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WESTERN NEW YORK CENTRE MGCC
CALENDAR OF EVENTS 2004

January 8 Board Meeting 15 Meeting	February 8 Wine & Chocolate Tour 19 Meeting	March 4 Board Meeting 7 <u>Steak Roast & Auction</u> 18 Meeting 28 Auto Parts Flea Market 28 English Pub	April 15 Meeting 18 Brunch Run
May 9 Autocross (& Driver School) 15 Tune Up Clinic (10-4) 20 Meeting 20-3 Carlisle 30 Mansions & Gardens Tour	June 2 Stuffing Party (Car Show) 6 Vintage Car Show 6 Post Car Show Party (4112 Ridge Chapel Rd) 13 Autocross II 17 Meeting	July 15 Meeting Kids Day @ Glen (TBA) 25 RIT Car Show	August 1 Steak Roast/Rally (TBA) 8 Autocross III 19 Meeting Garden Tour (TBA)
September 2 Board Meeting 9 Vintage Weekend @ Glen 14 Meeting (<u>TUESDAY!!</u>) 25 Tune Up Clinic 26 Autocross IV 28 Dinner Run	October 12 Fall Foliage Tour 21 Meeting 25 Halloween Party	November 4 Board Meeting 7 Garage Tour 16 Brunch Run 18 Meeting	December 4 Holiday Party (TBA)

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

The SPOKES
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Webster, NY 14580 - 0831

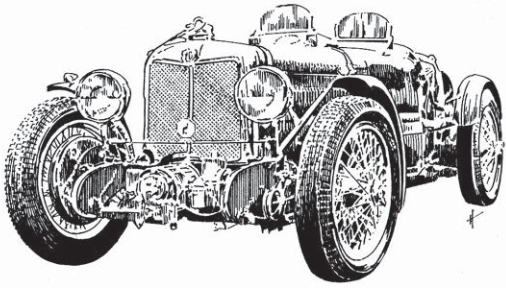
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The
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Volume 46 Number 5

May 2004

Official Publication of the MG Car Club Western New York Centre



The Artisan Works Tour Takes Flight



MAY 18, 2004
CHICKEN SACRIFICE AT DiPACIFIC'S

Next Meeting - May 20, 2004
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 the author and once published may be used by any other similar club for their newsletter providing that the author and original source is credited. It is requested that two copies of the republication be forwarded to the editor of “The SPOKES.” One copy is for the author and one copy is for our files. No other use is permitted without written consent of the editor.

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 to:

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ADVERTISING RATES

Copy-ready business advertising fees (effective 01/01/2002):

	One Issue	Full Year	Size
Half Page	\$27.00	\$110.00	7.5” x 4.8”
Quarter Page	\$16.00	\$ 65.00	3.6” x 4.8”
Eighth 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 your information by Email to Spokes@mgcarclub.com
(Alternatively, send by mail to The SPOKES, PO Box 831, Webster, NY 14580)

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 Photo & Artisan Works photos by Cheryl Baldwin • Cover Drawing “MG K-3 Magnette” by George Herschell

Upcoming Events

Event	Date(s)	Points of Interest
Import Weekend Carlisle, PA	May 21-23	Buy & Foreign Cars & Parts. Car Show. Contact Dave Chase for room information.
Hildene Manchester, VT	June 11-12	Great trip, good roads, great shopping. Wonderful restaurants and 2-day Car Show. Mt. Equinox Hill Climb is close.
MG B Register Convention Parsippany, NJ	June 24-27	Seminars, Car Show, and banquet
MG B Register Convention Cromwell, CT	July 14-18	Seminars, Car Show, and banquet
Vintage Triumph Register Richmond, VA	July 14-17	Seminars, Car Show, and banquet
University Motors Summer Party & Reunion Grand Rapid, MI	August 12-15	John Twist does it up right. Car Show, lots of seminars, vendors, and award banquet.
Buffalo Octagon Car Show Buffalo, NY	September 5	Car Show
British Invasion	September 17-19	Wonderful, great scenery and roads. Getting there is half the fun. Great restaurants. 2-day all British Car Show. Pricey but worth it.
British Car Day Buffalo, NY	September 19	Car Show
Bronte Creek Park Ontario, Canada	September 19	Car Show, all British, up to 1,000 cars
For more information contact Dave Chase 334-6826. To add more events, please contact Dave and/or send the event information to spokes@mgcarclub.com.		

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

easy to maintain, and holding its value quite well. I have told many people looking for a sports car, when asked what they should to get, to look at a B. They are still available, (many times at a fair price) parts are readily available, suppliers are many, they are easy to work on, and can still be repaired by the owner with a bit of knowledge and the ability to read a workshop manual. They are easy to drive, comfortable on long trips, have a remarkable amount of storage space for luggage, (they will not hold the family piano, but who needs thatwhen traveling) and are economical to operate. (With the price of gasoline today that is a big plus on their part.) They still get waves from other sports car drivers on the road, and moretimes than not are a great conversation starter. (“I used to have one of these once, and boy am I sorry I ever sold it” is frequently heard from someone looking lovingly at your B.) They are restored in many cases to a concours finish, and there were two at Stowe last year that were in the “95+ point category”. They are maintained and being driven by their owners as a fun summer car (for those of us in the snow belt) and as a year round driver for those in the warmer climes. They are being prepared as race cars with no less than 25 entered in the Vintage Races atWatkins Glen next September. Young people are getting interested in B’s as their first car and are being introduced to one of the finest sports cars ever built, and the fun

motoring that comes from owning one of these cars. So once again the question arises, is this the best sports car ever? I for one think so. I had a chance to drive a brand new MGF when we were in the UK some years ago and while it was a nice car it really didn’t jump out at me and say “I’m an MG”. It did say I’m a nice sports car. I have said many times if I were offered a brand new MG in trade for my B, I would decline the offer. My B is a car I can drive on a trip with enough room for our luggage in the trunk, (sorry boot) and if necessary do some minor roadside repairs with out having to call in a mechanic and a computer to find out what the problem is. In England when I commented that there wasn’t much room in the “boot” of the new MGF I was told there is enough room for two golf bags. I don’t pack our clothes in golf bags. I guess Gary Anderson summed it all up quite well when talking about B’s and their drivers. “What those drivers share is a connection to motoring traditions of the past and the pleasure of driving a car that is slightly out of the ordinary, though it doesn’t have to apologize for its performance on today’s highways. In other words, a car that’s just plain fun.” Having “been there, done that” for the past 20 years I couldn’t agree more. It certainly is the best Sports Car ever. But then what do I know?



REMINDER
SPRING TUNE-UP CLINIC
SATURDAY, MAY 15
10 AM UNTIL 4 PM

MCC AUTO TECH LAB
West Henrietta Road
Just South of Crittenden

Several knowledgeable MGCC members will be on hand to share their expertise with all who have chores to perform on their British cars.

So make a list of services your car might need at the start of the driving season. You’ll need to bring your own parts (plugs, points, gaskets, etc.), a shop manual, and some hand tools. MCC does not have enough tools to go around.

We’ll supply coffee and donuts for hungry mechanics!
Please call me at (585) 872-6536 for more information.

George Haynes



AUTOCROSS SCHEDULE
REVISED

SUNDAY MAY 9
SUNDAY JUNE 13
SUNDAY JULY 8
SUNDAY AUGUST 26

Sunday May 9 — MCC
East Henrietta Road Campus

Novice School-Tech Insp. 9:00-9:30 AM
School from 9:30 – 10:30
Course-Tech Insp. 10:30 – 11:00
First Car Off @ 11:00
Park in the MCC Parking Lot M-1
The course is on Lot G (the big one-ooooh baby!!)
Members-\$5 Non-members-\$10
PRIZES!! FUN!!! Crash Helmets provided!!!

Rain or Shine

Spokes Contents

From Your Editor.....4

On The Road.....4

Activities.....4

MGCC Meeting Minutes5

March 2004 Attendance.....5

Engine Building Part #3.....6

Ten Years Ago.....7

Activities (continued).....8

The Classifieds.....8

Forty Years Ago.....10

On Collecting.....10

Bury Me in an Old Mowog Parts Box.....14

MG (S) MILES And A Resounding Yes Part XLII(42).....19

TR-6 Frame Off Restoration Project (Part One).....20

MG (S) MILES (continued).....22



\$ 4,877.00

Courtesy of Allen Hess

Add A 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 1453

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

BRUDNO AWARD/LIFE MEMBERS

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

Ron Hein

Discussions are underway to resolve space problems in Spokes. Stay tuned and be ready to give feedback on what you want in Spokes. Next month, a series of articles by Dave Wild on “MG Marque Races” will be starting. Watch for them.

Does anyone have pictures of the Club Officers and appointees (page 2)? ALWAYS looking for pictures for upcoming events -- maybe from past year’s events to give members an idea of what they might see or don’t want to miss this year --as well as pictures of recent events.

You will notice in this issue that there is an article from member Mark Gibson on his frame-off restoration of a TR6. If you have ideas for other stories, and/or additional suggestions for Spokes, please let me know.

FOUND – LAST NOTICE

A turquoise spring jacket, London Fog, size medium. I’ve carried it for a year, it’s going soon to the Volunteers of America.
Call Betty @ 385-9956

ON THE ROAD

Doug Scribner, Chairman

The Glue.
Remember when (then Vice-Chairman) George Tennant talked about our common interest in cars bringing us together? And how we share experiences and enjoy each other’s company and help each other, and the bond—the glue—is good and strong and wonderful?

I was reminded of that recently when we moved our business, and so many club members offered to help. Thank you all. And special thanks to Leon Zak, Dick Powers, John Baum, Steve Sangster and his sons Jeremy and Chris for giving so generously of your time and energy.

Anyway, the move is done; we’re getting settled into our new space, and life is good. As you’re reading this, we’re a month away from The Car Show, and beginning a busy five months or so of car-related activities—many opportunities to join in, have fun and feel the power of The Glue.

ACTIVITIES

Betty & Gil Langswager

BASKET CHINESE AUCTION

Eight beautiful baskets came to the April meeting for our money making event to add to the Endowment Fund. I couldn’t find my paper to be able to tell who brought the baskets so you lucky people that won a basket could thank that person. Eight very clever creations were brought by:

- 1. Laurie Scribner – “The Mini Basket” with lots of mini goodies, everything was mini in size.
- 2. Barb Wild – A lucite bowl containing a bottle of wine, 2 goblets, napkins plates, cheese & crackers, and some British tie bars & stickers.
- 3. Dave Chase – A beautiful basket of Spring flowers.
- 4. Pat Sangster – A pretty basket with wine, goblets, cheese & crackers.
- 5. Elaine Hess – A big basket called “Spring Tonic” loaded with bottles of oil for the Car, and bottles of “Old Speckled Hen” for the Soul, a roll of paper towels with fresh flowers tucked in the top.
- 6. Cheryl Baldwin – A beautiful square ceramic bowl, matching spoons, and decanters for oil and pasta.
- 7. Marlene Rzepkowski – A large oil pan full of oils, a funnel, a great racing towel, WD40, and a little car on top.
- 8. Betty Langswager – “Lovers’ Delight” a large basket with a dozen red roses, bottle of champagne, box of strawberries, napkins 2 goblets and a faux diamond ring!

It’s fun when the baskets are labeled with a theme, it makes them more interesting.

Thank you all again for bringing in those fabulous baskets. Let’s do it again next year.
Betty Langswager

AN EYE POPPING SUNDAY

Last April 18 will be a day many of us won’t soon forget. It started out at the Winfield Grill for a champagne brunch. We ordered off the menu so we all got exactly what we wanted to tease our taste buds. We sat at long

(Activities continues p. 8)

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My 1970 TR-6 has been part of the family for many years now. I bought it for 700 dollars from another Air Force officer when I was stationed at Pope AFB in NC back in 1990. The care was rust free, but not well cared for and I spent 6 months and several thousand dollars getting it back in shape and roadworthy. I drove it for the next ten years, putting almost 70,000 miles on it between 4 more duty stations. By the time I retired in 1999, the car had well over 150,000 miles and the original engine was using oil at an alarming rate, so I decided to park it for a while and contemplate an engine rebuild. The car sat for almost 3 years before I decided to tackle this project. What was I thinking you ask? Good question! I'd had the car apart so many times to various degrees, dismantling it wasn't too difficult. As long as you have plenty of patience, understand that this will not be as easy as you thought, and have a ready supply of cash (or a good credit rating), it can be done and actually is kinda fun, in a sick sort of way!! Please stop by and take a look if you have the time, advice is always welcome.

Progress to date: Car dismantled, engine removed and rebuilt, transmission removed, body media stripped, body removed from frame, all suspension, differential and brake and fuel lines removed from frame, frame sandblasted and repainted, in process of rebuilding suspension and reinstalling engine and transmission.

Lessons learned: Use new hardware everywhere you can, its cheap insurance and it looks much nicer. Use a digital camera to take pictures of how things go back together, as diagrams in the Triumph shop manuals sometimes show less detail than required. Once you get into a project like this, be prepared to throw the budget out the window!!! When you are getting frustrated, walk away before you hurt yourself or the car.....there is always another day!



CARLISLE IMPORT WEEKEND SHOW
AND FLEA MARKET

George Haynes

A week after the Spring Tune-Up Clinic, is the Import Car Weekend at Carlisle, PA. MGCC members rent flea market spaces to sell British car parts. We encourage other MGCC members to send along parts which they would like sold, and we try to find parts for members who are looking for something special.

We leave early on Thursday, May 20, so let me know a couple weeks before that if you have something we can help you sell - or buy.

If you'd like to attend any part of the Carlisle event, and need a room, please call Dave Chase (334-6826) for room accommodations.

MGCC MEETING MINUTES

April 15 General Meeting

Meeting called to order at 7:35 pm. Minutes of last meeting were accepted. No treasurer's report tonight but Jim Priestly is here for those still needing to pay dues. Also you can pay dues with Paypal from our website.

Activities report: March Steak Roast was lots of fun, thanks to all helping out that day. April meeting is our basket auction. Sunday, April 18th is the brunch run with 40 people signed up. May 9th is first autocross, held at MCC large parking lot. Novice school will be held before autocross starts. May 15 is tune up clinic at MCC, 10:00 – 4:00. May 20th is the Carlisle Import Show, Dave Chase is contact for rooms. See Gil or George Haynes if you have parts you'd like sold or need purchased. May 30 is Mansion and Garden Tour. June 6 is Car Show, and June 2nd is the stuffing party, which is at a new location, Steve and Pat Sangster's. June 13 is second Autocross; June meeting will see some people at Mid-Ohio races and June 26th is Ontario Beach Car Show
New members or guests: Charles Mandello, wife and daughter

Car Show Report: Posters, registrations, pre-sale tickets are available tonight. Dave Chase is keeping track of what areas are covered with posters to make sure there are no areas missed. Work is progressing on brochures, sponsorships. Thanks to Alan Costich, George Herschell, Gil Langswager for help in gaining sponsors. May 10th is deadline for brochure, see John Baum if you know anyone interested in advertising. May 18th is the Chicken Sacrifice at DiPacific's. John is looking for a good turnout to help satisfy the rain gods. Judges will be contacted soon if they did not respond to an email request.

Spokes: Getting a bit too much for the Spokes each month. Ron would appreciate feedback on what areas to cut back.
Website: The colors of website are being adjusted, have patience. There was an inquiry from a TD owner looking for advice on his restoration, see Mike Mack for details.
Regalia: Looking for enough names to place badge order, see Dave Chase.

MEETING BREAK TO HOLD BASKET AUCTION

Watkins Glen vintage weekend: **Rooms**– Assignments are going out via email next week, a reminder the reservation is for three nights. **MG Focus Event** – Dick Powers would like to thank all the people volunteering to help out. Looks to be a great showing with 112 MG ready to race, including some cares from England, all over the US, pre war TC series, and possibility of some K3's. **Downtown festival** – History on MG sponsored races will be in Spokes. Most

events are filling up nicely; the Concourse is back at the park. Dave shared a sample of a poster for Concourse participants (available in limited numbers to others). This poster is being sponsored and for \$250.00 our club could be a sponsor. Motion made and passed to sponsor this year's concourse poster for \$250.00.

Letter was received from Watkins Glen Motor Racing Research Center thanking club for providing the Center win a collection of plaques. Dave Wild made this donation on behalf of the club for a special display. Thanks to Dave for his assistance.

New business: Vintage Triumph registry is in July. Kathy Rampe reserved a block of rooms for those attending and has one still available. Contact Kathy if interested.

NO OLD BUSINESS

Cars and parts for sale were announced. Door prizes were awarded. Head table has membership/roadside assistance sheets. Meeting was adjourned at 8:50 pm.

MARCH 2004 ATTENDANCE

Members

Joeanna DeBlaere	Joe DeBlaere
Kathy Hershey	Carl Prouty
Betty Langswager	Gil Langswager
Barb Wild	Dave Wild
Dave Chase	Beverly Swarts
Charles Swarts	Paul Heaney
Joan Heaney	George Herschell
Nancy Herschell	Pat Sangster
Steve Sangster	Michael Mack
Beverly Mack	Anne Foust
Gene Faust	Jim Hogan
Vivienne Rizzo	Rhonda Rizzo
Tim Rizzo	Ted Hershey
Jim priestly	Lane Boughton
Cheryl Baldwin	Bill Baldwin
Jeff Lanswager	Sharon Perry
Scott Perry	Linda Fazio
Joe Fazio	Jahn Baum
Cynthia Jack	Dough Jack
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Alan Costich	Charles Mondello
Allen Hess	Elaine Hess
Wally Roworth	Ron Hein
Don McConnell	Brian Fallon
Dick Powers	Laurie Scribner
Doug Scribner	Bob Tescione
Tom LeStrange	George Haynes
Mabel Case	John Thompson
Peter Pegoni	John Zoltner
Elton Schulz	Rob Houseknecht
Bob Harris	Jim Davis
Mary Ann Shetterly	George Shetterly
Steve Stewart	Hollis Hames
Al fink	Jeff Kath
Allyn Wagner	



The following information is what has worked successfully for many competitive racers. Much of this information was gathered from many engineering and motor sports articles I have read.

Top Ring End Gap is often a major player when it comes to piston problems. Top ring butting under high load and heat conditions can destroy the pistons top land. Most top land damage on race pistons appears to lift into the combustion chamber. The reason is that the top ring ends butt and stick tight at top-dead-center. Crank rotation pulls the piston down the cylinder while leaving at least part of the ring and top land at top dead center. Actual end gap will vary depending on the engine heat load.

Heat Load. Lean mixture, excessive spark advance, high compression, low capacity cooling system, detonation and high HP per cubic inch all combine to increase an engine's heat load. Most new generation pistons incorporate the top compression ring high on the piston. The high ring location cools the piston top more effectively, reduces detonation and smog, and increases horsepower. If detonation or other excess heat situations develop, a top ring end gap set to the close side will quickly butt, with piston and cylinder damage to follow immediately (*this is probably what happened to brother Bill's Midget motor in Sept. 2002*). High location rings require extra end gap because they stop at a higher temperature portion of the cylinder at top-dead-center and they have less shielding from the heat of combustion. At top-dead-center the ring is above the cylinder water jacket.

Detonation Tolerance. If a ring end gap is measured on the high side, you improve detonation tolerance in two ways. One, the engine will run longer under detonation before rings butt. Two, some leak down (blow by) appears to benefit oil control by clearing the oil rings of oil build up. Clean, open oil rings are necessary to prevent oil from reaching the combustion chamber, which is also why some engine builders do not like gapless rings. A very small amount of oil in the chamber will cause detonation and produce significant horsepower loss.

Running close clearances is beneficial to piston ring seal and ring life. Running additional piston clearance because friction is reduced can have a small short term HP improvement.

Wrist pin oiling should be done at pin installation, whether it is pressed or full floating, pre-lube the piston pinhole with oil or liquid prelube, never use grease. If you are using a pressed pin rod be sure to discard spiral pin retainers. Pistons are designed to run with a hot top surface, and cool

skirts and pin bores. High temperature at the pin bore will quickly cause a piston to grow to the point of seizure in the cylinder.

Credits to:

- Mass Racing Developments.
- Cambridge Motorsports.
- Evernham Motorsports Team.
- Swain Technology Inc.

Look for Part #4 in the next issue of Spokes
Tom Glanville (1/7/04)

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In the latest issue of Classic Motorsports, Gary Anderson wrote an article titled “Everybody's Favorite English Sports Car”. The photo on the cover was of a red MGB with the question “MGB, The best sports car ever?” In my opinion (which is naturally biased) I would have to agree it is one of, if not the best sports car ever made. Naturally I would say this having owned mine for about 20 years, but prior to that I owned an MG TD and an MG TF. (both of which are still in my possession) For years I thought the only MG was a T series and held that belief until I bought my B. It was a whole new world of Sports Car motoring and it was nice being able to drive through rain and still remain dry. Also it was nice on the highway to be able to wind it up to pass a slower moving vehicle without ruining the engine. And when it did get cold there was always the heater that worked and did what it should do by keeping the occupants comfortably warm. I paid my dues to the Frostbite Club driving the TD through six Rochester winters. But what makes me feel that the B is the best sports car ever made?

It was introduced in 1962, survived numerous idiotic onslaughts by a management that really didn't deserve to have such a good product about which to make stupid decisions, and finally ceased, when production was halted in 1980. As a final gesture of crude tastelessness, it was announced on Sept. 10, 1979 when Abingdon was celebrating 50 years of production, that MG was being closed and production would cease. The last MG rolled off the assembly line on October 22, 1980. (This production was stopped to focus all BL's (British Leyland) expertise (???) on Triumph. Now before all the Triumph owners get up in arms, let me clarify my statement. Triumph was a good car but was being out sold by MG so I would think you put your trust in the product that is making the most money for you.

When BL sent representatives to the US to assess the market those folks came back and assured BL that Triumph was the way to go. However many years later it came to light, that the representatives that were sent were all people loyal to Triumph so . . . naturally they would push for Triumph which went out of business a few years later. In the period from of 1962 to 1980, 524,470 MG B's were produced and while that number pales by comparison to some US makes, it still is a respectable number which averages out to 30,00 cars per year. Of course the US safety standards did cause MG some concerns and their response to these was something less than brilliant.

However, MG continued to sell here and finally the supply stopped in 1980. I had a good friend who was a BL dealer in New Hampshire and his joke was “the only way he could get rid of the Triumphs he had was to give one away with every MG he sold.” Of course he was joking but it did solidify the fact that MG was outselling Triumph. Once again

Triumph owners that was not my statement, but one of a dealer friend of mine.

The B, when it was introduced in 1962, was a good product but by 1965 when the new 5 main bearing engine was made standard, it became a really great car. Overdrive was available and it was also available as a GT model. (The poor man's Aston Martin as it was once called.) It suffered some “face lifts” in the early 70's and then in 1974 ^{1/2} it suffered the most obvious insult by having the “rubber bumper” fitted and the ride height raised. The price when new in 1963 was \$2600 and by 1980 that price had doubled but the car was still selling well.

Today no one knows exactly how many of these cars are still in use but one only has to look at the organizations that have been formed for this particular model. The North American MG B Register, the American MGB Association, the MGB Register in the UK plus the various other B groups all over the world are a testament to this cars popularity. Added to this fact is the availability of brand new body shells from the original factory dies, the multitude of spares from numerous businesses, and the fact that “brand new” MG B's are being built to order in the UK and here in the states. I heard of one car (in the UK) that is being built using a British Heritage body shell with a brand new MG Rover engine being fitted. Moss Motors is introducing upgrades to the original cars including superchargers, power steering (why I can't imagine) and new custom upholstery and trim never available when the cars were new. These cars (the original model that is at least 24 years old) are being restored, refurbished and in some cases duplicated using mostly new parts. Why, because it is one fine automobile and still fun to drive and enjoy. V-8 engines are being installed and while the B GT did have such an option, it was never available here in the “colonies”. Apparently we were not sophisticated enough to warrant such a fine car but cars are being retrofitted with that option.

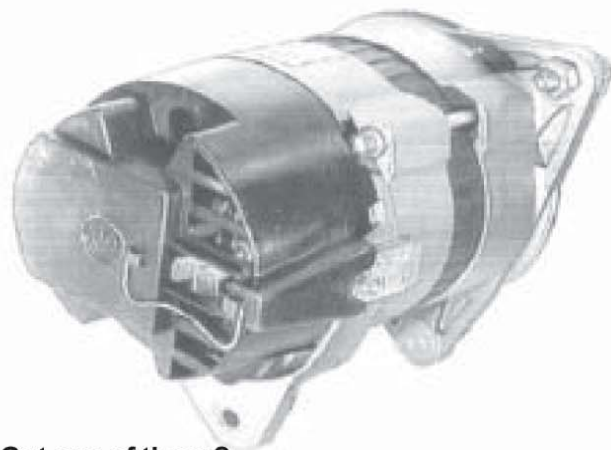
So once again why are these cars so desirable? Because they have a charm that cannot be matched by any other car. Witness the Mazda Miata. and its success. It is a successful sports car because it is the logical successor to what the MGB should have become. Had BL continued with MG they could, in all probability, have the share of the sports car market in the US now dominated by Mazda. But we all know that did not happen and many us are sorry for that.

But the B is still the car of choice for so many of us sports car fanatics. It is a beautiful little car, (a bit dated, but still used by ad agencies in commercials to sell products)

(continues on p. 22)

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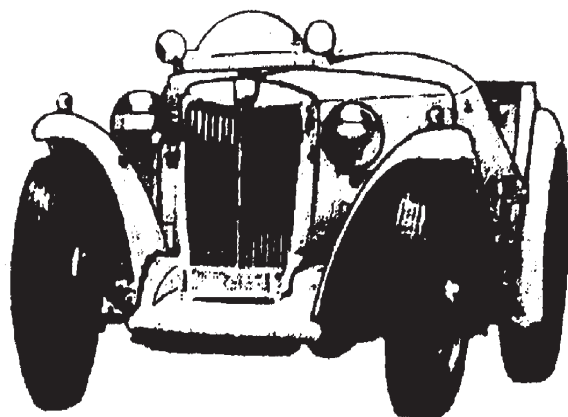
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TEN YEARS AGO

Wally Roworth

The cover featured a Classic MG Tickford (Gil Langswager's). The editor, Cindy Capaccio, told about an MG her son had purchased and drove to Florida. He then got married and bought a larger sedan, storing the MG in the garage until Vince finally went south and picked it up and towed it home.

Ted Hershey, Chairman, asked for a moment of silence for Jerry Krause, starter. A new member, Mike Palarmo, was announced. He ran a Midget and also wanted a Mercedes. It was noted that the Home Club is looking for the Nuffield Trophy, and that it may be in Toronto. The North American MG Tour in Washington, D.C., will be from July 23 to 26. The Spring Tuneup will be at 480 Broadway in the city on May 21.

Annual Show. Tom Sergent covered the Annual Show. Details were presented about the coming car show, the field layout, and the various jobs. Gil Langswager shared information on "Showing of Your Car." Among the key points made were: CLEAN IT: Wash it all over inside and out, top and bottom. WAX IT: Remove wax in the nooks and crannies. Tooth Brush works. JUDGE IT: Start with total points available. Remember that a point or two will be removed for these things: Wheels & tires – have matched tires with good tread. Rust – remove all chips and rust. Chassis – have it clean and rust free. Mufflers – make certain there are no leaks. Oil leaks – if possible, don't have any. Engine compartment – have it reasonably clean with the wiring and hoses in good condition, no cracks or frayed rubber or wires. Radiator – make sure it is clean and not leaking. Firewall – clean it, make sure the paint is good with no rust. Exterior paint job – ideally, have it as good as the factory finish. Bright work – should be good quality, no dents, scratches, or rust. Window glass – clean and unscratched or cracked. Interior & top – no rips or tears in upholstery, carpets, headliner, or convertible tops. Authenticity points – are deducted for non-original items. Car Shows are fun. It is fun to compare your car with the others, talk to the owners, and learn more about your car.

History of Collier Cup. Joe Tierno told up about the history of the Collier Cup. The story started with the teen-age Collier boys, Sam, Miles and Barron, racing homemade cars (motorized buck boards). Around 1933 they purchased two MG J2's and raced against many other makes of cars. In 1934 they started to import and sell the nimble MG. WW II interfered. After WW II, some of the ARCA Members were instrumental in starting SCCA. Sam and Miles racing passion resumed. October 2, 1948, saw the rebirth of MG racing at Watkins Glen. Miles won 1949 Grand Prix aboard a Ford-Riley. The next year at the Glen, Sam was driving the first Ferrari in the US, the Briggs Cunningham's 166 Inter. Leading in the race, he left the

road at a fast right hand turn and crashed. He died later that evening, age 38. In 1954 Miles passed away because of polio. Loyal friends felt some tribute should be made to honor the contributions they had made to racing. A simple marker was placed at the point of the accident. It was also in 1954 that SCCA established the Collier Brothers Memorial Race. Through 1959 this race was for MG's only. Since 1960, there are many marques that fill the field on Collier Race Day. In 1985 the Sportscar Vintage Racing Association (SVRA) rekindled the MG Spirit. The Collier Cup Race is now for MGs. The winner is voted by the drivers, and many types of MGs have won the race, not exclusively MGBs. The 40th Anniversary was on October 8-11, Joe mentioned Moss Motors has given great support for the Collier Cups (1993-1994).

The MGGC (Gourmet Club) went to the Oban Inn, Niagara on the Lake, Ontario, Canada. On May 22 a Pancake Fly-in Breakfast was at the Williamson-Sodus Airport Jay Lockrow (Bury me in an old Mowog Parts Box) discussed his experience with an Aston-Martin DB2. After engine work the car was traded for a Jaguar XK150. George Herschell told about his 1953 MG TD and the six winters and summers in it.

Dave Wild broke out one of his many car books and told about single cylinder engines. Vince Capaccio wrote on the use of silicone brake fluid and the success that they had. Steve Fitch wrote on the Freezing of the Back Porcha. At the first Autocross at the Xerox, held at the Building 200 parking lot, there were 30-40 mph winds, rain, and it was cold.

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tables for easy conversation and laughter. The service was great and quick, the food was generous and tasty. The champagne was a great way to start the afternoon.

While we were having a great time over breakfast, outside the skies were getting darker & darker, the winds came up and the skies opened up into a cloud burst. By the time we left the restaurant it was only sprinkling and the sun came out. It was later that night we heard the damage that the storm caused south & east of the city. We were lucky; we missed most of it.

Off to the Artisan Works on Blossom Road just a mile up the road from the Winfield Grill for a great afternoon of art works and culture. Artisan Works is owned and operated by a very young, enthusiastic person, Louis Perticone. If the Brooklyn Bridge were there in the building, he'd try and sell it to you. He is so proud of all the artifacts in his building. We had a great tour guide named Bob. He was very informative and interesting to listen to. We saw art works and paintings and sculptures in a building of over 44,000 square feet of space. As we walked along we had to look ahead, up, down and all around to be able to see everything. There were many rooms which were artists' studios. We were able to enter several studios and meet the artists. Several other rooms were very special that can be rented out for special occasions, such as the Japanese Room, the Frank Lloyd Wright Room, a Victorian dining room, to name a few. By now the sun was shining and we were able to go out onto the roof garden area. This too can be used for parties day or night. Last but not least was the central show room that displayed an MGA right in the middle of the room. There were many beautiful carvings and pieces of art in this large room. Weddings and large parties are held here, which are catered in exquisite taste.

Every piece on display at Artisan Works is for sale. It's a great place to visit and one can't see everything on one tour. Membership is available so one can go many times. There is so much to see and talk about, it can't all be written in one article. So if you didn't join us on that Sunday, we highly recommend a visit real soon. Barb Wild & I had a great time setting up the day and we hope everyone enjoyed the day as much as we did.

Betty Langswager

FOUND – LAST NOTICE - A turquoise spring jacket, London Fog, size medium. I've carried it for a year, it's going soon to the Volunteers of America. Call Betty @ 385-9956. (Activities continues>>)

Betty & Gil Langswager

COMING EVENTS (see separate write-ups in this issue)

- May 9 – Autocross & Drivers School
- 15 – Tune-up Clinic
- 20 – Meeting
- 20-23 – Carlisle Import Show & Flea Mkt
- 30 – Garden & Mansion Tour

- June 2 – Stuffing Party (Car Show envelopes at Sangster's)
- 6 – **CAR SHOW, The First Sunday in June!**
- 13 – Autocross II
- 17 – Meeting

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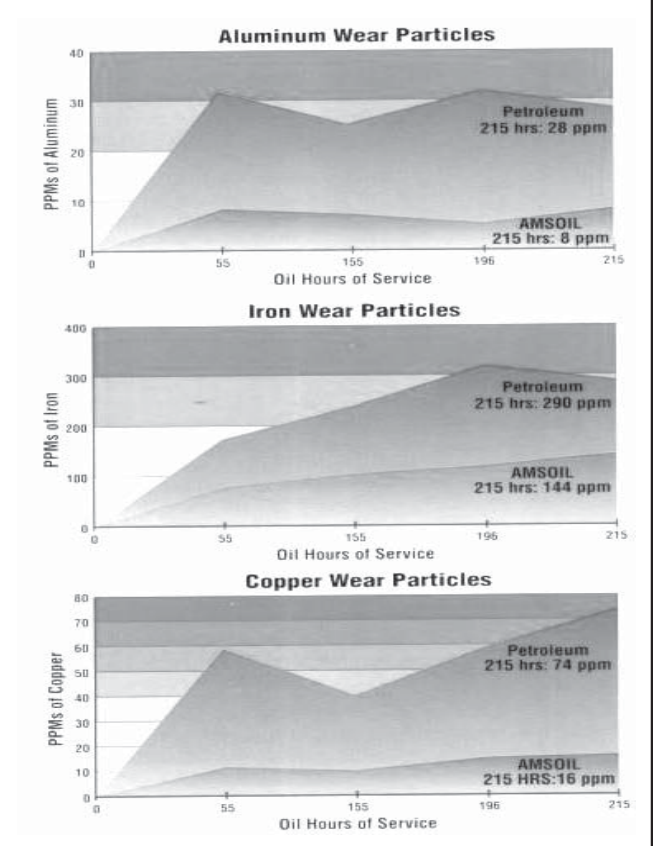


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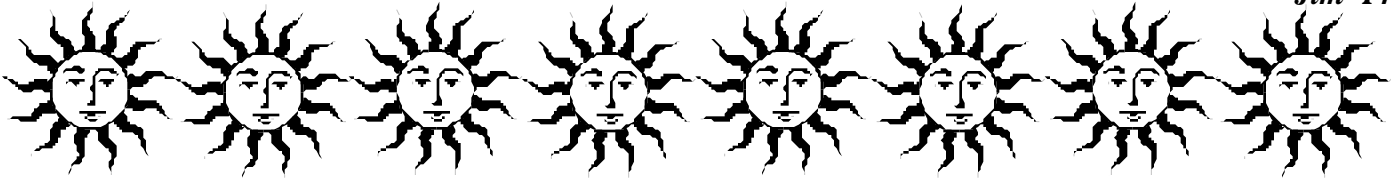


(Photos by Cheryl Baldwin)



SUNSHINE PAGE

Jim Priestley



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.
- 11 James Kingston
- 11 Peter Pegoni
- 12 Pamela Tojek
- 17 Scott Scofield
- 18 Lyn Tennant
- 19 Joe Fazio
- 22 Barry Christ
- 23 Duane Garner
- 23 Bill Benet
- 23 Grace Gleba
- 25 Bill Clicquennoi
- 25 Jan Langswager
- 26 Rosemary Burke
- 28 Bessie Kopen
- 28 Monica Maloney
- 28 Dan Young
- 30 John Corcoran
- 31 Kim Avery
- 31 Julie Perry

HAPPY BIRTHDAY EVERYONE!!

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1969 MGC

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- 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
- 17 James & Sondra Franzen
- 17 Bruce & Susan Krobusek
- 21 Jeffery & Jan Langswager
- 23 Dale & Linda Masters
- 23 George & Lyn Tennant
- 24 John & Chris Baum
- 25 Gene & Anne Faust
- 25 Ron & Deb Hein
- 29 William & Cheryl Baldwin

CONGRATULATIONS
TO ALL!!

JUNE ANNIVERSARIES

- 2 William & Margret Brorein, Jr.
- 2 Dan & Rosemary Burke
- 7 Stephen & Linda Stewart
- 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.
- 16 Norman & Charlotte Wright
- 21 Gil & Betty Langswager
- 23 James & Barbara Kingston
- 24 Mark & Gayle Gibson
- 24 Jeffrey & Mary Ann Peters
- 29 Dick & Marlene Rzepkowski

CONGRATULATIONS
TO ALL!!

JUNE BIRTHDAYS

- 1 Madeline Moodie
- 2 Annabelle Tescione
- 3 John Martin
- 6 Latty Goodwin
- 7 Ken Stickle
- 9 Patricia Philip
- 10 Patricia MacDonald
- 11 Kristina Scofield
- 11 Charlotte Wright
- 12 Ben Barlow
- 12 Ted Hershey
- 14 Ellen Baxter
- 18 Jeffrey Peters
- 20 Mary Ann Peters
- 23 Carl Prouty
- 24 John Baum
- 24 Keith Price
- 25 Bob Austin
- 28 George Shetterly, II
- 30 David Asmuth
- 30 John MacDonald

HAPPY BIRTHDAY EVERYONE!!

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Forty Years Ago

Mr. Gil

Last month I copied the first installment of a history of the MG Car Club that I wrote 40 years ago. It was in the April '64 issue so why not? Well, When I looked at the May '64 issue there was no second installment! I went to June, no; July, no; August, no. So I guess it was an intermittent series. I'll wait now to get feedback from you as to whether you even read it.



The upcoming MGCC Invitational Rallye was the main focus of the May "SPOKES." There were 86 entries as of May 8th. All the names were listed. That was definitely our biggest event back then. The Saturday night before the rallye was to be a big party at the Holiday Inn. We had our own private dining room with a private bar and live band. The only problem with that was that we had to get up early the next morning to start the rallye. But we were young then and could handle anything. Maybe next month I'll give the results and totals for the event.

An interesting report on the Shell 4000 Rallye told about the experiences of Ed Homsey of Avon. Ed was a friend of the MGCC and a member of the Triumph club. He navigated for Gordon Jennings in one of a team of three TR 4's. They came in 17th in spite of putting a chunk of bridge planking through their radiator. Their total penalty for the run was 87 points in a car with a bent frame, front wheels cockeyed and a mangled radiator overheating. Their TR team finished second. The overall winner was a Volvo team. The rallye was 4044 miles from Vancouver to Montreal over back roads (private paths through the woods in some places). The opening leg was a 22 hour speed section from Vancouver to Calgary, then a hill climb in Calgary. A TR 4 won both! Homsey said that a 100 mph dash on a private dirt road through a forest wasn't worth repeating.

In his tech article, Bill Hackman goes into a detailed description of a most unusual entry in the upcoming Indianapolis 500, the Studebaker STP-Ferguson-Novis four wheel drive front engine car. This car had an English chassis and drive with an American V8 engine. Bill also announced that Stirling Moss signed a contract to be a commentator on ABC's Wide World of Sports on the "most significant" of the season's international road races. And there you have a summary of the news according to "SPOKES" May, 1964.

On Collecting

Chris Williams

"Is it me, or is there something leaking gas in the garage?" Eileen was wrinkling her nose as she came in from a day of weekend hunting and gathering.

"I think it's the snowblower," I replied. "I had it out the other day to touch up the pile at the end of the garage. I'm running out of places to put the snow – again."

It was towards the end of January, when the lake effect snow machine was at its peak, and I was doing "two a day" plow runs just to be sure the driveway stayed open. It was true that the snowblower had leaked a little. The gasket for the carburetor bowl had dried out from disuse, and the first time I'd opened the petcock to the tank gas had been dripping steadily for a while, both inside and outside of the garage. That fact, of course, hadn't deterred me from using the machine anyway. After all, I rationalized, it was cold enough that even I didn't feel like vaporizing and igniting very much, and the engine exhaust discharge was a long ways away from the carburetor.

Over time, however, it became apparent that something else was having a problem holding its gas. The smell was strongest, I finally correlated, on days after I'd topped off the old '84 4-Runner on the way home so that I could bypass the morning rush at the Walworth Kwik-Fill. Finally acknowledging that maybe the '84 was having a problem, I topped it off on a Friday night, and sure enough the smell of gas was strong in the garage on Saturday morning. When I backed it out to run an errand or two sure enough there was a small puddle of gas on the garage floor under where the gas tank had been. Drat

Pulling the truck back into the garage, I grabbed the creeper and carefully slid underneath. The tank seams were dry, but there was something leaking from the area where the hose from the filler pipe meets the neck on the tank. Drat again

There's a reason the '84 has a small access plate above the tank where the suction line and gauge connections bolt down. Grabbing a phillips screwdriver, I easily pulled two of the screws holding the plate in place, to discover (of course) that the third screw was rusted so tight it would take a torch to heat it enough to turn. Briefly contemplating the fiery end that would surely result from applying an acetylene torch directly over a leaking gas tank, I reconsidered my options. Fortunately, I was able to just bend the plate enough to determine that the leak was most likely coming from the filler neck on the tank, probably because it had simply rusted through after 20 years of service in the salt.

I generally hate working on gas tanks. When the tank seams failed on the "White Fright," currently serving as the Phoenix Acres All Purpose Farm / Plow / Utility Truck, I'd pulled the bed off, drained the tank as best I could and then refilled it with water. Working out in the open, way away from anything else combustible, I'd heated the screws holding down the flange for the suction line and gauge float, heated the bolts holding the tank in place and ultimately gotten the old tank off and a new one installed. On the '84, however, there's no bed to take off, so any work on the flange has to be done from inside the cabin. This gave me some pause for thought, since on the White Fright a small pool of gas floating on the water right at the top of the tank had ignited and burned brightly as I loosened the screws holding the flange on.

So I began to wonder if maybe it was finally time to let the '84 go. Was I being selfish, I wondered, if I wanted something that rode a little less harshly than a buckboard? Was I too inwardly focused if I wanted intermittent wipers that didn't stop intermittently right in my field of vision? Would I actually miss the challenge of finding where to put

(continues >>)

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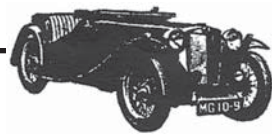
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10

15

BURY ME IN AN OLD MOWOG PARTS BOX



Jay Lockrow

Over Easter or I should say the week before, we took a couple of days and went over to see my stepmother in West Stockbridge Massachusetts. My daughter, Heather, came over from her school and we had a good visit. While there I picked up a copy of the Sunday Boston Globe (April 4, 2004). As with most newspapers now I find them terribly one sided and a bit dull. The sports sections hardly ever mention any motorsports and if they do it is NASCAR. Now I like NASCAR to a certain extent but it is not my first choice of motorsports to read about.

Anyway while going through the paper there was one article that really caught my attention in the business section. It was titled “As cars go high tech, so do jobs” by a Globe Correspondent named Davis Bushnell.

This article brought out the fact that today’s mechanics are no longer grease monkeys. I am sure there are still some back street garages that will do work on your car with a hammer and cold chisel but those types are not long for the automotive world. Today they are called “AutomotiveTechnicians” and are so sought after that frequently they are hired away from competing dealerships or offered signing bonuses amounting to several thousand dollars. Even dealership employees can earn a bonus if they have a technician referral that is later hired. The article brings out the fact that there is a considerable shortage of these technicians and the problem is so severe that many dealerships have to postpone service work several days because they can’t fit the work in because of the shortage. Many dealerships would like to expand but with the shortage of qualified technicians they are reluctant. Recruiting seems to be getting harder all the time and those people that go into the field are snapped up quickly. Schools offering this type of training usually have jobs lined up for their applicants long before they are finished.

Technicians today must possess both computer skills and hands-on-knowledge. I have often told people today that fixing cars is the easy part, diagnosing the problem is what is difficult. Gone are the days when you put \$25 worth of parts in a car and it was a tune-up and the car ran fine. Today you plug in a computer and type in a diagnostic code or possibly go on line to solve the problem. Computers run everything, the engine ignition, fuel system, brakes electrical system, cooling, heating and air conditioning. And it does not end there, these people today must have a very good math and science background to even begin being certified.

Certification sometimes takes as much as 800 hours. Even with starting salaries in the \$30,000 range there are still

negative factors working against the industry such as the mentioned “grease monkey” preconceptions that people who work on cars are second rate jobs and a dirty business.

Because of this many are steered away from this type of training when in reality a good technician can have very good job security if he knows his stuff.

Many of the auto companies are becoming involved in helping train new people. But the article mentioned gives figures that are a bit frightening. Certain makers employ say 1500 technicians in a region and about 150 are needed a year to replace those retiring or leaving. There is no pool of these people and the demand is high.

If I were a young man or women today (there are some gals now in this workforce) I would most certainly look into this market. Unfortunately I am not young anymore and that \$25 worth of parts for a tune-up has now escalated to over \$100. But the article did bring out one humorous point. One service manager was talking to a prospect that had quite a bit of computer training. He didn’t however know how to drive a car with a stick shift.

Where are we headed? It is a sad state of affairs when a prospect looking at an automotive service position can’t drive a standard shift!



things in the passenger seat on rainy days so the windshield leak wouldn’t cause them to get wet? I briefly considered putting the ’95 4-Runner into service on the daily commute, but decided that a) 4-cylinder, 5 speed 4-wheel drive 4-Runners are as rare as hens’ teeth these days and getting rarer, and b) the net replacement cost for a used up 4-Runner is a whole bunch more than the net replacement cost for, say, a used up pickup.

Reluctantly, I agreed with myself that maybe it was time to start looking. As I analyzed how I’d really used the ’84 in its Senior Years, I realized that it had become much more truck than sport ute. The carpet on the rear deck, for example, is permanently stained with dirt, oil and gear lube from hauling transmissions, differentials and engine parts off to a shop somewhere. The ’84 had come my way through the Trickle Down Process of Vehicle Procurement, wherein somebody in the family “gets a new one” and the guy financing the deal gets the old one. If things had continued in that mode, I might have been driving sport utes forever.

Now that a trickle down approach is no longer a necessity, I had the luxury of choosing whatever would best fit what I need in a daily driver. Clearly a pickup with some form of bed cover would be a preferable choice. Casting my eye around for likely candidates, I remembered that there’s a guy up on Route 104 who specializes in repairing and selling used Toyotas. Stopping by his lot on the way home, I discovered a ’94 extended cab 4 wheel drive pickup.

I shopped around a little bit while I rolled the thought around in my head. There wasn’t much else available that fit the bill, so finally I bit the bullet and stopped over one day to take it for a drive. The truck was a little slow to crank, mostly (as I’ve since discovered) because the truck had been sitting idle for long periods with the battery connected, which doesn’t do much for the charge level in the battery. The truck rode great, and although the engine idle was a little rough it seemed to pull OK on power and it stopped in an absolutely straight line. It felt as though the shocks were new, and it tracked down the road precisely where I asked it to go. The intermittent wipers even stopped where they were supposed to.

I was concerned, however, that the water level in the radiator was low, and the top hose was “squishy” when I squeezed it “cold.” This truck likely had a problem with its head gasket. I said as much to the guy, who (I think somewhat surprisingly) offered a “100% warranty” on the head gasket. Everything else seemed solid, so we agreed on some additional work that needed to be done, like replacing the little winch that serves as the spare tire carrier, since the one on the truck was more like a lump of scrap than a winch, and I bought the truck. Oh yeah, it’s also green in color like the ’95 4-Runner, so I’m now the proud owner of the “Green Fleet.” Maybe all in all, I’d rather be red, but....

The first day I had the truck, I topped off the water level in the radiator, filled the expansion tank and went driving. The truck responded by blowing what seemed like a pint or two of perfectly good anti-freeze and water mix out the radiator and through the expansion tank, and the next morning the level in the radiator was low. Clearly, this truck was hurt.

We went back and forth a couple of times, wherein the guy tried to convince me that the reason we could seem to keep pouring coolant into the system was that “it had been so low it was actually air-bound.” (I couldn’t quite buy that one.) Or, it was “just a feature of this truck.” (Sorry, not that one either.) Finally, after a somewhat stressed morning on which he’d found the truck sitting in front of his door again, he asked what I thought the problem was. My response was pretty straightforward. “If this were my shop, and I’d had this truck for a while, I’d be looking myself in the mirror and telling myself it was time to pull the head.”

To his credit, he did the right thing. While he had it open, I swung by the shop and checked out the bores. There was a slight ridge on one side of the number 3 cylinder, suggesting there might be a slight radial thrust problem in that cylinder. However, the remainder of the bores were ridge-free, and the guy claimed he saw slight evidence of a cross-hatch honing pattern on the sides when the light was right. I didn’t bother to check, but I did look at the valves when the head came back from the shop, and they looked good. All in all, a very solid engine (never mind that the truck shows 131,000 on the clock) showing possibly evidence of a recent rebuild. One other data point that interested me is that when I showed up to check the valves, the guy quite pointedly told me that the shop had taken .004 off the head mating surface to reduce the pitting, but that the head was flat. So here’s my theory. This engine went through a recent trauma, requiring replacement of the head. The former owner bought a used head which had sat on a shelf for quite some time. Somewhere during assembly, one of the surfaces wasn’t quite clean enough, or the pitting on the head was too deep, and the gasket seal was or became flawed. The rest, as they say, is history.

Anyhow, theories aside, the truck now holds its water, and when hot the top hose is as hard as a rock. When cold, a healthy squeeze on the firm top hose produces that satisfying little “click” that tells me I just bumped the vacuum breaker on the thermostat. It also needed a new clutch slave cylinder, as evidenced by the grunge that came out of the old one when I changed the clutch hydraulic fluid to silicone, and a new oxygen sensor to silence the “check engine” light which popped on within about a day of putting the truck back on the road. I’ve done my thing with Linseed oil, and I plan to have it Ziebarted by the time we go actually go to press. I think I’ve created a new daily driver, salt runner and deer stalker. It looks a little nice for this service, but given what I have invested, it’s much more of an “Oh Well” truck than a “Dress Truck.” (e.g. “Someone in the parking lot actually put a ding in the door? Oh Well.”)

In the meantime the trusty ’84, sitting at just over 214,000 miles on the clock, has fallen out of the working pool. I need to do a couple of things to the handbrake bell cranks on the rear brakes, which have bound up a little based on the heavy salt the truck saw this past, Winter, and then (read this carefully) I’M GOING TO LET IT GO. Really. Of course, it’s got the right wheelbase to turn into a plow truck, but I have a plow truck, which is younger in miles than the ’84, and I’ve found someone interested in the ’84, which looks a heck of a lot better than the plow truck.

Even I, the Keeper of Vehicles Forever, can’t rationalize keeping yet another 4-Runner in the stable. Well, I was sliding down that “slippery slope” at a pretty good clip until I mentioned to Eileen that there was a nice looking ’99 4-Runner also on the lot in Ontario. She’d been making statements to the effect that she was going to have 4-wheel drive before another Fall turned to Winter. The price was right, so she bought that one, bringing our total Toyota truck count to 5 – three 4-Runners and two pickups. The ’84 simply has to go now, and the ’99 becomes Eileen’s as her Winter Beater. First \$1000 or so takes the ’84.

My ’95 4-Runner drops into the role of Spare, and also can double as my “Dress Truck,” when I need something a little nicer than a salt stained pickup, or when I need to haul more than one other person. Given its 4-cylinder power plant, it does an honest 20+ mpg, which can make a nice difference on road trips as well. Plus, I like it, which should be reason enough. The only thing is, Eileen’s Winter Beater is more upscale than my Dress Truck. Oh wait – is that another Oh Well?

Spring is really here. Everybody have a great May and Memorial Day.

Mansions and Gardens

œ May 30 œ

This Sunday “Site Seeing” tour begins at

8:45 AM – Starbucks Coffee

Henrietta (Tops) Plaza (West of the intersection of Jefferson Road and 390)

9:00 AM – Leave Henrietta

10:00 AM – Arrive at Linwood

Special Tour of the Annual Tree Peony Festival, and the garden of Becky Lewis.

Donation to the Restoration Fund: \$5.00 per person.

Light Fare/Early Lunch available on the grounds.

12:00 noon – Depart Linwood

1:00 PM – Arrive at the George Eastman House

Hungry again? More soups, sandwiches, desserts and beverages available in the Café.

Garden Tour: Guided by Stacey VanDenburg

or

View: Site Seeing: Photographic Excursions in Tourism.

Admission: Will be charged to the Museum

3(ish) – Depart the Eastman House

3:30 – Private Tour of the Ellwanger Gardens

Guided by Stacey VanDenburg

For more information or to sign up:

Elaine: elainehess@mgcarclub.com 381-9796 or Rhonda: Rhonda_L_Rizzo@fleet.com 621-5693

Rain or Shine !

The Car Show Stuffing Party

June 2 – 7:00 PM

New Location!!

Steve and Pat Sangster

2 Meadow View Lane

Bloomfield, NY

657-6032

From Victor

Take Route 444 (Maple Street) south to Main Street, Bloomfield. Turn right onto Main Street. From Main Street, take second right onto Church Street.

Directly across from the brick church, turn right onto Meadow View Lane, a private drive. It ends at our driveway.

From Pittsford

Go south on Route 64. Just before Route 5 and 20, turn left onto Main Street, Bloomfield. After the firehouse, take a left onto Church Street.

Directly across from the brick church, turn right onto Meadow View Lane, a private drive. It ends at our driveway.



FOLLOWING THE CAR SHOW

POST—CAR SHOW PARTY

SUNDAY, JUNE 6

CHRIS AND EILEEN'S

4112 RIDGE CHAPEL ROAD

MARION, NY

TAKE 441 EAST THROUGH WALWORTH GO ABOUT 3 MILES
FARTHER EAST

RIDGE CHAPEL ROAD IS THE FIRST LEFT FOLLOWING THE SPEED
LIMIT CHANGE TO 45 MPH

THE HOUSE IS ON THE RIGHT ABOUT HALF A MILE UP SET WELL
BACK FROM THE ROAD ON AN S-CURVE DRIVE

PLEASE PLAN TO BRING A DISH TO PASS

IF YOUR LAST NAME BEGINS WITH O-Z, A SALAD
WOULD BE GREAT

IF YOUR LAST NAME BEGINS WITH A-N. WE'D LOVE
YOUR FAVORITE DESERT

(Or bring an appetizer instead!)