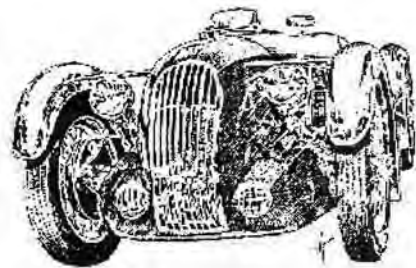


The  
***SPOKES***

*Founded 1958*

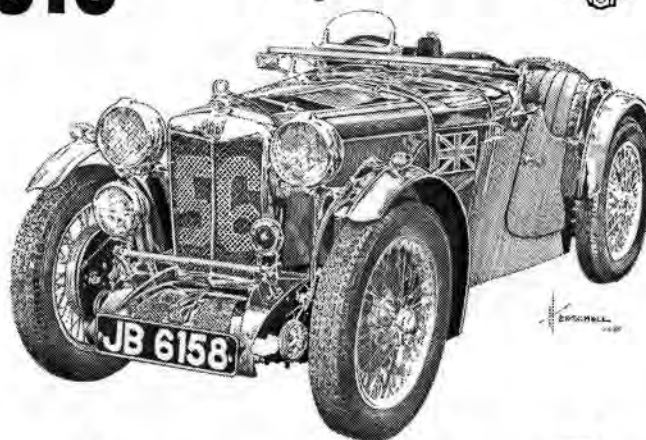


Volume 47 Number 4

April 2005

Official Publication of the MG Car Club Western New York

**2005  
SPORTS CAR &  
VINTAGE AUTO  
FESTIVAL  
XXXIV**



***Postponed !***

**See complete Information Inside**



Next meeting - April 21, 2005  
At the Burgundy Basin Inn 7:30 pm  
1361 Marsh Road, Pittsford, NY

*The Marque of Friendship*

## MG CAR CLUB WESTERN NEW YORK CENTRE

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.

All articles published in this newsletter are the property of MG Car Club Western New York Centre. The content of the articles is that of

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Articles, anecdotes, stories, photographs, illustrations, jokes, suggestions, and other submissions are welcome from all readers. If you have questions, please contact the editor for additional information. The **DEADLINE** for submitting materials to the upcoming issue of **SPOKES** is one week after a general meeting. Please **SEND** your information by Email to [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com). Alternatively, send it by mail to The SPOKES, PO Box 831, Webster, NY 14580.

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Quarter Page \$16.00 \$ 65.00 3.6" x 4.8"  
Eighth 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 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](mailto:spokes@mgcarclub.com) for more information.

*Cover by George Herschell*

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\$ 5,980.00

### Add your name to the MGCC Endowed Scholarship Plaque.

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the MCC Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club. If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O'Neil-Hess  
17 Sandpiper Lane  
Pittsford, NY 14534

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

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Desi Benet•George Haynes•Dave Chase•Alex Kopen\* •Joe Tierno•George & Nancy Herschell  
Gill & Betty Langswager•Richard & Bethel Powers•Dave & Barb Wild• Steve Fitch\*• Jim Priestley• Wendy Priestley,  
Wally Roworth  
\* Members Emeritus

### 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 on every odd numbered month. Please contact the chairman for the location for the next board meeting and to arrange to get your item on the agenda.

## ON THE ROAD

---

*Doug Scribner, Chairman*

**There is nothing like the smell of a new car. We took delivery of our new pickup a couple of weeks ago, and I'm still savoring the aroma. The blend of scents from fresh paint, new plastics and fabrics is appealing to the olfactory sense, if not downright intoxicating. It ranks right up there with coconut oil, fresh lumber and popcorn.**

The pickup replaces our faithful Suburban-same function, different form. There might be the odd occasion when we miss being able to carry an extra three passengers, and the all indoors cargo space was nice, but the economics of 20% lower cost and 50% better gas mileage are overwhelming. Modern technology is impressive (although I may never master the sound system), and I'm sure we'll find uses for the big box at the back.

The big news this month is the postponement of our annual Sports Car and Vintage Auto Festival. Car Show Chairman Dick Powers reports on this elsewhere in this issue. His committee will be working in the months ahead on the 35<sup>th</sup> Anniversary show in 2006. Stay tuned.

As promised, it's Springtime now! Time to think about resurrecting our automotive treasures and toys from their winter slumber. We have a full schedule of club activities, races, shows, even cruise nights to look forward to this summer. Motor on!

## ACTIVITIES

---

*Betty Langswager*

March 5<sup>th</sup> was our well attended Steak Roast. Thanks to Dan Young for getting us the use of the pavilion in Eyer Park, East Rochester. At last we found a pavilion that wasn't crowded but big enough for our MG Car Club. Let's hope we can procure it again for our use. New chefs this year, John Baum & Leon Zak did a great job of doing the steaks. It felt a little like spring with green table cloths and yellow mums on all the tables. Everyone brought delicious dishes for our buffet table. No one should have gone hungry. The auctioneers were Jim Priestley & Doug Scribner. A lively couple of hours of haggling over

the auction items and Jim & Doug managed to sell off all the stuff everyone brought. They made \$300 for the club.

Thanks to everyone that brought wood to keep the fireplace "roaring" all afternoon. I want to thank everyone for doing my job, setting the tables, taking care of the food, making coffee, and afterward cleaning up and leaving the pavilion clean. I was stuck in my wheelchair and able to do very little.

Our mid-winter get together, "Swing into Spring", at the Old Toad was hosted by Laurie Scribner & Dick Powers. Typical English food and beer made for a very friendly evening, enjoyed by all. All our dinners tasted better than ever before. Laurie & Doug gave out door prizes, pretty spring plants, much to the delight of all the winners.

Don't forget – 3<sup>rd</sup> Thursday of every month – MG Car Club meeting. Basket Auction at the April meeting, along with the awarding of the Robert R. Philip scholarships to the Monroe Community College Automotive Technical Program.

Note: "How'd they do that?" Gil went to the Mardi Gras in Hammondsport dressed in a plaid shirt and black pants. Look at him on the cover of March Spokes, all dressed up in Mardi Gras attire...?? Hmmm!....

Last but not least, I want to remind everyone Cheryl Baldwin has planned a very special weekend, an overnight to Saratoga. I hope everyone has made their reservations at the Gideon Putman Hotel. Some of us are going up on Friday for the whole weekend to get in some extra shopping. Lots of neat stores up there ladies. See the flyer in this issue for all the details. Contact Cheryl to let her know if you're going and for any questions and comments.

Look for upcoming events in May. Watch the Spokes for June 5 – our Sports Car Festival day – See what we have planned for that day. Doug Scribner & Dick Powers are planning a special day!



## ***MGCC Spring Tune-up Clinic***

*Saturday May 14, 2005*

*10 AM to 4 PM*

*MCC Technology Center (at the rear) on West  
Henrietta Road near Friendly's Restaurant  
Coffee and donuts provided*

*Bring your parts to install (plugs, muffler, brakes, etc)  
the shop manual and some hand tools. Experienced  
"Advisors" will be available to assist/show you how to  
do the tasks you have planned. Several lifts are  
available but must be shared during the day.*

*Contact George Haynes at 585-872-6536 for more  
information or to sign up.*

*Sign up sheets also at the March and April meetings.*

## **Classifieds**

I have (3) 165/SR14's in good shape for sale. Off of an MGB. If interested please call Tom at either (585) 414-7539 or (315)597-9680.

Wanted: MGB radiator, 1962-68, with good bottom tank, also wanted a pair of good condition MGB seat frames from the 1962-68 style seats. Dan, at [dmesmg@juno.com](mailto:dmesmg@juno.com), or call (585)-377-1877

## **Editor's Notes**

*By Joanna and Eileen*

A new feature in this month's Spokes: Dan Suter's "MGA Twin Cams & Deluxes of Western New York." It's obvious Dan has done a lot of homework and research to put this together. Very interesting reading!

Missing from this month's Spokes is the ever popular "On Collecting". Don't worry, Chris will begin writing again once he has a day off from work.

Finally, thanks to everybody for the pictures of the Steak roast and auction, and the Swing into Spring event at the Old Toad. Keep'em coming. We always need photos.

## **Import Weekend at Carlisle, PA**

*May 20—22 2005*

*Several MGCC members will again travel there on Thursday the 19th to set up our flea market spaces. We always solicit members who have something to sell (and who cannot attend in person). We will transport your parts and try to sell them for you. A portion of the flea market site fee is allocated to each seller. Similarly, if there is something you need, let us know and we will be on the lookout for it, for you.*

*If you plan to attend part or all of the weekend at Carlisle, please call Dave Chase for rooms at 585-334-6826. Camping at the show fairgrounds is available, too.*

*For more information, or to contact us about selling your parts, call George at 585-872-6536 or Alan at 585-482-2695*

## MGCC MEETING MINUTES

*Pat Sangster*

March 17, 2005  
General Meeting

Meeting called to order at 7:36 pm. New members and guests announced. Treasurer reports money status is ok, please pay dues.

Regalia reports having good sales, still has wide selection of items for sale.

Spokes articles are due one week from tonight.

Watkins Glen weekend report stated lots of people signed up for rallyes, now have 32 Alfas expected to participate, have many events planned for the weekend.

Activities report given, please see article in Spokes for details.

Car show report by Dick Powers announced there will be no car show this year but the date, June 1<sup>st</sup>, is open for new events. Send suggestions and ideas for fundraisers to [info@mgcarclub.com](mailto:info@mgcarclub.com).

No cars and parts for sale this month.

Door prizes were awarded.

Meeting was adjourned at 8:35pm.  
Thanks for taking notes Steve]

## MAR. 17<sup>TH</sup>, 2005 ATTENDANCE

Carl Prouty  
Barb Wild  
Dave Wild  
George Haynes  
Dick Powers  
Wally Roworth  
Gil Langswager  
Betty Langswager  
George Herschell  
Nancy Herschell  
Jim Padula  
Dick Giambra  
Bob Tescione  
Lane Boughton  
Leon Zak  
Ted Hershey  
Kathy Hershey  
Cheryl Baldwin  
Bill Baldwin  
Joan Heaney  
Paul Heaney  
Alan Costich  
Laurie Scribner  
Doug Scribner  
Barb Zak  
Elaine O'Neil  
Allen Hess  
Beverly Mack  
Michael Mack

Joe Fazio  
Dan Suter  
Ellen Baxter  
Carl Baxter  
Brook Schneider  
Hollis G. Hames  
Dave Asmuth  
Dan Goodwin  
Mabel Case  
John Thompson  
Steve Sangster  
Gary Sandusky  
Chris Baum  
John Baum  
Jeff Langswager  
Cheryl Zonneville  
David Leete  
Nona Kraces  
Rich Shineman  
Steve Stewart  
Mark Gibson  
Wes Pittenger  
Allyn Wagner  
Brian Fallon  
John Simonson  
Jeff Peters  
Tom Rapp  
B. Barlow  
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## Forty Years Ago

by Mr. Gil

The April, 1965 issue of "SPOKES" had a full treasurer's report by our treasurer, Marv Brudno. This was a rarity (as it is now). I thought it was interesting, so here it is:



### TREASURER'S REPORT, MARCH 31, 1965

Balance as of last meeting, March 12<sup>t</sup> \$277.46

#### INCOME:

Monies derived from memberships -----	\$40.00
Income - March rallye-----	64.50
Total March Income	<u>104.50</u>

\$381.96

#### DISBURSEMENTS:

Printing membership and renewal applications -----	\$28.07
Cost of March "SPOKES" -----	18.00
Subscription to "Safety Fast" -----	4.50
Trophies for March rallye -----	34.52
Total expenditures for month of March	<u>85.09</u>

BALANCE as of March 31<sup>st</sup> \$296.87

At the present time we have only a nominal amount of paid members. We would be appreciative if those who have not paid their dues for 1965 would do so as early as possible, since we shall be incurring some large expenses in preparation for the Invitational in May. Also it would assist us in knowing how many of the people listed as members last year are rejoining and how many are dropping their affiliation thereby permitting us to clear up our lists and save on communications and publications and the like.

Marvin Brudno  
Treasurer, MG Car Club, WNYC

So there you have it, an official, published MGCC treasurer's report. How simple things were back then, or were they?

This issue had a two and a half page report on the status of preparations for the up-coming Invitational Rallye in May. It required every bit as much work as our car show. There were a lot of committees with a lot of people involved.

There were the usual rallye reports. There was a column titled "Meanderings with Munroe" which contained reports on various car events coming up in the area. It included rallyes, like the Shell 400, and the calendar of events at Watkins Glen, which was holding its first motorcycle races on June 12 & 13 and its fifth US Grand Prix October 1 - 3. It also covered the announcement by BMC of the production of its millionth Mini. A very newsy column.

Then there was another wordy column called "Trivia" that was four pages long covering a variety of car related stories, some about our own members and friends and some taken from various news releases.

Yes, there was a lot in that "SPOKES", forty years ago.

## **MG CAR CLUB OVERNIGHT TOUR** **TO SARATOGA SPRINGS**

**Saturday, April 23 – Sunday, April, 24, 2005**  
**(Or get a head start by going up Friday)**

**As a group we will:**

- **Stay at the Gideon Putnam Hotel - \$115. per night**  
**For reservations call Carol @ (518) 584 – 3000**  
**Mention the group block for the MG Car Club**
- **Visit the Automobile Museum – special rate -\$3.50**  
**Special Display “Best of the Best” at that time**
- **Tour (and shop) historic Saratoga Springs**
- **Attend the harness races Saturday night & have dinner in the clubhouse**
- **Have Sunday Brunch at the Springs Resort**

**More details will be coming – watch “SPOKES”**

**Sign up with Cheryl Baldwin @ (585) 924 – 4554**

### **MG Car Club** **Western NY Centre** **Official Regalia**

Car Badge	\$25.00	Sport Cap	\$12.00
Badge Clip	5.00	Patch, embroidered	2.50
Key Fob, large leather	4.00	Pin, cloisonné	3.00
Sticker, front adhesive	1.50	Dash Plaque, 40 <sup>th</sup> Anniv.	4.00
Sticker, silver	1.50	Sign, magnetic (10")	15.00
Blanket	18.00	Tote Bag, embroidered	15.00
Bumper Sticker	1.00	Name Badges w/MG	10.00
“Safety Fast” Wine Glass	6.50	MGCC Cookbook	5.00

Also available is a wide selection of clothing items (shirts, jackets, etc.) embroidered with the club logo. Prices shown are for members only.

All items are available for purchase at our monthly meetings, or delivery can be arranged. **Contact: Laurie Scribner 585-872-5133 (weekdays).**

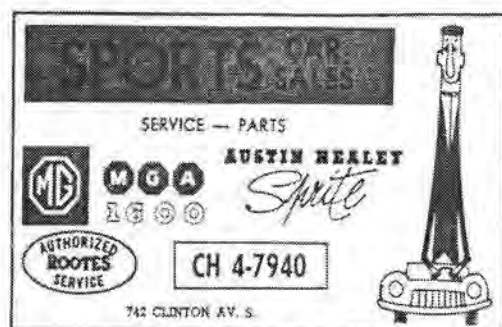


by Dan Suter

## Introduction

MGAs are integrally tied to the early years of our Centre of the MGCC. Our club was formed in mid-1958 when MGA imports—as new cars—were approaching their peak. I imagine the launch of our club to be the equivalent if many of us had formed a Mazda Miata club in the past several years.

There were (2) authorized MG dealers in the Rochester area in 1958-62. One was Sports Car Sales, owned by



Don Stahl. The others were Ross Motors in Webster with a second showroom in Sodus, NY. Our MG sign is from the Ross Sodus dealership.

## MG SALES AND SERVICE

MGB  
MG MIDGET  
MG SPORTS SEDAN



"WHERE TO BUY THEM"  
AUTHORIZED SALES & SERVICE  
ROSS MOTORS WEBSTER  
CORP 943 Ridge Rd Webster, NY 14560  
SPORTS CAR SALES  
742 Clinton Ave S. -- CH 4-7940

Dave Ash was part of Hambros, the major MG regional distributor in the NY City/NJ area. He personally drove a brand new Twin Cam

up to one of our Centre's earliest club meetings in late summer of 1958. (This particular Twin Cam was later part of a film that Hambros made showing details of Dave Ash going around Lime Rock (CT) road racing course. Others believe this particular car has been recently located undergoing restoration in CT.)

It was also a time of rallies and growing SCCA ranks for autocross and road racing. The MGA, however, was quickly being outclassed in SCCA competition in 1500cc, 72bhp, and 2000lb guise. Many, including our own Dave Wild, sought better performance from their British Motor Corp-based cars by pursuing 'lighter weight' alternatives in the form of Elva Couriers, TVRs and other small-production cars that carried MGA drive trains at curb weights as low as 1400lb. This, as we will see later, was arguably the more successful approach!

The MG factory, however, instead attempted to marry higher performance mechanical parts to the basic but heavy MGA design. Thus, the MGA Twin Cam (T/C) was born in July 1958. The T/C, and the subsequent Deluxe, always remained specialized, low volume versions of the popular 2-seater. In total, they comprised only about 2.4% of the total MGA production! Despite this relative rarity, several Twin Cams and Deluxes have wandered in and out of our area, and have played a role in our local hobby. I have done a bit of research into the specific cars and owners that were resident in this area and in our club. This is admittedly a small, semi-obscure corner of the MGA history 'picture', but is one that has become a source of great interest to me.

I've ridden or driven (4) different Twin Cams and Deluxes and I can report that they make an outstanding sports car. The T/C engine is actually quieter and smoother than the pushrod at idle (more timing chain whirr than rocker tapping) but the T/C wants to rev quickly and will pull from 4000 to 7000rpm in a hurry! At higher RPMs on the road, they are really responsive. Additionally, the brakes feel very solid with a heavy pedal, quickly reining in the car from speed. My favorite ride was in a dual-Weber carb equipped coupe in England, a blast through the back roads of Bedfordshire that left me impressed at the available performance from only 1588cc.

## Anatomy of the Twin Cam

First, it might be useful to review how an MGA Twin Cam differs from a normal 'pushrod' MGA. The major ones include:

- Totally special **Twin Cam engine** with aluminum 2-overhead cam design. Every single major component differs from the regular engine: head, block, crank, rods and on and on. It was good for 108bhp at 7,000rpm but heaven help you if you tried to go 7100. It was a finicky beast that relished burning pistons and breaking timing chains. These problems are totally resolved in today's rebuilds.
- **Dunlop 4-wheel disc brakes and steel knock-off wheels** (not wire wheel). These required special front suspension uprights, hubs, and

entire rear axle assembly.

- **Longer steering rack** to clear the longer engine and special chassis mounts to attach it.
- **Gearbox** used stiffer Magnette gearbox case and sometimes included close ratio gearsets.
- A number of minor body changes: **heater** was a mirror shape to the regular one; **radiator** was different and moved forward; **access panels** were provided in the inner fenders to reach the engine.
- Twin Cam production ended after 2111 total cars were made, with 1035 sent to the North America.
- A genuine Deluxe, of which only 395 were built, has all of the Twin Cam mechanical features except uses a pushrod engine, radiator and heater arrangement. The Deluxes were built to use up the balance of the 2500 original Twin Cam chassis, steering, axles, brakes, and wheels order from Dunlop. They also continued to form the basis for factory and private MGA-based race and rally cars through 1962.

## The Early Years 1960s-70s

The early years of Twin Cams and Deluxes in our area are unfortunately still a little short on being complete, at least to me. Many club members, including George Herschell, Dave Wild, Don Stahl, Brian Fallon, Gil Langswager, and Dave Asmuth, were kind enough to provide insight and information to this effort. In fact, as I worked to prepare this article, I learned several additional facts and gathered more pictures to share. *I still don't feel like this chapter is yet complete and would therefore like to solicit for any additional information or photos that anyone might have. Every tidbit is welcome!!*

\*\*\*\*\*

Happy new car payments to  
Gordie Rogers on the arrival  
of his new white Twin Cam.

\*\*\*\*\*

Don Stahl, as the owner of Sports Car Sales at the time, refused to offer the Twin Cam at his dealership due to the emerging warranty situation with the touchy engines. He confirmed that Twin Cams and Deluxes were rare cars, even at the time they were new. He personally knew Bill Ross of Ross Motors also. Don was also the first president of our MGCC and in fact wrote the 'thank you' letter to Dave Ash following his visit with the new Twin Cam in 1958.

I've broken down this information based on the timeframe that a particular car first appeared in our club. This month features cars that were thought to be local in the timeframe starting in the 1960s and 1970s. In the following installments, I will cover the 1980s-present, known Buffalo and Syracuse area cars, and also share some Red Herrings and Lost Leads.

Continued on page 11



Owners Bill Tracy/Paul K. Nevin  
Chassis Number YM3-1561  
Club Members: 1975, 1990-present

## 1960s and 1970s

<u>Owner</u>	<u>Chassis Number/ Years car was owned by a MGCC WNY Member</u>	<u>Details</u>
Gordon Rogers/ Norman Webb	NA— <i>In club: July, 1959-61?</i>	White T/C roadster purchased new locally. G. Rogers deceased. Chassis number unknown. Status of car unknown. White T/C roadster raced by Norm Webb in local SCCA events, c.1960-61. Norm worked at Monroe Auto Sales, later started Webb Motors, and later went to Churchill Motors in Rochester. Blew up engine racing; service manager at the dealership was said to be very happy when Norm decided to stop racing the car. Chassis number unknown. Status of car unknown. N. Webb deceased. I first had this entry listed as (2) different cars but having learned that Rogers and Webb worked together at car dealerships and often traded cars (Rogers would buy new, and would eventually transfer to Webb to race) leads me to believe that the cars are one and the same. <i>Source: Spokes, July, 1959; conversation with Brian Fallon, MGCC, who knew the service manager Don Roethe, deceased.</i>
Robert Clapper	NA— <i>In club: 1959?-60?</i>	I have in my notes that this was a white T/C roadster with wood rimmed steering wheel, possibly purchased new out of the Utica area but there is some disagreement as to whether this item is verified or not and I cannot seem to trace the source of my notes at the moment(!). Bob had moved to Utica in Dec, 1958, and possibly later to FL. Chassis number unknown. Status of car unknown. <i>Source: in process</i>
Bill Tracy/ Paul K. Nevin	YM3-1561  <i>In club: 1971-75</i>	Originally ash green T/C coupe, viewed for sale off Alexander St in 1968 by Dave Wild. Purchased by Bill Tracy 1968 (later of Jag part fame), restored black with grey interior and primrose yellow wheels. Owned by Paul Nevin, a member of our club, until 1975. Car was at one of the Wagonjack car shows at Wild's place in the early 1970s, and is said to have been often seen at our MGCC events. Sold to Michigan/ then to Gerry Goguen's museum/ sold in 2003 to John Wright of PA. <i>Sources: conversations with Dave Wild, Bill Tracy, Paul Nevin, John Wright; North American Twin Cam registry</i>
Whaler	NA—(coupe and roadster) <i>In club: 1972</i>	Member of our MGCC 1972-only; later thought to have moved to Syracuse. Status of cars unknown. Owner not traced. I'm still working on this one. <i>Source: Spokes, 1972</i>
William D. Smith/ Dan Suter	YD3-984  <i>In club: 1975, 1990-present</i>	White T/C roadster, William D. Smith, a member of our club in 1975-6, owned it from 1975 till 1990, when I located him and purchased it out of his Palmyra barn. Bill had bought it already painted 'muscle car blue', wearing an incorrect full wire wheel MGA suspension, but with a correct T/C engine, as part of a package deal with (2) Studebakers he wanted, from a used car lot in Waterloo, NY in 1975. I have now converted it back to T/C suspension, brakes, and wheels. **This car may possibly be the Rogers/ Webb, or Clapper, car (both were white), but I do not yet know any solid facts to link it to any of them. Given the fact that the 'pipeline' from build date to delivery was often on the order of 4 months and that my car was built in late Dec, 1958, it is possibly the Rogers/Webb car. <i>Sources: W. D Smith, D. Suter.</i>
Sue Keppeler	GHNL2 108281  <i>In club: 1979-present</i>	Mk II Deluxe roadster purchased 1979 from David Small in Buffalo. Ad found and forwarded by D. Powers. Extra T/C or Deluxe parts with the car suggest a second car was parted out. Originally OEW/red, restored red/tan. Restored by 1983, long time successful show car in our area. <i>Source: conversation with S. Keppeler, Spokes 1986</i>



*by George Herschell*

The story you are about to read is true. Not even the names have been changed to protect the innocent. Seeing that this will be out before Mothers day I thought I would like to share this little saga of what happened in our family somewhere during the very early the 70's. (I remember the time frame, because we had a 1969 Ford Torino GT fast back that will come in to play later.) There was a member of the club by the name of Jim Roth who's father Leo (Heating and Air Conditioning) owned two TD's. One was his driver and the other he bought as a parts car. He lived on Lake Road not too far from where Bay Road intersects, and in talking to Jim one day he said his father was going to sell the parts car. He didn't think he would need it and wanted to get rid of it. I asked if he would make arrangements to have me take a look at the car. I had no idea of what condition it was in but I thought I would like to see it anyway. My TD had been finished and I was looking for another project.

The date to look at the car was made and I met Jim at his fathers house. I had put the tow bar in the trunk of the Ford "just in case" but had no definite idea of buying the car. I just wanted to look at it. (How many times ladies have you heard that line????) I took my sons along, who at the time were quite young but very interested in anything MG. (They had been brainwashed successfully.)

We pulled in the driveway and Jim was waiting for us.

We went into the house, were introduced to Leo, and then went out back to look at the car. (The boys were fascinated by the large sailfish hanging over the fireplace but I managed to drag them out to the back yard anyway.)

When I said out back I really wasn't ready for the sight that awaited me. It was out back alright, but out and DOWN back. The back yard took a deep slope down to a creek that ran through. There was a small shed way down there and next to it was the TD (?). We went (slid was more the word) down and there it was. A rolling chassis, with what was left of a body on it. No engine, no fenders, no doors, no bumpers, no wind screen, no nothing, but the shell of what used to be a body. BUT it was a right hand drive car. WOW that made all the difference in the world. My friend Jim Kreckovitch (Kreks Korner) had one and if he had one I had to have one too. We talked about the price and agreed about a number. The price for this rolling chassis with the derelict body was \$25.00. The boys decided that they would like to buy it for their dear old dad so they agreed to chip in \$12.50 each and get it for me. OK, now the problem is

how do we get it out of there It was axle deep in mud and we were not sure if it would roll or not. And if it did how in heavens name would we ever get it up that infernal hill. Jim went up to the garage and came back with his father's tractor and parked it at the top of the hill. We then proceeded to put about 100 feet of tow rope (pieces tied together to make that length) down that hill and managed to get it tied to the back cross member of the car. With a lot of pushing, pulling, and using a few words that I didn't think I knew we finally managed to break it lose from the confines of the mud. From there we got it turned facing the hill and with Jim on the tractor and George standing inside holding the steering wheel we managed to get the car up the hill and into the driveway.

We attached to the tow bar and started home with our new prize (???) in tow. The boys were excited and I was too, but all the way home I was wondering how in heavens name would I ever explain this to Nancy, let alone convince her that we needed another car. Especially one that need so much to make it even look like a car. What I neglected to tell you is that all this was taking place on Mothers Day.

As I pulled in the driveway I could see Nancy sitting on the front porch and I wondered just what I could say that would take the edge off what must have been sheer disgust on her part. I walked up to her smiled and said "she followed me home, can I keep her . . . please"? Well you all know the rest I think. It did become part of the family and it was a real sacrifice on Nancy's part to let that rather sad looking mess join our home. I knew that I couldn't start work on right away but I would store it out back of the garage until I could get the time to do it. We pushed it out there and I covered it with an old MG Mitten I had and figured I would get at it as soon as I could.

It wasn't too many weeks later that my neighbor took exception the fact that she could see this rather unsightly mess sitting there so as result, we had the addition put on the garage a short time later. The car became a permanent fixture in that new garage but it was too cold during the winters to work out there so it found its way into our basement. (A walk out, but still only a three foot door.) It went in while in pieces and came out later the same way. But I'm getting ahead of the story.

I managed some years later to get the rest of the body parts from Jim after his father passed away and also the engine and gearbox for that car. So now I had a complete car almost. I started to work on it and it was apparent that a complete wood frame was needed for the body. Bob Phillip had made one for his TD and I had the wood working shop in the basement so I thought I'd tackle the wood part. Bob and I used to have a "mutual aid society" and we would help each



## MG (S) MILES cont'd

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other out when needed. Between the two of us we managed to get enough of the wood pieces so I would have patterns to work from. There is an old joke about MG T series cars and their wood frames. "If any of the wood is all in one piece it only means the termites are holding hands" Bob had an "in" with an old farmer that ran a saw mill and had bought some white ash from him. We needed more so Bob went out talked to him about some more. He had two pieces that were about 4 inches by 8 inches by 5 feet. When Bob asked the price (for me) the old fella said, "it's gonna cost ya sonny. I gotta git at least five bucks apiece fer them two hunks". Needless to say they ended up in my basement.

I did get started on the car and made a complete new white ash body frame for the car, and the only wood I bought were the two large main lower frame rails. The rest of the wood parts I made in my shop. The plywood was all made from Baltic Birch, cut and routed to fit the old patterns, and all the other wooden pieces were made to fit the sheet metal I had for the car. I put the wood together with short (shorter than required) brass wood screws and then when I was sure everything fit properly I was going to replace those screws with steel ones of the proper length. This way I felt I would have stronger bond than if I used the correct length screws at the beginning. All the wood was sanded with varying grades of sandpaper until it was mirror smooth. I had also planned to finish the wood with a polyurethane varnish which was not original but I thought would add to the life of the wood. While working on the body tub I did also manage to get the engine painted but never took it all apart to rebuild it. I went over in my mind how the finished car would be painted. I had it every color of the spectrum and finally decided (for the moment) that it would be Autumn Red with a tan interior and top. Some members of the club suggested that I do it as a mirror image of my black TD. That thought lingered with me for at least a few minutes before I decided that it was not the way to go.

It was during this restoration period that I managed to get a TF and also a couple of Healey's. I started to realize that I really didn't need all those cars and as long as I had one TD I really didn't need another one. Soooooo, it was put up for sale as is. Ted Herschey bought the car and getting it out of the basement was almost as much fun as getting it in initially. The body was removed from the chassis and the chassis went out in one piece. There were no wheels or other running gear on the frame so it was not as heavy or complicated as it could have been. But the body tub itself

was a whole new experience in juggling and cajoling to get it through that three foot opening. Ted did have a lot of help in getting the car out and it's a good thing many of those helping were strong. The engine was also interesting and HEAVY to boot. But it got out and now Ted owns the entire car.

There is an interesting sidelight to this whole tale. The front fenders were bought by Ted along with the rest of the body parts and now one of them resides on the Langswager TD replacing one that a deer "customized" on a recent Halloween rallye. Also when Gil rebuilt his engine some years ago he needed a new crankshaft. I had replaced mine in the late 60's when new ones were still available and still affordable. The original crank had been ground to 40 undersized and Vans, at the time could not "spray weld" cranks as they can today. I purchased and installed the new one and decided to keep the old one just in case. When Gil found out that he needed a new one he asked me if I still had the old one and if so could he look at it. He took it to Vans and the first thing they said was "we worked on that crank because here's our original shop tag on it". They decided that they now could repair it. So after negotiating with me, the crank in the Langswager TD is the original crank from our TD but repaired. It really is a small world and a wonderful fraternity spawned by our love for these British addictions.

The progress on the second TD since its sale to Ted, is something that can be answered by only Ted and I really am not certain what he is going to do with the car. I heard at one time he was thinking about converting it into a T Series race car. I know the wood would be strong enough for that because I even added a few additional stiffening pieces to the original design. We'll have to wait to see what the final outcome of that car is.

Am I sorry that I sold the car? Yes and no. Yes, because I would liked to have seen what it would have looked like if I had the time and money to finish it the way I had hoped to. No, because I firmly believe (now being much older and I would hope a whole lot smarter) I feel you **CAN** have too many MG's. The care and feeding of these wonderful little cars can be time and money consuming. Three is plenty and I really can't see myself taking care of one more. They do take time.

So in closing I can only say, if in the future, when you are at a loss as to what to get your wife or mother for Mothers Day, give some thought to a derelict MG of some sort. One just might decide to follow you home too. And if one does, I hope you will be lucky as I was and be allowed to keep it. And as Joe Friday would say, "These are the facts, just the facts".

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# The 2005 Sports Car & Vintage Auto Festival is Cancelled

## A Very Difficult Decision

by Dick Powers, Show Chair

Sometimes life and even Auto Festivals take a surprising turn. If you asked me last November what I would be telling you about our 2005 Sports Car and Vintage Auto Festival, it wouldn't be that we've had to cancel it. Unfortunately that's the case and a decision my core team had to make. We made the decision just before the March MGCC meeting, as we wanted to roll this information out to the members as soon as possible. My core Car Show Team includes Dave Wild, Gil Langswager, George Herschell, Doug Scribner and Leon Zak.

I really thought I would be telling you that everything was on track for 2005 and we had ordered all the printing, shirts, trophies and dash plaques. Fortunately we hadn't, but we were very, very close on that and so didn't spend car show money on a show that could not happen.

So what did happen to force this most historic decision? The Fingerlakes Race Track said at a meeting on March 9, that we could not have any parking lot space, only one entry location to the track, and that they would have a "pull-the-plug" clause in our show agreement. Simply, they could shut down the show any time they wanted, including the day of the show. In our meeting, that included some Lions Club members, there was no room for negotiation. According to the track, they "lost money" last year on the day of our show. We took up so much parking lot space and caused such a traffic jam that their loyal customers stayed away.

We had never heard that before, but we knew we wanted to improve entry to the track to eliminate the long line, said to have stretched back to Victor, that prevented our loyal entrants and spectators from getting on the field in a timely way. It was our wanting to plan for better access and have it in the show flyer and advertising that produced the hard line "pull-the-plug" at any time stand from the track owners.

They even said that the only reason they would let us have the show there this year was because their decision was so late in coming. We asked for this information last September. If they would have essentially said no show then or even in November, we could have had time to make other arrangements and have

our 2005 show.

We are now planning for our 35<sup>th</sup> Anniversary Show in 2006. Please send me your suggestions.

We are also planning for an MGCC Only event for this coming Auto Festival Sunday, June 5<sup>th</sup>. A few ideas have come in, but please call/email me or Doug Scribner with ideas. Contact info is on the inside front cover of *Spokes*.

I hope you all now understand why we had to make this very difficult decision to cancel the 2005 Sports Car and Vintage Auto Festival.



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“Going on a Picnic” or “Going on a Trip”

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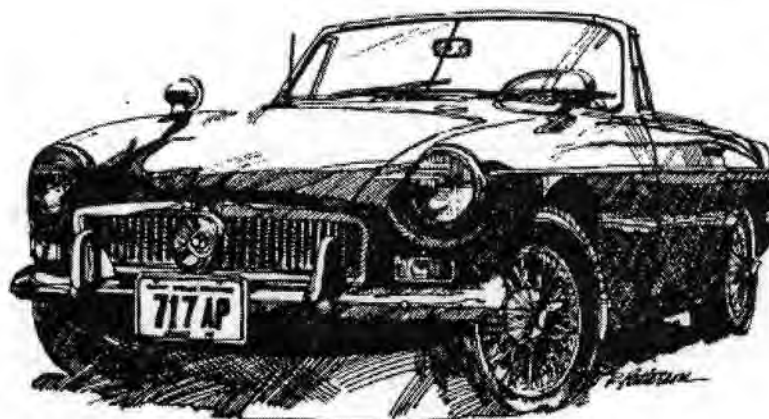
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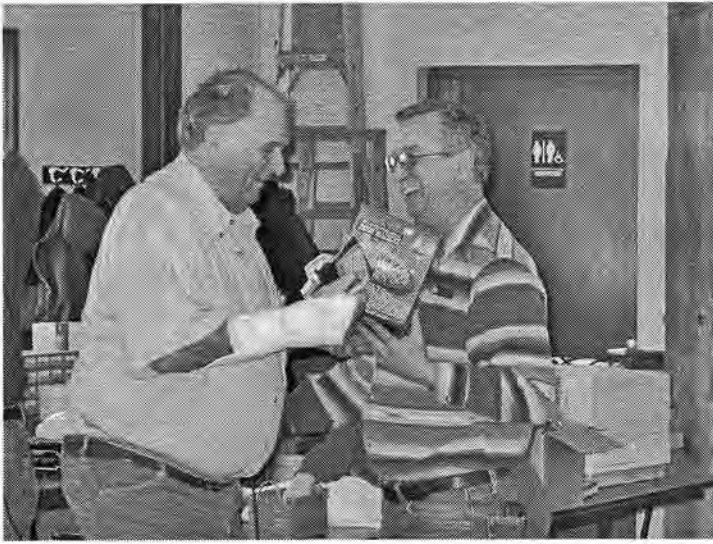
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*Jay Lockrow*

Breakdowns, flameouts, failing to proceed, call them what you want we have all had them at one time or other. For example I had a water pump give up the ghost on the Thruway around Batavia one night on my TR3. My dad had to come and get me at some ungodly hour of the morning and tow me home. The only good thing was that towing the car home at that hour there was little or no traffic. That has probably been the most serious problem being that it was so far away. Several years ago I give you a synopsis of the Olympic Crankshaft throw in the TC one fine fall day on the way to a local event. This "breaking of the crankshaft" probably required the most work but all of them have been experiences. One time when I had the TC at Watkins Glen for a GOF I broke a piston ring. I didn't know it at the time but it sounded like the whole engine was coming apart. I shut it off and hauled it home on a trailer thanks to my old friend Bobby Deull. This required an engine swap that was accomplished in the next several days, and the sick engine was sent off to hospital.

How do you prevent such happenings? I'm all ears, but with all the suggestions I have had over the years you can never be prepared for all the happenings. For the most part breakdowns seem to take two forms. The simple problems that can be fixed by the side of the road in a few minutes or those that require more extensive surgery on the home front. These latter examples usually necessitating the tow or trailer home where you can get a little more serious. Over the years I have had several of the easy ones. Once, of all things, the car went completely dead. No horn, no lights, no ignition just a complete blackout. I lifted the bonnet and checked the battery and the ground strap had come off the battery. Another time it was an ignition problem and I was able to fix it with a piece of stray wire and got myself home. I have stopped countless times to tighten a bolt somewhere or repair something that is threatening to fall off like wiring up an exhaust system with a coat hanger. Keeping ahead of all these things is part of the fun but there is always the chance the good luck will run out before you get to your destination.

Try as you might it's impossible to be prepared for every emergency. The only way to do this would be to pull a trailer with a spare car on it. For the most part I

have always carried a spare set of spark plugs, distributor cap, rotor, condenser, fan belt, can of brake fluid and a few necessary tools. Anything beyond this I consider surgery that is better left until you get the old bucket home. Fixing a car on the side of the road is dramatic but you just can't get that same degree of craftsman ship that you can back home in the Busted Knuckle Garage. Besides you don't want to get the vehicle in a state where it couldn't be towed. Keep it together until you get it home otherwise you might bring it home in baskets.

These moments of fame don't always happen to old cars either. I can remember one time leaving Hershey with my dad and having the alternator die about fifty miles up the road. Of course it was a Saturday night and there was nothing open. We got a room for the night and on Sunday we found someone that got us an alternator at about twice what it was worth. We got home however and it was cold, gray and foggy all the way. We had thought of charging the battery and making a run for it and it is a good thing we didn't. Another time my dad was bringing a brand new station wagon home from the dealer and it quit half way home. I was behind him a few minutes and when I came upon him the car was dead by the side of the road. I went to a friend's house close by and called the dealership. Someone came and fitted some widget in the electrical system and away we went.

I've seen overheating problems, broken engines, broken axles, burned out automatic gearboxes and more. The best advice I can give is have a cell phone or a pocket full of quarters for telephone calls and a credit card because road repairs can be expensive. If it's a modern car with computers you are at the mercy of the nearest dealer. If it's your old bucket of bolts get it home and do the surgery there.

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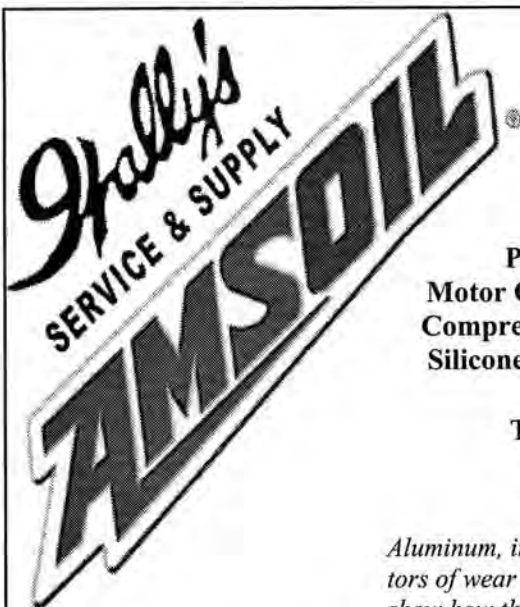
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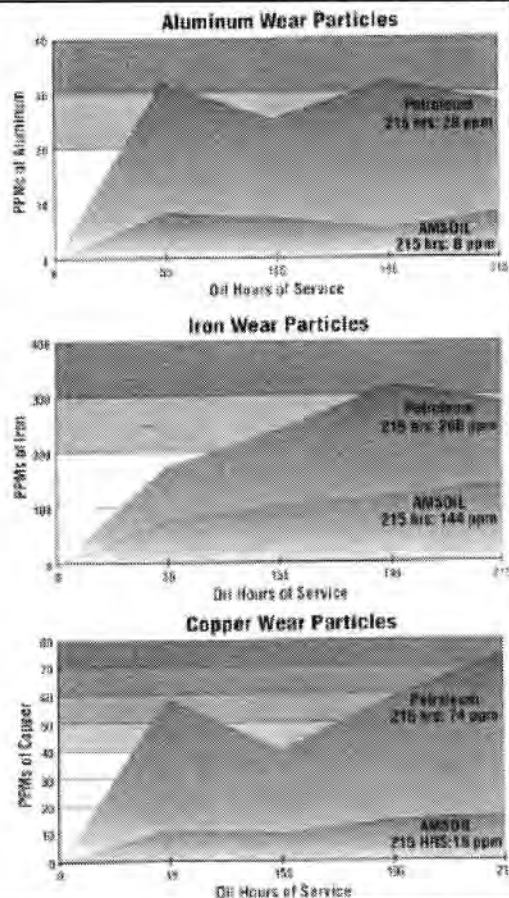


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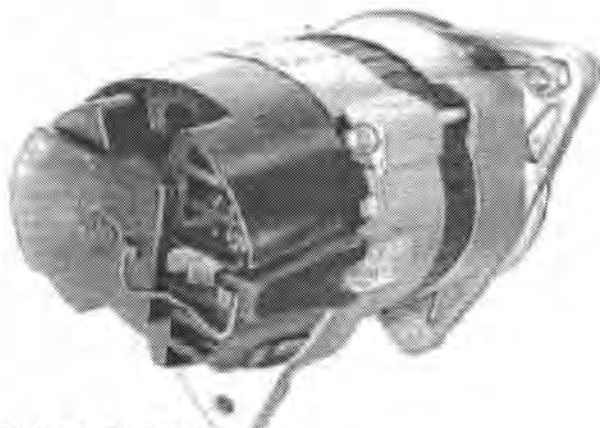
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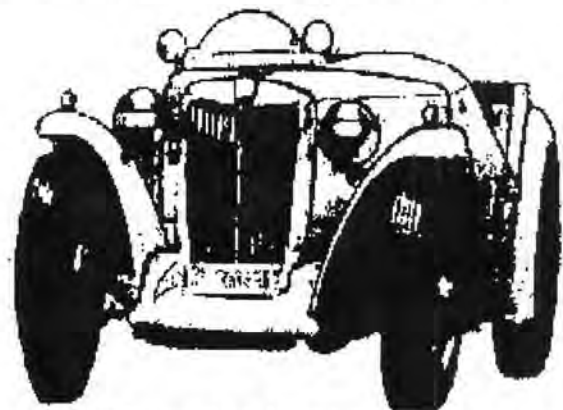
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## THE MG CAR CLUB, WESTERN NY CENTRE, INC.

### MEMBERSHIP APPLICATION

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

Name \_\_\_\_\_ Birthday \_\_\_\_\_

Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_

Phone: Home \_\_\_\_\_ Work \_\_\_\_\_ Wedding Anniversary / /

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New or Renewal? \_\_\_\_\_

Email Address \_\_\_\_\_

Cars Owned & Year \_\_\_\_\_

INTERESTS: Racing \_\_\_ Gymkhana \_\_\_ Rallye \_\_\_ Restoration \_\_\_ Car Show \_\_\_ Social \_\_\_ Touring \_\_\_

Hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_

Available for Roadside Help? No \_\_\_ Yes \_\_\_ (Days \_\_\_ Evenings \_\_\_ Nights \_\_\_ Weekends \_\_\_)

Make your cheque payable to MGCC OF WESTERN NY, INC. Mail your cheque and application to:

Jim Priestley  
251 Bronx Drive  
Rochester, NY 14623

**WESTERN NEW YORK CENTRE MGCC  
CALENDAR OF EVENTS 2005**

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

<b><u>January</u></b> 6 Board Meeting 16 Wine & Cheese Party/Valve Cover Races 20 <b>Meeting</b>	<b><u>February</u></b> 5 Mardi Gras Party 17 <b>Meeting</b>	<b><u>March</u></b> 3 Board Meeting 6 <b><u>Steak Roast &amp; Auction</u></b> 17 <b>Meeting</b> 20 English Pub	<b><u>April</u></b> 21 <b>Meeting</b> 23—24 Overnite—Saratoga
<b><u>May</u></b> 5 Board Meeting 8 Autocross (& Driver School) 14 Tune Up Clinic (10-4) 15 Rallye 19 <b>Meeting</b> 19-22 Carlisle	<b><u>June</u></b> 1 Stuffing Party (Car Show) 5 <b>Vintage Car Show</b> 5 Post Car Show Party 10—12 Hildene Car Show 16 <b>Meeting</b> 26 <i>Garden Tour</i>	<b><u>July</u></b> 8 Board Meeting 10 Autocross II 21 <b>Meeting</b> 24 RIT Car Show	<b><u>August</u></b> 7 Pig Roast/Rallye 18 <b>Meeting</b> 21 <i>Autocross III</i>
<b><u>September</u></b> 1 Board Meeting 7 Vintage Weekend @ Glen 13 <b>Meeting (TUESDAY!!)</b> 24 Tune Up Clinic 25 Autocross IV	<b><u>October</u></b> 9 Fall Foliage Tour 20 <b>Meeting</b> 22 Halloween Rallye & Party	<b><u>November</u></b> 3 Board Meeting 6 Garage Tour 13 Brunch Run 17 <b>Meeting</b>	<b><u>December</u></b> 3 Holiday Party No Meeting

*These dates may change. Please check meeting minutes or [mgcarclub.com](http://www.mgcarclub.com) for updates!*

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