MG X80 to be produced in conjunction with Qvale (Mangusta) which had been destined for the US market, has been postponed another year at least. This was the high performance coupe that would have been in the \$70,000 bracket. Hardly what we have come to know as an "affordable sports car". They also were planning a convertible on this same design but that was pushed back an extra year. So once again there seems to be no new MG in our future here in North America. It's sad but what can one do but wait and hope. My only hope is that I will be around to see MG once more here on sale in the US.

As to the new "TF" I'm sure with a little thought someone could have come up with a more appropriate model designation. I can think of a few.

MG F 02, (tying in the year of introduction)

MG F MKII, (if MG G is too strange sounding)

MG H. (I'd buy that one in a minute, it has my initials.)

But with all these questions and suggestions I have to be reminded of the license plate number on a friend's (original) MG TF which says it all **"REAL MG"**.

Roche Bentley's quotes reprinted by kind permission of the MG Owners Club in England.

TEN YEARS AGO FEBRUARY, 1992

by *Wally Roworth*

Chairman Mark Kaplan reported on an NAMG Registry event. A 5 day MG Canadian meeting in Peterboro, Ontario.

The meetings were still being held in the Ukrainian Home in Webster but the search was on for a more compatible spot. 47 members attended the meeting

Reported by Anne Faust, the always enjoyed Rochester Yacht Club brunch had 41 members present, with The Olde Toad, the Spring Steak roast and 12 other things still to be enjoyed

George Haynes coordinated the out-of-state car events which included: Ancaster Show and Market, Ancaster, Ontario Canada, Carlisle, PA. Import Show, Strawberry Festival/Car Show.

Albion, NY., Hildean Show at Mt. Equinox Hill Climb, Manchester, New Hampshire, Mid-Ohio

Vintage Race (Triumphs featured), Mansfield, OH., the T-Register gathering of the Faithful,

Harrisburg, PA., MG Canada 92, Peterboro, Ontario, Canada Show, Vintage Grand Prix & All

British Car Show AT Pittsburgh, PA. NAMGA Register- I 7 at Kansas City, MO., World Series of Cars at Jamestown, NY., The Roadster Factory

Summer Party at Armagh, PA. University

Motors Summer Party 16. Grand Rapids, MI., Buffalo Octagon Show, Buffalo, NY., Another T

Register Gathering of the Faithful at Cape May, NJ. and the MG Museum AutoJumble at

Westminister, VT. Many of these are still going strong.

The Car Show preparations were well under way.

A pair of MG Midgets were for sale for \$700. And a '68 MGC in good shape- \$7500. Desi Benet reported that Morgans were listed at \$54,000 at the Toronto Car Show.

The M G Motoring Guild presented the First Annual: HISTORIC NEW YORK STATE RALLY FOR MG CARS to be held on May 1,2 and 3, 1992.

Jay Lockrow's Bury Me In An Old Mowog Parts Box had a contest with 12 pictures and drawings of sport cars. Each had a different question to be answered. (le) What does O.S.C.A. stand for?, An American car that ran at LeMans. What is it and what was the power?

Desi Benet wrote a Gourmet Club Review on The Olde Toad. It was about the great English food, atmosphere and friendliness. I can vouch for all of that and the prices were and are great.

This was the year that a survey was responded to by both members present and members who weren't able to make the meeting. Much that we have now was indicated then as being important.

Restoration Costs

From the "Q & A" column by Tom Brownell in OLD CARS, July 30, 1998: "You ask, what's the logic of investing more in a car's restoration than its market value? For many it's the enjoyment of the process—the experience of rejuvenating an older car or truck that has meaning for whatever reason. For others it's the personal value of the restored car. ... It's value is personal, and that doesn't transfer to the marketplace. ... The best value on a collector car is one that's already restored (providing, it's a quality restoration.) Otherwise, restoring a car as a hobby is just that—a pleasurable activity into which economics doesn't enter." Said another way: when selling a restored vehicle, the price will be considerable less than the investment.

Tidbits collected by Leroy Hokenson

RESERVATIONS FOR WATKINS GLEN WEEKEND

To help facilitate room reservations in a more equitable fashion for Seneca Lodge during Vintage Race Weekend, the following will be the procedure for year 2002 and the foreseeable future:

Applications for the rooms will be taken starting at Noon on March 15. Call 271 8178

Any calls before then will not be accepted. Members must occupy rooms that are allocated by Seneca Lodge for MG Car Club use only. If any member is unable to occupy their room, the room should be turned back to the person responsible for reservations, making the room available for club members on the waiting list.

Those not abiding by these requests will be unable to reserve rooms through the club allocation in the future.

All British Gathering at Grand Island July 26-28, 2002

Reminder: When calling to register for your room at the Holiday Inn of Grand Island, phone: 1-800-465-4329 or 716-773-1111, please mention that you are with the MGCC/WNY to receive the discounted room rate.



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529 College Savings Plans

American Express Financial Advisors Inc.

Member NASB

IDS Life Insurance Company of New York

2024 W. Hennrietta Rd. Bldg. 3E, Rochester, NY 14623 (585) 272-0080x13 david.a.palermo@aexp.com

CARLISLE IMPORT WEEKEND UPDATE May 17 thru 19, 2002

May 17 thru 19, 2002 - That's the weekend of the **Import Car Show and Flea Market** in Carlisle, PA.

As in years past, MGCC members will attend and man four flea market spaces to sell our left-over British auto parts. We also offer to sell parts for club members who cannot get away for the weekend, and we can try to locate parts which MGCC members may want/need. Please call me (872-6536) or Al Costich (482-2695) to let us know how we can help.

VERY IMPORTANT NOTE: Accommodations coordinator Ted Hershey has booked rooms at a different motel this year. Details vary from past years, so Ted must know who wants a room **AS SOON AS POSSIBLE!** Please call Ted at 865-7182 if you need a room.



"The First in Synthetics"®



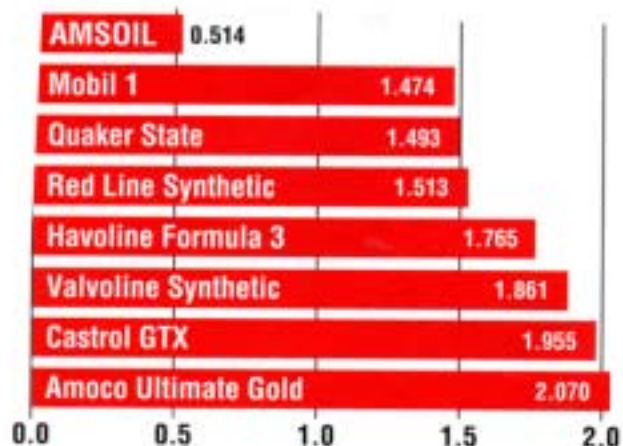
"Even running at wide-open throttle in the desert, the oil temperature remained constant. With AMSOIL Series 2000 in the engine, I don't worry about viscosity breakdown. I can concentrate on driving the race car."

— Mike Anson, Long Beach, California

The smaller the wear scar, the better the protection!

Oils tested are 20W-50 (Mobil 1 is 15W-50)

Four Ball Wear Test (ASTM D 4172), 60 kgt, @ 150°C, RPM: 1800, for 1 hour duration



Series 2000 Synthetic 0W-30 Motor Oil

Race-proven technology designed for passenger car performance. Provides unsurpassed fuel efficiency and up to twice the wear protection provided by popular conventional and synthetic motor oils. Ideal for cold climates. Recommended for use in all vehicles requiring the use of 5W-30 or 10W-30 motor oils.

API, SH, SJ, CF, ILSAC GF-1, GF-2

Qt \$7.00 Case \$80.00



Series 2000 Synthetic 20W-50 Racing Oil

Special synthetic base stock blend and advanced additive package provide up to four times the wear protection of conventional motor oils. Reduces friction for quicker engine response and increased horsepower.

API SH, SJ, CF, JASO MB

Qt \$7.00 Case \$80.00



Series 2000 Synthetic 75W-90 and 75W-140 Gear Lubes

Deliver unbeatable power-enhancing protection, thermal stability and fuel economy. AMSOIL Series 2000 Gear Lubes provide maximum protection in both heavy-duty and severe-service operations. The Series 2000 Gear Lubes supply limited slip performance without aftermarket limited slip additives. Both are recommended for use in all passenger vehicles, commercial trucks and race

vehicles. **Note:** check the G-50 Product Selection Guide for proper viscosity and quantity needed. **(GL-2 Through GL-5), MT-1**

Qt \$7.90 Case \$89.00

PRODUCTS

Motor Oil
Gear lube
Motorcycle Oil
Transmission Fluid
2-cycle oil
Grease
Hydraulic oil
Compressor oil
Air and oil filters
By-pass oil filters
Fuel additives
Metal Protector
Silicone spray
Engine cleaners
Appearance products
Miracle Wash
Fuel/Water Separators

Stally's
SERVICE & SUPPLY
1 OAK POINT TRAIL
WEBSTER NY 14580-1315
585 671-1877

Bury Me in an Old Mowog Parts Box



Jay Lockrow

Three or four weeks ago coming out of the grocery store there was a small black pickup truck in the lot. It was about the size of a Ford Ranger, one of the small pickups. On the tailgate was a bumper sticker that read "IMPORTS ARE FOR XXXXXXXX, BUY AMERICAN" (use your imagination to fill in the xxxx) My first impulse was to go over and scratch off "Imports are for" and just leave. In the end I just left because this being the US of A everyone is entitled to their opinion. For some reason I mulled this over in my mind for some time and the more thought given to it the more bizarre it became. First of all a good number of these small pickups are nothing more than re-badged Toyotas, Isuzu or some other brand. Very few are made in the US. This one may have been because the make and model totally escapes me if I ever knew in the first place.

The truth is a totally american made vehicle is virtually impossible to buy nowadays. Many components or assemblies are made in many different countries. Tail light assemblies for example could be made in South America, Asia or even some place like Thailand. If one was to stipulate a totally american vehicle he or she might have a vehicle come without a tail light assembly, radio or some other component, possibly even something as necessary as an engine. My mechanic friend tells me my inlaws Plymouth Acclaim has a engine built by one of the Japanese manufactures. I don't recall which. Any car with that stipulation would probably have an empty gas tank because the United States is so dependent on imported oil. This is totally unnecessary but we seem to stick with it.

Many times I have been tempted to approach someone like this person that had this sticker on their truck and ask them if they purchased nothing but american made goods? It would be worthwhile to wager that the shirt on their back was made in some Asian country and the same with their radio, TV, VCR not to mention some of the produce that came out of the grocery store. Frequently produce is from Mexico or Chile or some place where the climate is warmer and has a longer growing season or at least one opposite ours. Those that propose to buy only american are well intended but one of the greatest peacemakers among countries is trading back and forth. If we purchase only american all this trade would disappear. Even those cars that are built over here by companies like Mercedes or Honda or others are considered imports by many even though they are assembled here by american workers. I doubt that those workers assembling these cars would be happy to be out of work. A few years back I was in an auto parts store purchasing an oil filter and wrench for a Toyota. The clerk said something derogatory about an import but chose to ignore it. Probably should have talked to the manager to make a point but prefer not ruffling feathers. For sure this guy might not be needed if the import parts were eliminated.

My dad at one time used to do a bit of advertising for Trico corporation back in the mid to late 50s. He tried one time to get some new wiper blades for a 55 Volkswagen Bug he had at the time. They were not available from Trico. He mentioned it to the then president of the company and was told that they didn't believe the market share was large

enough. He told them otherwise and were losing a large chunk of business. They measured up a VW Bug and put the wipers on the market. At the end of the first year Trico was amazed at the sales. After that they offered wipers for many imports. I would be interested in knowing what the market share is today with the numerous imports on the market. Each year I purchase new blades for both daily drivers. We as automobile fans are well aware of this sort of prejudice and have learned to live with it and ignore it. It bothers me sometimes that there are still people in the world that are this narrow minded but I'm not surprised. Not far from me there is a United Auto Workers union hall. On the front of the building there is a sign that reads something to the effect "United Auto Workers Property. Foreign Made Vehicles Not Allowed on Premises." I wonder if the workers take out the imported components before they park their cars there? Or even better, what comprises a foreign made automobile? They make many Fords right across the border just East of Hamilton. Maybe Canada isn't considered a foreign country.

“Chicken Sacrifice”

Ensure the Success of the Next Car Show Meet With The Victor Lions Club Members For Dinner and Discussion of Details for the Upcoming Car Show

**DiPacifics
Rt. 96 Farmington
\$11.00 per person
Cash Bar**

**Tuesday, May, 21,
Cocktails 6:00 pm
Dinner 6:30 pm
Checks made out**

**to MGCC
Contact Charlie Searles
57 Washington Road
Pittsford NY 14534
586 2806
Prior to May 19**

SUNSHINE PAGE

MARCH BIRTHDAYS

2 Wally Roworth
2 George Slack
2 Sayle Temple
2 Lyn Smith
3 Wendy Van Vliet
4 Bill DeVos
5 Lee Blair, Jr.
5 Richard Powers
5 Sue Pittenger
5 Stacey Van Denburgh
6 Marlene Bartasevich
8 Karna Palermo
9 Richard Manzolati
10 Al Fink
11 Lane Boughton
12 John Cook
12 Thomas Glanville
12 Ben Pursell
13 Audrey Davis
13 Kay Johnson
14 Dennis Batt
14 Terry Welch
17 Dave Chase
17 Gail Borycki
18 Don Moodie
19 Robert Antonelli
19 Bill Johnson
20 Gene Faust
20 Burt McMinn
20 Robert Keppeler
22 Cheryl Marginean
22 Laurie Scribner
23 Kathy Boughton
24 Carl Baxter
25 Dennis Costich
25 Bejan Iranpour
25 Jim Ostrander
25 Kenneth E. Wood
27 Gordon Ruston
27 Jim Walsh
27 Susan Kath
27 Dawn Mehserle
28 Arne Lindquist
28 Gertrude Potter
28 Anne Suter

**HAPPY BIRTHDAY
EVERYONE!!**

ANNIVERSARIES

2 Sayle & Kathy Temple
10 Paul & Patricia Masters
14 Billy & Jessie Cates
15 Irving & Bernice Black
15 John & Anne Suter
17 Gerard & Linda Odenbach
17 Elton & Patti Schultz
21 David & Lynne Schindler
28 Virgil & Gertrude Potter
30 Marty & Jean Mucher
31 Paul & Sally Zielinski

CONGRATULATIONS!

APRIL ANNIVERSARIES

3 Duane & Carol Garner
3 Daniel & Latty Goodwin
6 Richard & Wilma Stewart
11 John & Gail Borycki
12 Dennis & Ruth Ann Batt
12 Joseph Kozloski & Linda Perkins
13 Gary & Carol Newman
30 Al & Barb Fink
30 Suzanne & Robert Keppeler

CONGRATULATIONS!

WELCOME NEW MEMBERS

Clifton & Randi Jenney

865 Gallup Road
Spencerport, NY 14559
585-349-2233
1959 MGA 1600, 1973 MGB GT

George & Mary Ann Shetterly

3556 Tenth Street
Retsof, NY 14539
716-243-0950
1972 MG MIDGET

Dave & Margaret Stutzman

1563 Manitou Road
Rochester, NY 14626
585-352-9155
1959 MGA, 1970 AMC JAVELIN

Elton & Patti Schultz

266 Melwood Drive
Rochester, NY 14626
585-227-3606
1963 AUSTIN HEALEY 3000, MK

II

APRIL BIRTHDAYS

1 Dan Demers
1 Linda Spencer
2 Marcy Teger
3 John Coleman
3 Marilyn Sergeant
4 Robert DeRider
4 David Johns
5 Gerald Kirchgessner
5 Nick Poulton
5 Debbie Simpson
7 John Thompson
7 Tricia Lucchesi
7 Suzanne Peebles
8 John Cracchiola
10 Elton Schultz
11 Stephen Stewart
13 Bert Maggio
14 Jordan Emerson
14 Marty Mucher
14 Phyllis Wagner
15 Kathy Walsh
16 Bill Rampe
19 Bill Bethune
19 Nancy Least
19 Paul Schroerer
19 Alice Le Brun
20 Elizabeth Freeland
21 George Haynes
21 Robert Tescione
21 Harriette Hokenson
23 Jean Bull
24 Paul Heaney
25 Bob Johnson
27 Billy Cates
27 Paul Masters
27 Mark Porter
28 Denise Dominick
28 Glenn Goodridge
28 Joyce Pegoni
29 Janice Muehlbauer
30 Mary Flesher
30 Fia Lilley
30 Virginia Pursell

**HAPPY BIRTHDAY
EVERYONE!!**

THE MG CAR CLUB, WESTERN NY CENTRE, INC.

MEMBERSHIP APPLICATION

Annual Membership Dues are \$30.00 — All Memberships expire December 31st

Name _____ Birthday _____
 Spouse _____ Friend _____ Birthday _____
 Phone: Home _____ Work _____ Anniversary _____
 Address _____ City _____
 State _____ Zip+4 _____ Today's Date _____ New or Renewal? _____
 Cars Owned & Yr. _____

INTERESTS: Racing _____ Gymkhana _____ Rallye _____ Restoration _____
 Car Show _____ Social _____ Touring _____ Other _____

Hobbies, etc. _____

Occupation _____ E-Mail Address _____

Roadside Help? No _____ Yes _____ >Days _____ Evenings _____ Nights _____ Weekends _____

MAIL APPLICATION WITH CHEQUE PAYABLE TO: MGCC OF WESTERN NY, INC. TO:

**Jim Priestley
 251 Bronx Drive
 Rochester, NY 14623**

MG CAR CLUB of WESTERN NY CENTRE -REGALIA-

Cloisonné Pins	\$ 2.00	Mylar Decals	\$ 1.25
Six-pack Cooler	10.00	Fleece w/emblem	22.00
Antenna Flags	10.00	Fleece w/emb. (XXL)	24.00
Name Badges w/MG	10.00	Log Book	6.00
Leatherette Key Tag	3.00	Car Badge	25.00
Luggage Tag	1.00	Bumper Stickers	1.00
Badge Bar Clips	5.00	Old Fashion Glass	4.00
Sweat Shirts	15.00	Polo Shirts	18.00
British Style Cap	5.00	Color MGCC Decal	1.25
Ladies Pendants	15.00	Club Emb. Patch	2.00
MGB Badge Plates	7.00	Tee Shirts	12.00
Sport Cap w/ emb.	12.00	Club Jacket	36.00
		Club Jacket w/name	39.00

**Dave Chase
 689 Erie Station Road
 W. Henrietta, NY 14580 (716)334-6826
 Call or write for details on mail orders**

WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002

January 17 Meeting 20 Wine & Cheese	February 17 Valentine Brunch 21 Meeting	March 3 Steak Roast & Auction 21 Meeting 24 English Pub	April 18 Meeting 28 Brunch Run
May 11 Tune Up Clinic 16 Meeting 17-19 Carlisle 25 Tailgate Picnic 26 Autocross I	June 2 Vintage Car SHow 20 Meeting 23 Garden Tour	July 7 Autocross II 13 Picnic 18 Meeting 24 Kids day - Glen 26-28 Grand Island - All British Gathering	August 4 Steak Roast & Rally 13 Meeting
September 5-8 Watkins Glen 19 Meeting 21 Tune-up Clinic 22 Autocross II	October 13 Fall Foliage Tour 17 Meeting 25 Halloween Party	November 3 Nov Brunch 10 Garage Tour 21 Meeting	December 14 Holiday Party No Meeting

For more information visit our web site <http://www.mgcarclub.com>

The Spokes
Leon Zak, Editor
411 Seneca Park
Rochester, NY 14613

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