

The
SPOKES

Founded 1958



Volume 45 Number 4

May 2003

Official Publication of the MG Car Club Western New York Centre

Always the 1st Sunday in June
SPORTS CAR
& VINTAGE AUTO
FESTIVAL XXXII

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OR

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Next Meeting -

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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, pictures, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of the month prior to publication. 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

DEADLINE for submitting to the upcoming SPOKES is one week after the general meeting.

SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

PREFERABLY – Email to spokes@mgcarclub.com

Copies of "The SPOKES" are sometimes available, please write the editor with your request. "The SPOKES" is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. "The SPOKES" is also available electronically to non members for \$10 per year. Contact Spokes@mgcarclub.com for more information.

Cover is on the front

The Spokes

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Courtesy of Allen Hess

CARLISLE IMPORT CAR WEEKEND

The Carlisle Import Flea market and Car Show in Carlisle, PA will be held May 16 thru 18, 2003. As usual, MGCC members have reserved vendor spaces for selling surplus British car parts (well, OK, we'll even sell non-British parts). If you have parts to sell (or buy!) and cannot attend the weekend event, call George at 872-6536 or Alan at 482-2695 and arrange to get your parts to us by the weekend before (May 10-11) so they can be loaded prior to our departure early Thursday, May 15. We request that anything for sale be free of rust and grease and that you give us some idea of what price you will accept.

If you would like to join us at Carlisle and need a motel room, please call room coordinator Dave Chase at 334-6826 or email him at DFChase@Frontiernet.net. Rooms fill quickly, so call soon!

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Desi Benet	George Haynes	Dave Chase	Alex Kopen	Joe Tierno	George & Nancy
Herschell	Gil & Betty Langwager	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

The Volvo is painted - I ended up with an Ivory top and turquoise bottom. I found a place to get all new rubber moldings for the doors and windows. The old ones were baked from being in the sun out in it's old home, New Mexico. I don't think I'll have that problem here. I was able to get all the moldings except the bottom of the wing windows. I'm getting anxious to get it back together and on the road again.

We put the MG up on the lift and took a good look - the rear seal is leaking. Not bad, but as I drive the oil thats leaking out flies back onto one of the exhaust pipes. Where it really has an effect is when I step on it - the exhaust on the V8 really makes a big jump in tempurature and it's enough to burn off the oil. Behind me at that point isn't a pretty place to be. Pretty stinky and no mosquitoes.

The zoning work and permits should be done by the end of the month, the sideing got delivered yesterday, the... anyway, there's a lot that gets going next month. This month is getting the finishing touches on the inside.

Got the bathroom tile almost finsiهد last weekend. One of the future plans was to get a kiln. I had this thought of getting the kiln and making the tiles. Barbara, in a nice way, said "What are you wacked?" The answer was "yes", but I had to admit there were a couple other things that could be a better use of the time. Actually pointing out to me that the more time I took on other things just put the garage farther into the summer was the convincing argument.

Tomorrow we leave for one of Barbaras work conventions. The good news - it's in Puerto Rico, the bad news ...Uh there isn't any. I get to be "and spouse" or "significant other" depending on which event sheet you read. While I'm gone I'd really appreciate if you would do what you can to end the winter. I've got to get the lawn in.

We're scanning the clubs history books and will be assembling them into a CD. Allen Hess has volunteered to scan the clubs history books. What I would like is this - if you've got any pictures or tapes having a connection to our club, please let me know so we can get them scanned and into the CD. I've got the equipment and the volunteers to do it.

The GMC pickup - running great, no problems. Got 2 more "Hey - you wanna sell that ?" this past month. There is one person that lives near me that has stopped every month for the past 4 months just to check to see if I'm ready to sell it. I'm thinking there's a good chance he may be the next owner.

We've got some space that has opened up for advertising in the Spokes. This prompts me to remind you to support our advertisers and let them know you saw their ad here.

Later, Leon

MGCC Meeting Minutes February 20, 2003

Meeting called to order 7:40 PM

Previous months minutes accepted (although few got to read them as SPOKES is 99% lost this month, in the mail-search for same is in progress).

New members & guests: Steve Behlke-TR3 & Dan Jonas-(3) MG Midgets.

Treasurers Report, John Baum says we are in "Good shape". "Same as last month".

Regalia, Dave Chase, has the name tags folks ordered in the past. He also has 3 remaining MGCC jackets at \$21 (its a steal). All are Large.

SPOKES, Leon Zak, articles due 4/24. DUES IS DUE!!!, \$30 for year.

Mt. Morris dam tour was successful, Tim Rizzo reported 20 folks showed up, good food, good time had by all. "Best Dam Tour we ever had".

Activities, Steve Sangaster, details elsewhere in this SPOKES: Next couple of months look like:

5/3, Rally, Poker Run, \$10/person, Brockport. Call Henry Kron 585-637-2896.

5/10 Tune up clinic at MCC, 10-4 PM. George Haynes. 585-872-6536.

5/15-18 Carlisle weekend.

5/25, Autocross

6/1, Car Show at Fingerlakes racetrack. First Sunday in June (as always).

7/17 45th MGCC ANNIVERSARY Party. Joan Heaney. 585-624-8182.

Date TBD for Garden Tour, Elaine Hess, 5858-381-9796

Car Show, John Baum, tickets are available now 2 for \$5 (half price-all proceeds of advanced sales go to MGCC.

Posters are available now. We need judges, calls to go out for same the week of 4/21, Chris Williams is arranging 315-926-5079. Post show party again hosted by Eileen & Chris Williams (maps available). Stuffing party at Wilde's, as usual, the Wed. before the show. If you want something added to the package get 1000 copies to Dave 1 week before the stuffing party.

Seeking volunteer to answer the MGCC phone voice mail. If you are interested call Steve Sangster @ 585-657-6032. Takes about 10 minutes a month except just before the car show when it could take a couple of hours a month.

Webmaster, Scott Perry, Car show application form now online as is an FM music background....

Watkins Glen update from Dave Wild. Discount price ticket applications for WG need to be in the mail by 5/4.

Car & Parts for sale:

'63 Volvo, 2 motors, Call Al Costich, 585-482-2695, for details.

'59 Chevy P/U, partially restored, all there. Call Dick Rzepkowski, 585-381-3180 for details.

'94 Geo Tracker, 140K miles, 4WD, asking \$3500. Call Tim Rizzo 585-621-5693.

Spitfire engine & tranny call Chris Williams for details, 315-926-5079.

7 cars, some restored, '61 MGA, '77 TR7, '73 TR6, '76 TR6. Call Ron Hein 585-671-6170.

'85 Voyager van, many new parts, 140K miles, runs good, asking \$800, call Wally 585-671-1877.

Lawnmowers, Cub Cadet 54" cut, asking \$2K. & Woods 6 foot mower for 3 point hitch. Call Steve Sangster 585-657-6032.

'77 Spitfire (it runs) body OK, brakes good, needs paint & '73 TR6 currently not running, body pretty good, Call Glen Jewell. He's getting married and moving to Pa. must sell. Asking \$1200 for both. 585-288-8222.

Chinese basket auction held, with benefits going to endowment fund..

Meeting closed 8:30ish.

Respectfully submitted,

Joe De Blaere, Secretary.

Respectfully submitted,
Joe DeBlaere, Secretary

STEAK ROAST
keep July 20 open
See next issue for details or
sign up at the next meeting

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February Attendance

Dave Wild	Mabel Case	Jim Davis
Barb Wild	Bill Glanville	Brain Smith
Gil Langswager	Suzanne Glanville	Norm Wright
Betty Langswager	Ron Hein	Char Wright
Sharon Perry	Nancy Herschell	Paul Wheeler
Scott Perry	George Herschell	Dick Powers
David Chase	Doug Jack	Barb Zak
Alan Costich	Ken Heusler	Leon Zak
Nancy Chase	Steve Sangster	Bill Baldwin
Jeff Kath	Marlene	Cheryl Baldwin
Gwennie Poulton	Rzepkowski	Anne Faust
Nick Poulton	Dick Rzepkowski	Gene Faust
Chuck Elam	George Haynes	John Baum
Jim Priestley	Chris Williams	Chris Baum
Jim Hogan	Elton Schultz	Arnold
Elaine Hess	Don McConnell	VanDenburgh
Allen Hess	Joeanna DeBlaere	Allyn Wagner
Ellen Baxter	Joe DeBlaere	Laurie Scribner
Carl Baxter	Joe Fazio	Doug Scribner
Tim Rizzo	Pat Sangster	Eileen McMahon
Rhonda Rizzo	Wally Roworth	Guests:
John Thompson	Bruce Krobusek	Dan Jonas
Matt Callahan	Stacey	Steve Behlke
Brooks Schneider	VanDenburgh	

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wouldn't necessarily hold him responsible if something bad happened, maybe he could help prevent me from causing that bad thing. His response was a classic. "I haven't told you this," he said, "but if you reinforce where the web members join the chords with plywood, you can hang quite a bit up there."

"Fred," I said, or words to this effect, "you and I are just having this academic discussion about truss design – but thanks." Fred, by the way, has an entire Spitfire power train, some wheel trim rings and other stuff for sale for \$200.00. In my mind, it's a steal of a deal. If anyone's interested, give me a call.

It also turns out that the recommended method of adding another 2 X 4 to reinforce the splice in the lower chord is to use glue and screws or clinched nails, as opposed to carriage bolts. I still think this is primarily due to labor efficiencies, but I hear a lot of rationalizations about "material removal," and doing the glue and screw or nail thing will add efficiency to the process. At this point the only option is to do this from below, since the deck is on, by taking the plastic down and then re-stapling when done. I'll limit any "heavy" storage to the "solid" side of the trusses until the reinforcing 2 X 4s are in place.

Finally, the last viable alternative for dealing with the wiring which currently supplies the garage and shop lights is to move it off the floor level. When the guys decked the space they "didn't need no stinking furring strips." This would, of course, be one of the decisive differences between guys like me who like to fool around with design work and guys who actually do it for a living. I think I can do this pretty efficiently by simply adding junction boxes and more Romex where needed, and then run the wiring up to the peak and back down along some web members. This will likely be a "4th of July week" project, in conjunction

with new lights in the storage space.

All in all, things are shaping up. I have a small amount of cleanup still to do from the ice storm, but much of that is still under water, since the pond and the bog are well out of their banks thanks to the heavier snows we had this year. When everything dries out, I'll cut it up and save it for a bonfire later this year – maybe when the first Fall chill sets in.

It was, of course, a major milestone for me to hire anyone to do anything around my place. It's always been "MY Castle," and aside from the satisfaction I get from just doing things, I also have nobody but me to blame if it's not right. On the other hand, I'm still real short on time, and I have demonstrable proof that two "twenty-something's" with CO2 nailing guns and who might still think they're immortal can deck out a storage loft a lot faster than one Old Crock who suspects he really could fall through between the trusses. Productivity was certainly the governing factor here.

With the deck complete, and a fair amount of "Stuff" cleared off the floor of the shop, the B is close to getting started. Phase 1 will be to get the engine and drive train out and the engine apart and down to Van's. We'll see what else we need to do once it's there. In the meantime, there are a few other things that need to get done, like making sure my Daughter's car is ready when she returns from her Semester Abroad in May. It's also close to the time when the annual State Inspection cycle re-starts. As the saying goes, "never a dull moment." That's a good thing, 'cause I hate it when I get bored.

Everyone have a great Memorial Day. I think (and hope) the Summer is almost upon us. It might be time to take a day off and go driving.

Soon.

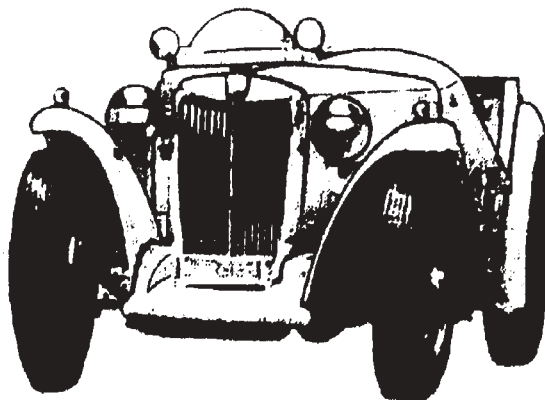
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LATE APEX

by Erin de Line

This month's column comes under the heading of "other news" and could be titled Ninety Years Ago. I recently came across the "Official Catalogue and Programme" of the "Sixth Annual Rochester Industrial Exposition 1913". OK, that's interesting . . . and then a photograph and two events caught my eye.

The first one taking place "Before the Grand Stand", Auto Polo. From the programme: "Matched games of Auto Polo, the sport of thrills, between British and American teams will take place before the grand stand each afternoon of the second week beginning Monday, September 22nd. Four automobiles are used in the game, with an extra machine held in reserve. Each machine is manned by two men, the chauffeur and the player. The game is divided into three periods. Between each period there will be acts by American and European performers."

The second event, illustrated, was the Rochester Automobile Club Gymkhana. The twelve games were: Obstacle Race, Spearing the Rings, Break Test, Potatoe Race, 100 yard dash and reverse, Sabre Contest, Potatoe Drop, Overalls Contest, Throwing the Javelin, Balancing Contest, Balloon Race and Backward Race.

Any volunteers?

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.

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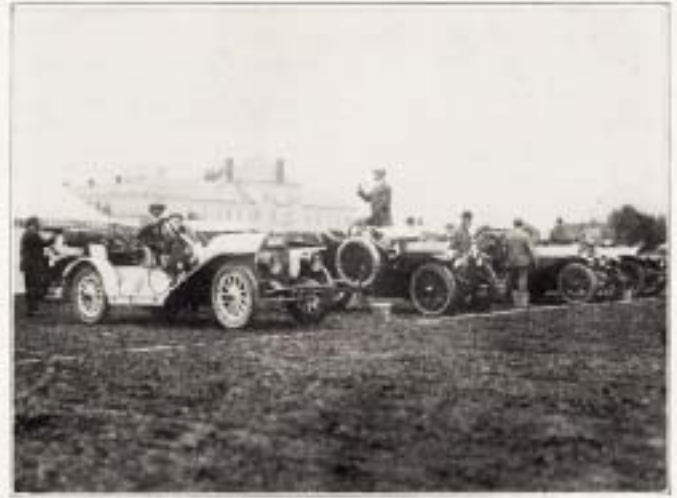
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SPECIAL EVENTS—Continued.

Thursday Afternoon, September 25th.

ROCHESTER AUTOMOBILE CLUB GYMKHANA.

- 1—Obstacle Race.
- 2—Spearing the Rings.
- 3—Break Test.
- 4—Potato Race.
- 5—100-yard dash and reverse.
- 6—Sabre Contest.
- 7—Potato Drop.
- 8—Overalls Contest.
- 9—Throwing the Javelin.
- 10—Balancing Contest.
- 11—Balloon Race.
- 12—Backward Race.



Rochester Automobile Club Gymkhana, 1913.

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Info: 585 223-1065

A couple of weeks ago on my usual trek to the mail box, I was surprised to find, along with the usual unwanted junk mail and the equally unwanted collection of bills, an envelope from the UK. I recognized the handwriting immediately as that of Mike Hawke. Mike is a good friend and we spent the better part of a day at his home in Bradford Upon Avon on our last trip to the UK. We were invited for lunch and got to meet he and his wife Ann, and their wonderful, and very friendly dog Henry. Ann had prepared a wonderful lunch and the conversation was great. Mike was Chairman of the MG Car Club in the UK at the time and we shared many stories about the club and his involvement with it.

I was treated to the opportunity to see his collection which included among others an MG J-2 and his K-3. The K-3 is probably one of the most famous racing MG's of all time and if you remember the story that Mike did for Spokes (in two installments) he traced the cars, history, and how he found the engine buried in a garden in Singapore. It is a record holder and Mike is trying to break the 150 MPH that the car once did. He has had it up to 125 but is still seeking that extra 25 MPH. But his J-2 was the car that really took my eye. Keep in mind this is a 1932 automobile and Mike drives it often, but more on that later.

We looked the car all over and I chuckled to see how he had solved the problem of keeping water out of the distributor. It was a PINK rubber glove with the ends of the fingers cut off and the plug wires going through, with the "hand" part covering the distributor. It did the job and was colorful. He asked me if I would like to go for a ride and I jumped at the chance. I had ridden with Bob Philip in his J-2 over the bumpy roads of the apple orchard in Macedon and almost lost my teeth in the process. But here in England, going for a ride, in this wonderful vintage MG with the Chairman of the MG CC at the wheel, and I might add, driving as only he can drive, was a storybook day indeed. Suffice it to say it really didn't seem like that old a car. On the way back to the house, there was just a hint of rain to add the perfect English finishing touch to a perfect English day.

Now to the package in the mail. Mike has written a number of books on MG's and their history and is very involved with the Triple M Register. (Midget, Magna, and Mquette.) The package contained a copy of his latest venture. It is a book called "J-2 Tales" and contains fifty stories about this car, to celebrate his fifty years of ownership. Fifty copies were produced to present to *"fifty friends who have encouraged and helped me in this mild form of eccentricity"*. We feel so very fortunate in being presented with copy number 14.

The book contains some fascinating reading about Mike's 50-year adventures with this wonderful little car. For those of you that are not familiar with a J-2, and its relative size, if

you had a TD and J-2 the TD would be your "big" car. The foot well in the J-2 is accessible when you open the "bonnet" and the joke that Bob Philip and I used to share was, "if you go into a service station, (before the days of self service) and asked the attendant to check your oil, when he opened the bonnet, he could tie your shoes at the same time". Mike refers to this fact when he and Ann took the J-2 on their honeymoon. He had fitted the car so that luggage could be stored above her legs under the scuttle. They crammed everything in the car that they needed and set out on a 150 mile journey in *"the foulest of weather."* In trying to arrange the *"ill fitting weather protection into a better position, she ripped the old hood material so that she was virtually travelling in an open car"*. When they got to the hotel, the "commissionaire," (door man I presume) offered to open Anns' door only to be beaten by Mike handing him an oily suit carrier. He recovered from the shock and said to Mike, *"Would you care to take your car around to the back to the garage Sir, and I will arrange for you to be taken to your room at once Madam"*. That speaks volumes for Mike, the car, and also Ann. How many wives today would suffer that sort of inconvenience on their wedding day? The J-2 was also used as a family car when it the family consisted of Mike, Ann, the two boys and the two dogs. I would love to see a photograph of that as it must have taken some creative juggling getting all that in a J-2.

But the single most important fact that comes through in this wonderful journal of his ownership is the many miles put on that car during some horrendous weather and mostly with the top down. At one point in 1964 he traveled to an event some 300 plus miles away, only to find out the event had been cancelled due to bad weather. (snow and ice) Unfortunately as he relates it was before the days of cell phones so he had no way of knowing until he arrived there. He turned around and headed back home with a side trip to Mallory Park to watch some racing, then headed for home. He arrived back home just before midnight after having been in the *"saddle"* some **26 hours** and covered about **700 miles**. I have done quite a bit of driving on our TD and TF and I can't begin to think about 26 hours and 700 miles. Come to think of it, today I can't even imagine that in my Buick. Keep in mind as I stated before Mike is a firm believer in top down motoring so this trip was, I would assume, top down.

The second last page of the book relates the achievements of each decade that he has owned the car. In the 50's it was the 200 miles from Staines to Davenport. In the 60's it was 700 mile round trip from home to Brands Hatch and back. In the 70's it was the epic 24 run in the snow to Glasgow and in the 80's it was the 24 hour record run at Millbrook. The 90's saw the J-2 make its first trip to mainland Europe.

The last page has a photograph of the J-2 with Mike's son Jeremy at the wheel racing wheel to wheel with Peter Greens K-3 at Millbrook Park where they were completing their 24 hour record runs in 1989. The J-2 set twenty National British Class I (500cc) records and two International Class Records I records. No MG had set an International Speed Record since 1959 when Phil Hill drove EX 181 at Utah. *"None has done so since. The J-2 remains the only MG to have set an International Speed Record in the last 44 years. Will that become 50?"*

"This I reckon to be the high point of the J-2's story (to date?)".

I was fortunate to be able to ride with him and he did things with that car that were amazing. There were times when I know I would have slowed down or been on the brakes but not Mike. We went into corners and came through with such skill and precision that I was in awe of his ability and the cars response. It brought to mind my favorite motoring poet W H Charnock and a piece he wrote called,

Bat Out of Hell

*The big hand waver close on five,
The oil on sixty plus,
The front end seems to come alive,
To have its fun with us.*

*The summer air is solid lumps,
The road, once broad and fair,
A convex funnel sprouting bumps
Which are not really there.*

*Just as we think we're rather clever,
And must tell our friends,
The straight we thought went on forever,
Sickeningly ends.*

*The smooth right hander tightens fast,
Out anchors, shorten sail—
Do men condemned review their past?—
Round comes the ruddy tail.*

*It's jolly still to be alive,
The tankard soon we'll lift,
And tell how we at ninety five,
Achieved a faultless drift.*

Mike, our thanks for a book we will treasure.

*"We lift our tankard for a "faultless drift",
and a day never to be forgotten.*

Basket Auction

photos by Scott Perry



Riter

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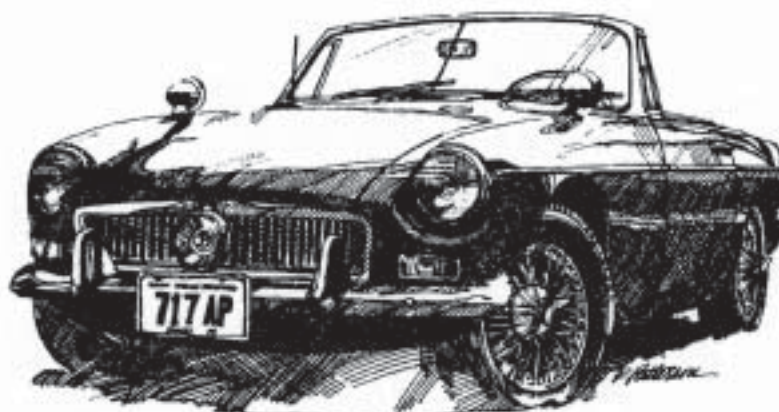
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ROVER
DAIMLER

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BRITISH AUTO

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In about 1967 my dad was handling the advertising for one of the local Chrysler Plymouth dealers. The family that ran the dealership knew that my dad was a “motorhead” and would call him on occasion. Generally it was when someone would want to trade in something unusual or possibly had a question about some automobile or possibly an idea of value. He was pretty well versed in these circles and one time sold an early 1900s Warren Detroit for a friend that was a sales representative at this particular dealership. This was of course good public relations among both the owners and the salespersons. I can recall one of the owners telling him “My hats off to you for selling that old piece of junk!”

This was not unusual as we usually had something available for sale most of the time. I mentioned a good number of years ago the story of the two Dodge business coupes that we acquired from an estate and sold. The one car was purchased by a golfer that ran across the street into our garage to get out of the rain. Anyway I digress as that’s another story.

Anyway one afternoon one of the brothers that ran the dealership called my dad and told him that a gentleman wanted to trade in an Austin Princess Vanden Plas and they never heard of it and could not find it in any of their books. My dad replied “Herman, a dog you have got! A dealer in downtown Buffalo had one on his floor for several years.” Herman replied “That’s what I thought.” The gentleman trying to trade the car was a Doctor and took this car all over the Buffalo and tried to trade it in with no luck. No one would touch it for the simple reason they had never heard of it. The doctor’s father had purchased the car in England and brought it home. He was home only a short time and died unexpectedly. It was really a beautiful car with luxurious leather upholstery and a peppy Rolls Royce V8 engine. It was a two tone brown and was virtually new. It was the sort of car that a second in command diplomat would drive and looked a good deal like a Rover of the period. Before

the doctor left the dealership Herman took him aside and told him the only guy I know who could sell that car is Cliff Lockrow. The Doctor as I said took the car all over Buffalo with no luck and that is when my dad got the call.

“I think a well written classified ad in the newspaper might sell that car” he said to the doctor. We made arrangements to pick the car up and bring it home. A few days later the ad appeared in the paper and paraphrasing it went something like this.

PRINCESS VANDEN PLAS, Rolls Royce Engine. A motorcar that is reserved for the diplomats and dignitaries in England. Beautiful two tone brown exterior with luxurious carpets, hand rubbed burled walnut and leather interior. Low miles almost unused must be seen \$0000 call 000-0000 evenings.

The phone started ringing before we finished dinner that night and there were easily 35 to 40 phone calls from the ad. We had swept out the garage and when prospects arrived my dad wore a sporty suede leather sports coat and ascot for effect. The first person to arrive wanted the car badly but you could tell he was afraid of it. The next prospect was a dentist from Cheektowaga and he bought the car for his son who was going to start college. The phone rang for the rest of the night and we took names and numbers but the deal was sealed with the second party. We delivered the car the next night and the house they lived in would be a story in itself. I will tell you that everyone in the house had their own electric organ they knew how to play them. It was most interesting.

The doctor was elated. The people that bought the car seemed happy and my dad made a few bucks on the deal. I saw the car just once after that one night on the thruway but I couldn’t tell who was driving it. I have often wondered if they kept the car long or what they ever did with it. Of all the cars that my dad sold over the years he always said “That was my finest hour.”

TUNE UP CLINIC

At MCC Technology Center on
West Henrietta Road (near Friendly’s)
from 10 AM until 4 PM.

Do a tune up or other work on your MG
or other British car.

Bring your car and your parts.
We’ll provide the experts.

**Any questions Call:
George Haynes, 872-6536**

45th ANNIVERSARY CELEBRATION



August 17, 2003

1958 - 2003

THE MG CAR CLUB, WESTERN N.Y. CENTRE



Safety Fast

*The MG Car Club
of
Western New York
Cordially Invites You To Attend
The Celebration of Their 45th An-
niversary*

*Sunday August 17, 2003
Hors D'oeuvres 12:30 pm
Deluxe Buffet 1:30 pm
At the
Steamboat Landing
205 Lakeshore Drive
Canandaigua, N.Y.
\$24.00 per person*

Poker Run Road Rally

A fun drive through the countryside following clues to pick up cards to build the best poker hand you can.

Lots of prizes with a party at a secret location after.

Any car can be competitive.

No special equipment or experience needed.

Saturday, May 3rd
58 Main St.
Restaurant and Party House
Brockport

Please be there by 3:30
First car off at 4:00
Space is limited so please call early
Call Henry or Sue @ 637 2896



Spokes Advertising

by George Herschell

Spokes advertising is for the benefit of our members and we try to get advertisers that will provide services that will be of use to our membership. If you use the services of any of our advertisers, please mention to them that you saw their ad in Spokes. It makes them aware that their ad is being seen and used. So if you use their services, tell them, "I saw your ad in Spokes".

While on the subject of ads, we have two openings for $\frac{1}{8}$ page ads, and one $\frac{1}{4}$ page ad at this time. If you would like to advertise or know someone that might, please have them get in touch with me and I will take care of their advertising needs. The sizes and rates are printed on the inside front cover of Spokes. Thanks to all in advance for your help.

George Herschell 871-1194 or
gherschell@mgcarclub.com



Interesting Reading

by George Herschell

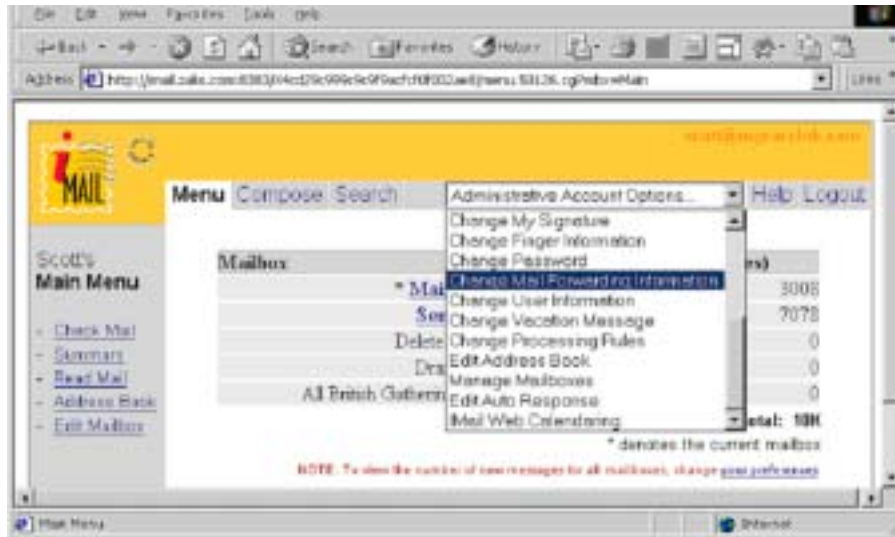
For those of you that read my columns regularly, you are aware that my favorite motoring poet is W H Charnock. I just found out that a book of his motoring poetry is available once again. This has been out of print for quite some time and it is good to see it back on the market. The book is called, "Harry Charnock's Motoring Verse". It is soft bound and contains 115 pages. It is available from Brit Books, order number BB1505 and the cost is \$15.00.

Brit Books can be reached at
www.britbooks.com
Try it, I'm sure you'll like it.

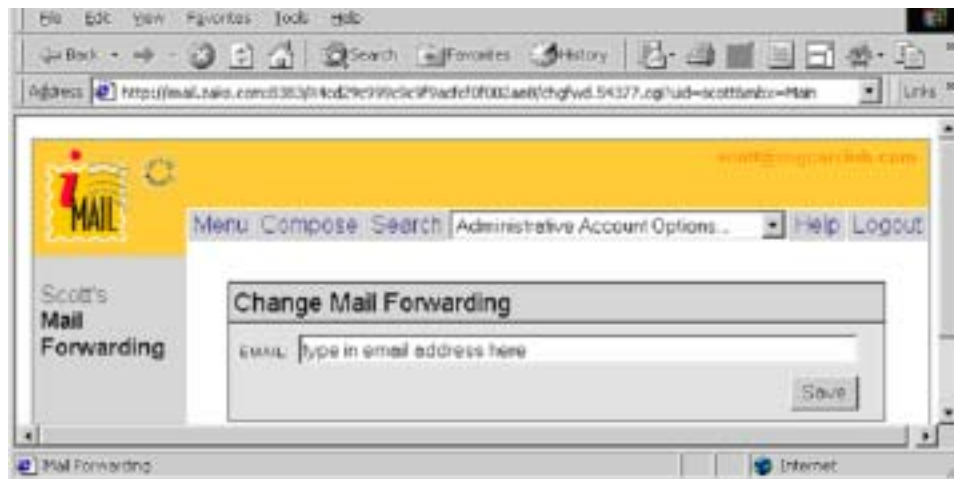
Forwarding messages to a Primary Account

Several members have asked me about the methods of *email forwarding*. This is when you have several email addresses and you desire to have only one or so collection points. Sorta like living next to neighbors who sometimes get your mail and then bring it to you.

Once you log onto MGCC email in the usual way, find “Administrative Account Options” from the main Menu bar and place the cursor on the down arrow to expose the drop-down window. Scroll down until you find “Change Mail Forwarding Information” and click on it.

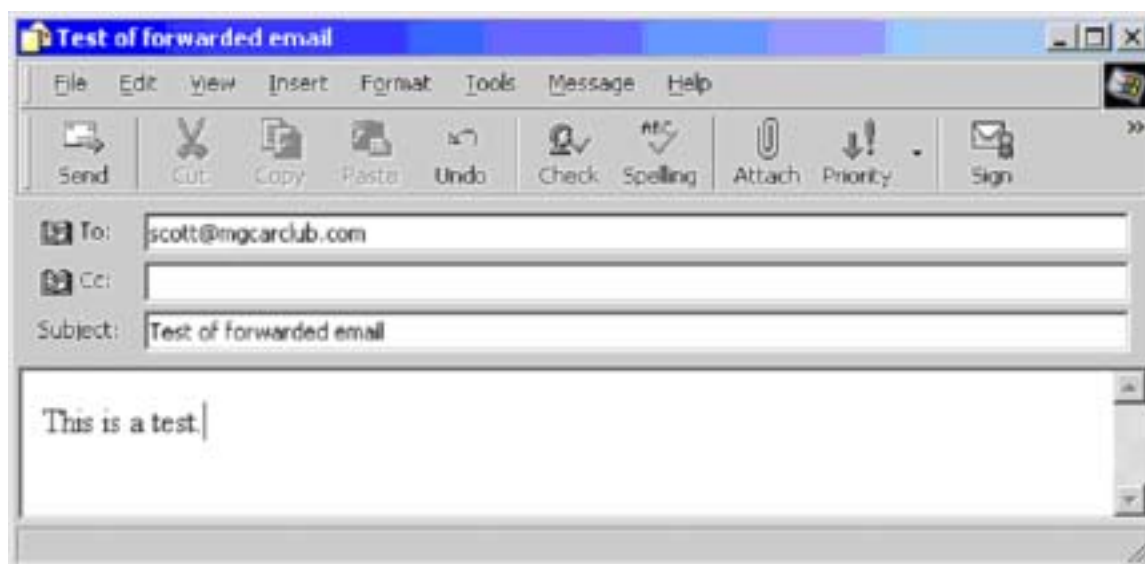


The following view should appear.



Under the small window that says “Change Mail Forwarding” insert your primary email address that you want to receive all your MGCC messages. For example: I have an address in a “yahoo” account named `scott@yahoo.com` that I use for all my emailing. I would like all my messages to be displayed at this account including the “`scott@mgccarclub.com`” messages. In the screen below where it says “type email address here” I would enter “`scott@yahoo.com`” and SAVE the change. After the change has been made, logoff of the MGCC email account.

Now it is time to test the change. Log on to your primary account. Now send an email to your MGCC Account address like the sample here.



Hit send. Now the rest is up to wind direction, time of day, altitude above sea level, Lucus (this could be a real problem) and network speed. "Shortly" you should receive the test message as input to your primary email location. This may take several minutes depending on the service you are using and if Leon has the server running (in that case it could take days).
(Editors note - The server has been up over 99.9% of the time over the past 7 years.)

..... ~Safety Fast~



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MAY BIRTHDAYS

4 Mary Ann Shetterly
5 Kelly Fallon
5 Paulette Schultz
5 Laurie Simonson
6 Linda Bethune
6 Patricia Hogan
7 George Herschell, Jr.
7 David Ott
7 Ann Palermo
10 Lynne Colvin
11 James Kingston
11 Peter Pegoni
12 Kathy Rampe
12 Pamela Tojek
14 Jessie Cates
18 Lyn Tennant
19 Joe Fazio
21 Pamela Peck
22 Barry Christ
23 Bill Benet
24 Robert Dupre
25 Bill Clicquenois
25 Jan Langswager
26 Rosemary Burke
27 Harold Rodman
28 Bessie Kopen
28 Monica Maloney
30 John Corcoran
31 Kim Avery
31 Julie Perry

HAPPY BIRTHDAY EVERYONE!!

You can't enjoy the rainbow if you don't go through the rain.

♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥

A balanced diet is a cookie in each hand.

♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣ ♣

**Good friends are hard to find, harder to leave,
and impossible to forget.**



Be a Winner!

MAY ANNIVERSARIES

- 1 Dick & Patricia Giambra
- 1 Michael & Beverly Mack
- 2 David & Cheryl Asmuth
- 6 John & Sherry Corcoran
- 6 Lloyd & Susan Potter
- 13 Jeff & Wendy Miller
- 14 Joe & Bridget Tierno
- 15 Dennis Leipold & Jane Shear
- 17 James & Sondra Franzen
- 17 Bruce & Susan Krobusek
- 20 Robert & Georgean Abels
- 21 Jeffery & Jan Langswager
- 23 Dale & Linda Masters
- 23 George & Lyn Tennant
- 24 John & Chris Baum
- 25 Gene & Anne Faust
- 25 Ron & Deb Heoin
- 27 Jeff & Linda Moulton
- 29 William & Cheryl Baldwin
- 29 Warren & Mary Louise Riter

**CONGRATULATIONS
TO ALL!!**

JUNE ANNIVERSARIES

2 William & Margret Brorein, Jr.
2 Dan & Rosemary Burke
2 Leroy & Harriette Hokenson
7 John & Margaret Cook
7 Stephen & Linda Stewart
8 Burt & Shirley McMinn
9 Jim & Gail Colegrove
12 Doug & Laurie Scribner
12 Arnold & Stacey Van Denburgh
13 Jeffrey & Susan Kath
13 Jonathon & Julie Perry
14 George & Nancy Herschell, Jr.
15 Bill & Kathy Rampe
16 Norman & Charlotte Wright
21 Gil & Betty Langswager
22 John & Pamela Peck, Jr.
23 James & Barbara Kingston
24 Mark & Gayle Gibson
29 John & Shirley Forrester
29 Richard & Marlene Rzepkowski

**CONGRATULATIONS
TO ALL!!**

JUNE BIRTHDAYS

1	Madeline Moodie
2	Annabelle Tescione
3	John Martin
6	Latty Goodwin
7	Ken Stickle
10	Gwen Harris
10	Patricia MacDonald
11	Charlotte Wright
12	Ben Barlow
12	Ted Hershey
14	Ellen Baxter
22	Matt Callahan
24	John Baum
24	Keith Price
25	Leonard Solomon
28	George Shetterly, II
30	David Asmuth
30	John MacDonald

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Steven Updyke & Kim Rodden
272 Sunset Drive
Holley, NY 14470-9776
585-638-7780
1973 DATSUN 240Z
1991 MAZDA MAITA

Steve Behlke
137 Washington Street
Palmyra, NY 14522
315-597-2397
1963 TR3 B

Melissa Druehl & Ryan Aiken
11 Ward Street
Geneseo, NY 14454
585-329-5568
1974 MGB
1995 MAZDA MX6

“Okay, let me see that huge grin.” Rob, a colleague at work, was waiting for me when I walked through the door. It was the Monday following the Ice Storm, and in Rob’s view I was maybe entitled to gloat just a bit. (Let the record show that I gracefully declined the opportunity.) “The funny thing is,” Rob continued, “you saw this coming, and even planned for it.” He was, of course, referring to the Phoenix Acres generator installation, which did enable us to weather the recent ice storm with unusual aplomb. I’ll deny any sense of foresight, but on the other hand as a former Seagoing Individual I’m a firm believer in being “ready for Sea” BEFORE getting underway.

We were out of RG&E power at our place for about 4 ½ days. It began some time around 2:00AM Friday morning, when we were awakened by the smoke alarms, which (I think by design) make rude sounds when they’re powered up. Realizing that we’d already had an outage, I carefully peeled Eileen and all three cats off the ceiling and dragged myself out to the kitchen to reset the timer on the coffeemaker. About that time there was a power surge, and then the lights went out again. At that point we chose to “exit the grid,” and using a flashlight I headed out to the shop. Lining up the fuel valves, and screwing down the battery disconnect, I put about 15 seconds of heat into the glow plugs and hit the starter.

The diesel came up rough and running on one cylinder, which it tends to do when cold, and then got both cylinders firing, did a brief overspeed as it will when the injector rack is wide open and looking for speed, and then settled down at pretty close to its 1800 rpm design speed which produces 60Hz for us. Leaving the engine to warm up a bit, I headed for the basement and threw the whole house transfer switch over. Back in the shop, I checked the gauges one more time and hit the breaker for the run down to the transfer switch. As the saying goes, we never looked back.

I guess the installation must be a success. We burned, as near as I can calculate, about 12-14 gallons of diesel fuel (aka number 2 heating oil) a day. I’d been using the unit to heat the shop over the Winter, and so when all this began we were a tich above 5/8 of a 275 gallon fuel tank. When it was over, the gauge was just a whisper below half full. Over the course of the 4 ½ day outage, we cooked, we cleaned, we did laundry, and generally acted as though things were pretty normal. 10KW can power a lot of stuff, as it turns out. The biggest draw turned out to be the clothes dryer, which pulls pretty near 20 amps a leg. Even with the dryer running, though, we could run the well pump, have a cook top burner going and even be bringing an oven up to temperature, in addition to assorted lights, televisions and other “little” appliances.

At one point we had all of the above running, and not realizing the dryer was running, Eileen kicked on the microwave oven. I distinctly heard the generator go “oof” and caught a glimpse of visible exhaust coming out of the normally “clean” exhaust stack as it valiantly tried to hold speed. Running out to the shop, I checked the ammeters. We were pulling about 49 amps on one leg, and 51 on the other. All of this, of course, through a master breaker rated for 40 amps continuous. As coolly as I could, I slipped back into the house and shut down the dryer. Problem solved. We finished drying after we went to bed that night. I did feel compelled to check on the unit frequently. It’s big,

and there’s a lot of mass involved, and there’s quite a bit of vibration which can be felt on the shop floor next to the unit. I made sure that I checked it at least every 4 hours, even through the nights, looking for fuel, oil and water leaks. I did a daily shutdown to check the engine oil and water levels. I also learned the hard way that there are ways to tighten up a cartridge style oil filter and ways one might not want to do, and I wound up having to use an O ring from a Mercedes filter and a smaller Toyota O ring to keep us up and running. Needless to say, the correct parts are now in stock.

Well – as the saying goes, it was fun. The good news was that we were able to stay in the house throughout the storm and subsequent extended outage, and that would be pretty much “at design point.” ‘Nuff said.

The shop project and the B restoration are both beginning to move. Looking at the work list, I was “on the edge” of calling for help when the ’95 4-Runner went down with a huge coolant leak somewhere on the outside of the engine. It idles fine, and still uses no oil. It happened so quickly, with so few of the typical “loose clamp” symptoms, I’m thinking there’s a chance the head is cracked. In any event, there go two more weekends and maybe more to pull it apart, get the head checked and hopefully just made flat again, and to re-assemble. To mitigate this, I hired my builder’s youngest son to come deck the space above the garage and shop. Over the course of about 4 hours, he and another rather large lad laid down about 33 sheets of 5/8 inch OSB. There is some re-inforcing left to do, and some gaps to close, but the bulk of the work is done and I’ve already taken “possession.” I can actually see the shop floor now in some places where that used to be “not possible.”. The final design of the decking turned out to be an interesting exercise in and of itself. I called my builder first, to see what he would recommend, and if he concurred with my choice of 5/8 inch OSB. He sent me to the lumber yard he uses, which turns out to be in Geneva, and recommended one of the sales guys he deals with. This lead into a discussion of truss strength and loading, which turned out to be a good thing.

The sales guy was a little sensitive about the risks and benefits of decking out the space. He pointed out that typical trusses are designed to carry about 10 pounds per square foot, evenly distributed across the lower chord of the truss. This static or “dead load” is designed-in to account for drywall and insulation in houses where the garage is fully drywalled and taped. There are, however, no design factors for “live” or dynamic loads. His point was that if I picked up a 40 pound “thing” in each hand and jumped up and down on the new deck, or (more likely) if I added a bunch of static weight where the truss design wasn’t expecting it, I could be headed for trouble and there would maybe remotely be just two chances the truss company would stand behind it. Good things to point out, in my opinion.

The sales guy did do some research, however, and looked up the records of the house. In so doing, he re-discovered that the trusses had been done by a small local company in Geneva. “Call Fred,” the sales guy said. “Maybe he can help you understand the design and loading issues.”

Fred, of course, turned out to be a Car Guy. I began the discussion by telling him openly and honestly that I was thinking about decking out the space, and that while I

AUSTIN MARINA

From the people who build MG, TR, Jag & Land Rover

Dave Wild, Gary Newman, Mary Regulbuto and olde Riccardo, all know the joy of *Austin Marina* ownership. I'm sure there are others out there with the same "joy".

To quote the 1973 sales brochure: "**From MG** comes the most reliable engine in MG history . . . with over a decade of racing experience behind it. In fact, it's been the Sports Car Club of America Class E National Champion for the past two years." Win on Sunday sell on Monday.

"**From TR** comes the kind of disc brakes up front that sports car drivers regard not as a luxury, but as a definite necessity. . . The standard four-speed fully synchronized manual transmission, developed by Triumph, delivers a crisp, smooth response." It gets better.

"**From Jag** comes the kind of well-bred handling that a man understands and a woman appreciates. . . rack and pinion steering like a Jaguar, combined with torsion bar suspension (left over from the MGC?), delivers positive response at any corner or curve."

"**From Land Rover** comes the heritage of toughness and durability. . . the Marina bodyshells [are] stiffer, in fact, than the Land Rover. . . the Marina has been electroplated,

not just painted, with anti-corrosive agents and for added protection, it's underbody is covered with 64 square feet of sealant. "

What a wonderful concept, take the best from the best and you've got a winner right out of the box. Unfortunately it didn't come out that way.

The Marina was designed to compete with the Ford Cortina. British Leyland Motor Corporation even hired Roy Haynes, designer of the Cortina MK II, to design the Marina. Plans had progressed so far that MG and Jag sports cars were being planned around the Marina platform. Fortunately BLMC didn't make that mistake too.

The Marina came in 2 Dr. GT, 4 Dr. and in Canada a station wagon. I had a Cortina GT and a Marina GT. There was no comparison. The Cortina was just a better design.

The Marina was sold in the US from 1973-75 (in the rest of the world from 71- 84). In '75, they were accused of selling below cost in the US. Going to all the "bins" in the corporation just didn't work to produce a world class car.

As poorly designed as the Marina was in street form, it did very well from 1971-75 in international rally form. Usually with the 1.3 liter engine (only twice with the 1.8 engine which was too powerful for the TR gearbox), it consistently finished 1st – 3rd in class and helped sell many cars, except in North America.

The Marina just wasn't the car they said it was. If Abingdon would have done the job, the Marina may have turned out better as a world class street machine. Any chance of that, ended in 1968.

Given it's eccentricities, there are times I do miss my old Blaze colored Marina GT. Possibly Dave, Gary and Mary miss theirs too.



Many Garden Tours

Due to the number of converging circumstances the date of the MG
Cardent Tour is changing to August 24th.

August 24

This Sunday drive will begin at Rhonda Rizzo's garden
245 Black Walnut Drive, Rochester

We will then tour to nurseries with inspirational gardens including:

Sara's Nursery - Brockport

Van Pulty's - Greece

Palmiter's - Avon

in the meantime, independent adventures for those who are interested,

May 3rd - 9am to 5pm

Fourth Annual Garden Party

Wanda Virgo & Audrey Deane (Geo. Haynes' sister-in-law)

420 Brookwood Drive - 671-8145

June 21st - 10am to 4pm

Greece Garden Tour

Featuring the Rizzo's Woodland Surprise at 245 Black Walnut Drive

Advance tickets \$15, Day of the tour \$17

Available at many local garden stores

"May at Midtown". That was the theme of the third annual "Western New York Invitational Rallye". (Hopefully, Leon was able to reproduce our logo for this event and it appears elsewhere in this issue. Doris Britt, our resident artist, created it.)

At that time this was our biggest event of the year. We had already gained a reputation for staging one of the premier rallyes in the area, so we had to do good. A week before the event, a display of cars on the Mall included an MG TC, TD, TF, MGA, MGB, MG1100, TR4, Jaguar, and Corvette. Also on display was the latest in rallye equipment, including the

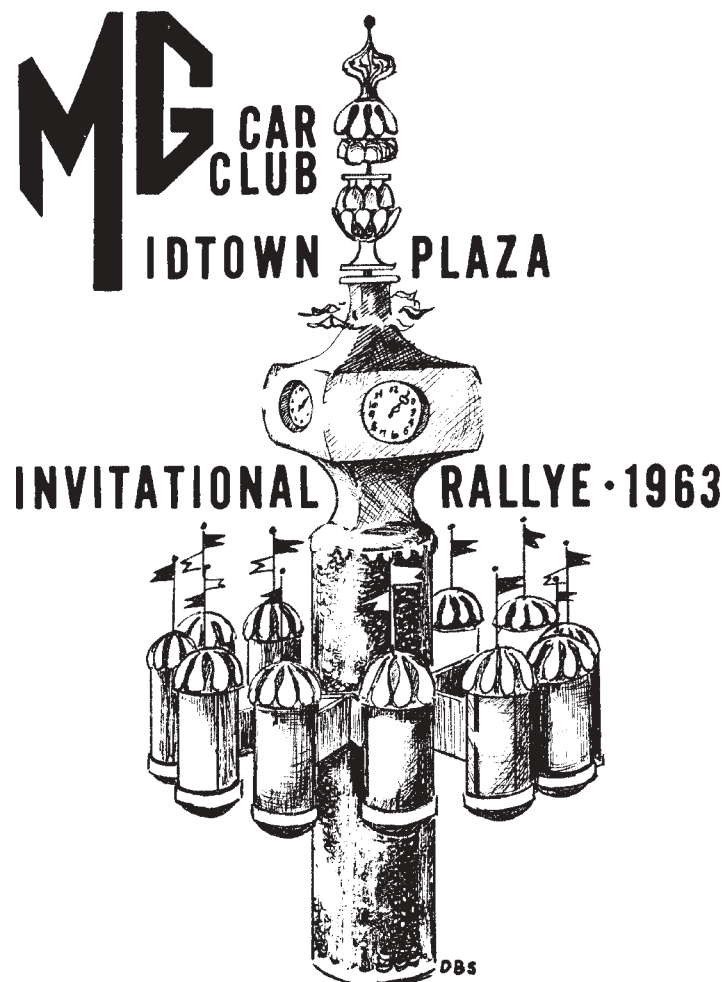
"Tommy Box". WROC TV was there with Tom Decker interviewing Bill Bell, Bill Hackman, and Bert Patenall. Rallye headquarters was at the Downtowner Motor Inn, just a short distance from Midtown on Broad street. Registration and technical inspection

started there at 1:00 PM on Saturday, May 18th. A hospitality party and dinner was held that evening at the Downtowner. Several out-of-town entrants stayed there. Registration continued Sunday morning at 7:00 AM, on the Mall, with a drivers' meeting at 8:15 and the first car off at 9:01. The rallye was a 200 mile tour of lower New York State. It consisted of two legs, morning and afternoon. It was the first time in the history of rallying in the Rochester area that an event of this size had started from the center of the city. There were 96 individual entries from 11 different clubs. There were 16 teams entered from 9 clubs. Trophies were awarded to the first 8 individual winners and to each car in the first 3 winning teams. In addition, marque awards were given to the best placed MG, Triumph, Austin Healey, Sunbeam, Alfa Romeo, Corvette, and German entries. Timing was to the one hundredths of a minute. The winning score for a car was 164 points. The winning team score was 1798.

The awards banquet was at the Party House on Beahan Road. Complete results were available to the contestants there. It was quite an undertaking! Our little club did it again!

There were many sighs of relief, including mine. I had laid out the rallye. There were glitches within but not noticeable to the participants. We didn't have quite enough checkpoint personnel. It was difficult to get from one point to the next in time. But it wasn't noticed, we lucked out. We pulled off another top notch "Grand Prix" rallye! I'd have to say it was of the magnitude of our car show.

But that was forty years ago!



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1959 Bugeye Sprite, 57,000 miles, red int/ext, custom dashboard, soft top. Call Kelly 223-8797

Services offered. Need a tune up, brake job, carb rebuild, valve job, clutch replacement, engine rebuild, etc. for your British car???? Free estimates (time & materials). Call Joe at 585-229-2230. Cars can be picked up!!!

Pop-up tent trailer needed for family vacation out west. June 27 - July 21. Will rent and insure. David Avery, 425-9610, David_Avery@nexpress.com Will not be towed by my 67 B

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Car Show Report

John Baum & Steve Sangster Co-Chairs

We have begun putting the 32nd Sports Car and Vintage Auto Festival on track for June 1, 2003. Plans are being put together for a successful show. In the next few months the committee chairs will be working together to make it happen.

One of the objectives we are developing is a Festival Program. This program will be distributed to all show entrants and approximately 2500 will be given to spectators. In the program we will publish the history of our club, invite new members, and have a space for the Lions Club to do the same. We will also include a field map.

We are developing plans to increase participation in the car coral for car dealers and professional restorers. This participation will increase awareness of the show and bring in more rain or shine money.

This year our brochures and other publications are going to have a new look, along with the Show t-shirts. Speaking of t-shirts, this year we are going to have souvenir t-shirts for sale in a limited quantity.

Please Contact:

John Baum 621-8910 or john77577@aol.com

OR

Steve Sangster 657-6032 or sangster@rochester.rr.com

HELP WANTED

Data Base Manager:

We need someone to head up a group of people to develop a list of spectators for future emails and postcard mailings. This would involve someone posted at the entrances of the show to provide entering spectators with a small form asking for email address and/or mailing address to provide information regarding future shows. Also ask how they became aware of the show. After the show update our mailing list.

T-Shirt Sales:

To sell the T-shirts at the show

Program Manager:

Someone to head up the sales of ads in the program and seek some sponsorship for the brochures and flyers that are to be mailed this year. This would entail going to business contacts and selling them on getting involved with an ad that will reach 3500 or more people with a common interest in collectable cars. Possibilities are members of the club, business contacts, restaurants, and auto related businesses. The ads range from ¼ page at \$50.00 to \$350.00 for the back cover.

Field Marshal:

To take charge of laying out the field prior to the show, at the day of the show making sure that the layout is abided by. Taken by Doug Scribner (but I am sure he is looking for help)

585-436-4554

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Master Engine Tech.



Van's Machine Shop
Complete Parts Department



118 Genesee Street

Rochester, NY 14611

CHAIRMAN Tom Sergent reflected that 54 MG Club members and 4 Lyons Club folks met at the 2nd dinner meeting. Gil Langswager ate free because he drove the most vintage MG. "An early 50's T series example in wonderful condition, but then so is Gil." (Still True, 2003.) Dan Suter's well received presentation on purchasing old MG's. He covered T's, A's and B's. with the things to be wary about and what to look for. Best advice- "bring an OBJECTIVE friend along", to prevent a heat of the moment decision to BUY AT ANY COST. The Car Show committee met-all is on schedule. Volunteers needed-: Advertising and Dinner reservation contact person. The MGCC/BufaloOctagonAssn. dinner was enjoyed by many. Jim Puma, BOA Chairperson suggested that this become an annual dinner meeting, again. The May Meeting will cover the Car Show. "Only the British slam their bonnets and lock hoods in their boots."

SECRETARY'S MINUTES (Wally Roworth) 90 letters were mailed to MG and Triumph owners- 5 or 6 replies daily. Announcements. Joe Fazio's birthday, Gil and Betty Langswager were appointed Meeting Hosts and Greeters. Al Costich- Dinner reservations. Activities. (Capaccio's)- Lyons Sport Car meeting at De Pacificos, June 1st. The Bellehurst Castle Gourmet was reported as terrific. George Haynes reported that the Tune up Clinic will be in the Monroe Community College Auto Tech Center, behind Sears Monroe Avenue Service Building, has 5 or 6 lifts and many other benefits. (It should be noted that we have been enjoying their facilities for 10 years) CAR SHOW reported by Dave Weiss, Asst. Chair. He read Bob Welch's letter- \$500 Show Major Prize., Lyons are taking care of the generator noise, Trophies -ok, Show is at Victor School, Judges Pool ok but can always use more help, Corral-ok, 14 Golf Carts, 7 for each club, Stuffing Party at Wilds, Jim Priestley's list of Flea Market assigned locations- the athletic track, is an excellent place for this. One can go around on the outside and return on the inside-or-vice versa- very nice. and the After Show Party is once again at the Wild's. Attendee's List.

ACTIVITIES. Rustler's Roost- a lot of fun. Langswagers in their western attire and the Priestley's hosting a fine brunch including really fine barbecue beans. Naomi Wadsworth hosted 31 at the Big Tree Inn, in Batavia and then invited the crew to see her "A" restoration. The engine was on a stand inside the house. (Hmmm). Bellhurst Castle brunch. Car Tuneup Clinic ,

Norwich, N>Y> giant flea market, A progressive brunch and garden tour (Maybe the guys can look in the garages), Steve Fitch will host the annual Gymkhana (Xerox parking lot) then to the Capaccio's for a bragging party and last the RIT Show and brunch. There were 2 calendar pages of MGCC reminders.

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow. With the few things that I have jotted down from my vast research and put into files, I have a lot of characters to cover as mentioned last month. High on the list, Jim Singer, high school friend. Antique firearms were our interest. Then he picked up an MG TD. His first car. He and his dad rebuilt this from a wreck, and spent the winter doing it. The first time out the engine quit for another six or eight weeks work. Three of us went to a movie in the next town. Dead of winter, about 10 degrees. Spent the six miles con-

stantly scraping ice of the inside of the windscreen. Don't remember the movie but I'll never forget that cold trip. Jim worked at a foreign car shop. He went to a small mouth TR-3, then to an Alfa Romeo. We all drove our cars year 'round. Once while replacing a half shaft, I was reading about using a special Churchill tool no. xxxx when Jim picked up a sledge hammer and I told him to not force things. "I have to force it is the biggest one that I've got." He whacked the flange and the rear axle popped out. >From that day on our motto was "Don't force it, get a bigger hammer." Jim missed a party because he was driving his TR-3 without a top and got 2 inches of rainwater in the car. Jim put a straight through exhaust pipe on and affixed a 120mm brass antiaircraft shell with the bottom cut out. You could hear it for miles and that morning he got stopped by the local constabulary. They wouldn't let it be driven until it got fixed. There was a trash basket with some juice cans. We punched holes in them and stuffed several up the pipe. It got driven home. The ticket was understandable but not as annoying as the kids today with there stereos blasting at several thousand decibels. At this time I went into the Navy. Jim took up racing. He and a friend had a Lotus 7 which he drove very well. Jim joined the Army and became an MP. One day he drove a police car into the base with a surfboard on it's top. When questioned by the CO he said "That's my surfboard". The CO shook his head and said, "I don't know if the U.S. Army will survive your enlistment Jim used to pull duty with a 6' 6" African American. They would go into an off-limits bar and yell "You guys have 3 minutes to clear out of this place and two of them are already gone, Now MOVE! Jim would direct traffic and clear it out in about 30 seconds flat. Since that time I have seen him little and now have lost track of him. But for sure, he was one of the characters I have known in sports car circles.

NEW ENGLAND MOUNTAIN ADVENTURE by George Herschell. The packets were ready and would be passed out at the next Club meeting. A short meeting afterwards for questions and general information on the plans. "The only thing left is for everyone to think sun and bring the snow shovels to get rid of the "mess" that has been plaguing us for too long. Just think, four weeks and counting. Remember THINK SUN THINK SUN

BEHIND THE GARAGE DOOR, PART 4 by Al Wagner Progress may not always be smooth but it will get done eventually. Using Moss's discount most of the rubber parts have been obtained and can be used to replace those being removed. Master cylinder was easy but the pedals hadn't been greased and the shaft and bearings were worn to the point of being replaced. Of course it took a BIG hammer to accomplish this. The big blizzard has gone and this month I will really have to get to work so that I can enjoy driving the GT this summer.

THE HISTORIC BUFFALO CAR TOUR, Sunday May 23. (Approx 45 miles) by the British Car Club of Western New York. See: Buffalo's oldest downtown building, Early car factories, Oldest tree, Plus local and architectural gems and historic sites, Plus a visit to a very special building with a very special view. The tour was then described winding up at the Pier Restaurant on Fuhrmann Blvd. Free dash plaques to entrants.

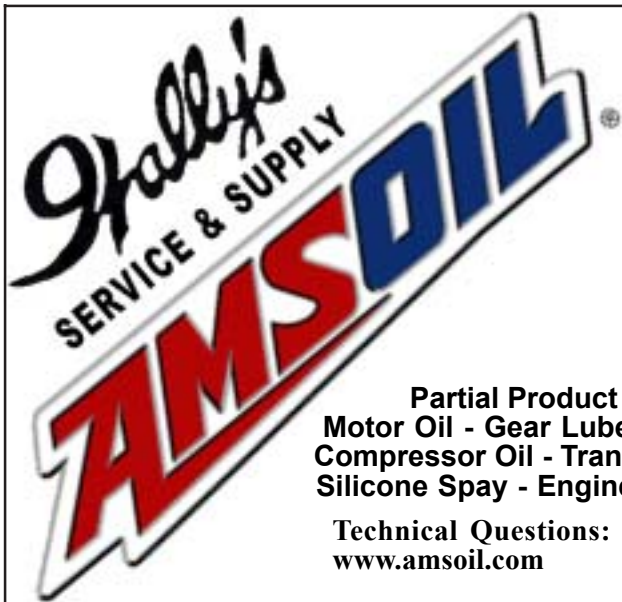
AUTOMOTIVE ART Part six. A cartoon by Jim Kreckovitch Said "Hi George & Family. To Each his Own. (Right)." Then a sketch of a shaggy dog. This was Jim's way of settling a controversial discussion on the merits of restoring an auto or driving it. Obviously we were on opposite sides of this issue. Jim lived in Kansas City and owned several TD's over the years. Some were class winners at T Register events so he was qualified to draw MG's. "I have the feeling that every good cartoonist is an artist in every sense of the word plus(Underlined) by necessity, has to be a humorist as well. Jim is both." Jim drove to Danbury Connecticut many times (over 1000 miles) always losing out on the furthest distance driven. I thought that an award should be recommended. The 1000 Mileage Club was established and Jim received 7 or 8 awards. At that point we drifted apart and it wasn't until several years had passed that we had communications. I was both saddened and surprised that he had suffered a mild stroke. He quit his Automotive restoration business and Art, but not his sense of humor. A few weeks before he had had an opportunity to drive a TD. His thoughts- "How the hell did I ever get into one of these things." and "How the hell did I ever sit long enough to drive 1000 miles in this contraption"? "Personally, I'm glad he did or I never would have had a chance to meet this wild and funny Polish Racing Driver/ Restorer/ Cartoonist/ Humorist/ Philosopher/ Clown and FRIEND. Following were 7 TD cartoons. One in particular said "Hey George Baby, Wel-

come to the world of Right Hand Driving. (Kreck cartoon welcoming me into the RH Drive Owners Club. Above the text was an MG with a waving driver. Below was a big Tractor Trailer with a RH Drive MG behind (Out of the trailer drivers view) "You'll love it".

Jay Lockrow always sent a Christmas card each year. I have a large file of them. We had become friends at the Wagon Jack Farm in the early 70's. He would drive to Rochester in his Red TC and attend our events. He had a great family. We attended many T activities and also learned a lot from his father who talked about some of the cars in the Lockrow garage. Mercedes Benz (a monster), Bugatti, MG TC (2), Jays's father's had a 1500 TF engine which could be heard in Rochester when it got started in Buffalo, Ferrari, Jaguar XKE, Porsche 944 and Triumph TR 6. How can you not do good art work and writing when you have this kind of inspiration at hand constantly. Jay's daughter did a drawing which made me feel that she might overtake him. That is if she chooses Automobiles as her field. Five Lockrow Christmas cards were reproduced at the end of the article.

OUR SUNSHINE PAGE by Nancy Herschell did it's usual good job.

Three new members, 4 items for sale and Dave Chase looking for a traveling companion for the New England Mountain Adventure finished this copy of Spokes.

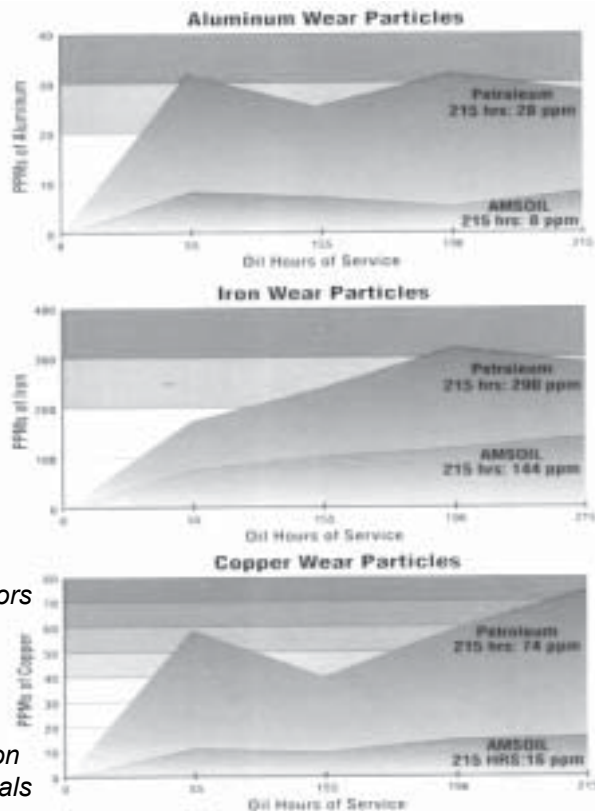


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Aluminum, iron and copper are good indicators of wear in an engine. These three graphs show how the AMSOIL-equipped engine compared to the conventionally-equipped engine over 215 hours or service. AMSOIL reduced aluminum wear by 71%; reduced iron wear by 50%; and reduced copper wear metals by 78%



WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002/2003

Information? visit our web site <http://www.mgcarclub.com>

May	June	July	August
10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I	1 Vintage Car Show 19 Meeting 14 Garden Tour	6 Autocross II 17 Meeting 24 Kids day - Glen 20 Steak Roast/Rally	17 45th MG Anniversary Party 21 Meeting
September	October	November	December
4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Brunch Run	12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	6 Board Meeting 9 Garage Tour 20 Meeting 30 Brunch Run (?)	6 Holiday Party 15 Leon tries to get the 2004 Calendar out on time
January	February	March	April
8 Board Meeting 15 Meeting 18 Wine & Cheese	8 Sweetheart Brunch 20 Meeting	7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	11 Brunch Run 15 Meeting

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