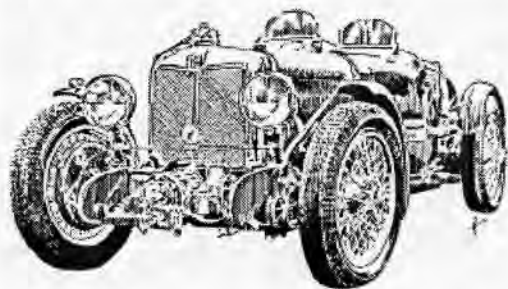


The
SPOKES

Founded 1958



Volume 46 Number 11

November 2004

Official Publication of the MG Car Club Western New York



Fall Foliage Tour 2004
A Beautiful Day For A Drive Through The Country



Next Meeting—November 18, 2004
Thursday Night
At the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY

The Marquee of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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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.

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EXECUTIVE OFFICERS AND APPOINTEES

Chairman

Doug Scribner
PO Box 20883
Rochester, NY 14602
585-872-5133
doug@mgcarclub.com

Vice Chairman

Beverly Mack
305 Rausler Road
Farmington, NY 11425
315-986-4241
mackb@usa.redcross.org

Secretary

Pat Sangster
2 Meadow View Lane
Bloomfield, NY 14469
585-657-6032
sangster@frontiernet.net

Treasurer

Chris Baum
1212 Stockbridge Road
Webster, NY 14580
585-872-3697
cbaum77577@aol.com

Activities Directors

Gil & Betty Langswager
46 Stonington Dr.
Pittsford, NY 14534
585-385-9956
mrgil@mgcarclub.com

Trustee

Steve Sangster
2 Meadow View Lane
Bloomfield, NY 14469
585-657-6032
sangster@frontiernet.net

Trustee

Richard Powers
89 Durand Drive
Rochester, NY 14622
585-323-2687
mgahmogca@rpa.net

Membership

Jim Priestley
251 Bronx Drive
Rochester, NY 14623
585-235-2440
jim@mgcarclub.com

Scholarship/Endowment

Elaine O'Neil-Hess
17 Sandpiper Lane
Pittsford, NY 14534
585-381-9796
eeopph@rit.edu

Historian

Dave Wild
166 Loud Road
Fairport, NY 14450
585-223-1065

Hospitality

Betty Langswager
& Barb Wild
46 Stonington Drive
Pittsford, NY 14534
585-385-9956

Cards & Letters

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
585-334-6826

U K Liaison

George Herschell
1268 Mill Creek Run
Webster, NY 14580
585-872-1194

Club Regalia

Dave Chase
689 Erie Station Road
West Henrietta, NY 14586

Car Show Chairman

Richard Powers
89 Durand Drive
Rochester, NY 14622
585-323-2687
mgahmogca@rpa.net

Web Master

Michael Mack
305 Rausler Road
Farmington, NY 14425

SPOKES STAFF

Co-Editor: Joanna DeBlaere 229-2230
Co-Editor: Eileen McMahon 315-926-5079
Mailing: Doug & Laurie Scribner 872-5133
Address Changes: Jim Priestley 235-2440
Advertising: George Herschell 872-1194

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*Cover Photo by Eileen McMahon
Cover Drawing "MG K-3 Magnette" by George Herschell*

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Add your name to the MGCC Endowed Scholarship Plaque.

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$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

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.

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eeopph@rit.edu

UK Liaison

George Herschell
1268 Mill Creek Run
Webster, NY 14580
585-872-1194

Vice Chairman

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*Cover Photo by Eileen McMahon
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MGCC MEETING MINUTES

Pat Sangster

Meeting called to order at 7:30 pm. Last month's minutes were accepted. No new members or guests. Treasurer's report – still in good shape, little activity going on now.

It was mentioned 2005 dues are being accepted; two memberships have already been received. Spokes report – looking for pictures for the calendar, forward to Joeanna DeBlaere. Next issue's deadline is next Thursday.

Activities report given. [see report in Spokes.]..

Regalia report – name badges arrived. Will run a sale next month to clean out some of the stock. No old business. New business – nominations for officers being accepted, Election is next month.

Cars and parts for sale were announced. Door prizes were awarded.

Gil Langswager gave presentation on running Rallyes.[Thanks Gil, very interesting.]

Meeting Adjourned at 8:50 pm.

FROM YOUR EDITORS

Joeanna DeBlaere & Eileen McMahon

This is our second newsletter and hope we have most the kinks worked out. Leon was a big help with the transition, thanks Leon.

The calendar is coming together nicely thanks to everyone helping with photos. We are targeting to have the calendar out early.

We have a new series of articles starting this month thanks to George Herschell. It is called Kreck's Korner, a **must** read.

As everyone knows this is a busy time of year, naturally the deadline for Spokes is on Thanksgiving. It would be very easy to forget. Knowing that, if you could get your articles in early that would be a big help.

OCTOBER 2004 ATTENDANCE

Gil Langswager
Betty Langswager
Linda Fazio
Joseph Fazio
Jeff Kath
Leroy Hokenson
Harriette Hokenson
Carl Prouty
Allen Hess
George Haynes
Ken Stickle
John Zoltner
Brooks Schneider
Dick Giambra
John MacDonald
Michael Mack
Beverly Mack
Hollis G. Mahes
Dave Chase
Bob Tescione
Dave Wild
Alan Costich
Charles Swarts
Jim Priestly
Brian Fallon
John Thompson
Bob Harris
Rob Houseknecht
Laurie Scribner
Doug Scribner
Don McConnell
Pat Sangster
Steve Sangster
Paul Heaney
Joan Heaney
Marlene Rzepkowski

Doug Jack
Dan Goodwin
Georgian Abels
Bob Abels
Leon Zak
Anne Foust
Gene Faust
Dan Suter
George Herschell
Nancy Herschell
Dick Powers
Tom LeStrange
Bill Baldwin
Cheryl Baldwin
Chris Baum
John Baum
Vivienne Rizzo
Rhonda Rizzo
Tim Rizzo
Joeanna DeBlaere
Jim Hogan
Wally Roworth
Roger Gunther
Joe DeBlaere
Cheryl Zonneville
David Leete
Chris Williams
Eileen McMahon
John Simonson
Jim Davis
Brian Smith
Steve Stewart
Allyn Wagner
Mark Gibson
Lane Boughton
Ben Barlow

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**MG CAR CLUB
HOLIDAY PARTY**

**At the
WISHING WELL
1190 Chili Avenue at I 390
December 4, 2004**

Cocktails – 6:30 Buffet Dinner – 7:30

- MENU FOR HOLIDAY PARTY-

Tossed garden salad – choice of dressing
Baked ziti with meat sauce
Butternut squash with nut and brown sugar topping
Broccoli, cauliflower medley
Escalloped potatoes
Fresh cut fruits
Relishes, fresh cut veggies, ripe olives, etc.
Italian style pasta salad
Jello
Rolls and butter
Columbia coffee, brewed decaf coffee, hot tea
USDA Choice Steamship Roast of Beef
Sliced Honey Glazed Ham
Italian Meatballs
Seafood Newburg with Jumbo Shrimp,
Ocean Scallops, and Alaskan Snow Crab Meat

**\$18.00 per person. Make check payable to MG Car Club,
Send to Betty Langswager
46 Stonington Dr.
Pittsford, NY 14534**

Reservations by November 27, 2004.

**Bring a gift, take a gift in the \$10.00 range.
Not mandatory, but it's festive!**



George Herschell

"Did ja ever" have one of those days that you wished would last forever? I know we've all had those we'd like to forget, like when you buy a suit with two pair of pants and burn a hole in the coat, or my drive to Watkins Glen a few weeks ago through a monsoon. But I'm not talking about those, but rather the days that are so absolutely perfect that you wonder when you will wake up from the dream you must be experiencing. Well October 2, 2004 was one of those rare days that will live on for along time as being so absolutely perfect we thought we must be in another world. I'm referring to the Fall Tour hosted by Tim and Rhonda Rizzo. It was a day of MG driving, socializing, and just having fun that will have to go down in our memories as one of the best MG days ever.

The day dawned so bright and clear, it was like a photo that had been brought into focus and then taken one step further. The cloudless blue sky and crisp air, could only be equaled by one other day we had many years ago in Woodstock Vermont while driving to North Conway in our TD. These days are few and far between and we relish every one like this.

We met at the Garden Factory early (for us at least) and were greeted by a number of folks that obviously get up much earlier than we do. It was so good to see Sharon Perry and Suzanne Glanville in attendance once again. They have been missed and we are all glad they were able to be with us and hope to see much more of them in the future.

I had asked Tim if I could follow him, as Nancy is unable to read the directions any more, and he was most gracious and said he would watch out for us. It reminded me of Linda Fazio's comment to me one time while we traveled with them to Vermont. She said she likes to travel with us because all she has to tell Joe is "follow the green car". Well Sunday for us it was "follow the blue car". I don't know how Tim and Rhonda manage to find the time to lay out these tours but they do an absolutely magnificent job and if you didn't have fun and enjoy the drive, maybe it's time to call the undertaker. The route was fantastic taking us first past Leon Zak's house where we waved at Barb while she was busy racking leaves in the front yard while Leon was off somewhere in the another part of the world on

"business". From there we drove through some beautiful country to Batavia for our first stop at Oliver's Chocolate factory and store. It seems some of the group had an "alternative route" as we came in to the corner with cars arriving from both directions. We did cause some curious spectators to wonder what kind of an invasion this was. The chocolate shop was wonderful and when I asked Nancy if she wanted to take something home, her answer was "what makes you think it would make it home"? Point well taken. (Surprisingly we/she didn't buy any) And she also resisted the Teddy Bear she had in her hand, which was even more surprising.

From there we wound our way down to Mount Morris for lunch. We passed a number of interesting places especially the Genesee County Airport. I drooled, suggested some of the planes as Christmas gifts and then decided to come back to reality. On that leg we were able to see all across the valley to the other side and the hills were so sharp and clear that it was amazing. We stopped for a nice lunch at the Mills Race and had a nice conversation with Dick Powers and Tim's mother Vivienne who was Dick's navigator for the day.

From there it was across (and over 390) to the other side of the valley and a chance to see where we had just been. The day continued bright and clear with just a few light clouds for punctuation in the blue sky. The horse barns and farms in Mendon were amazing and it reminded me of our drive around Lexington KY a few years ago. The lavender barn and silo did give me a bit of a twinge as that has never been my favorite color, but on a barn???? I thought it was nice of Tim to overshoot the road at one point so we could see the two deer standing in the front yard of the home that was on the corner. They were close enough to reach out and touch and I'm just glad they were there and not in front of the car. How many folks saw the customized derelict Lincoln Zephyr on the side of the road? It was also nice to see an Octagonal church in Macedon. We'll have to get out there sometime to photograph the car in front of it. As we turned off 441 on to Lincoln Road we (Langswager's and ourselves) gave a sentimental wave to the house where Ruth and Bob Philip lived. I can still remember the very many times we had been there, and they were very good times. Also, the sad time of helping Ruth get the cars out of the basement after Bob had passed away. We then turned on Salt Road and saw a very large house under construction on the right side of the road that looked

MG (S) MILES SOME VERY BIG ONES cont'd

very much like it had been designed by Frank Lloyd Wright. I have been watching that house for some time and would like to get a closer look after it is finished. It seems to be going very slowly and maybe the owner is also the builder. I did find out a few weeks later that it is being built by the owner, and he is an automobile enthusiast. From what I was told it has a two level garage, both at ground level and underneath in the basement. And yes I was right in that it was inspired by a Frank Lloyd Wright design. I'm hoping to get out there to see him soon and find out more about the house and his automotive interests.

Then it was off to Webster and Mayer's Cider Mill. For once the tour ended up on our side of town and really close to home. A trip inside saw many doughnuts consumed and cider jugs toted off to the cars. We had a nice chat with new members Gary and Carol Sandusky and cautioned them on the winters here. We tried to warn them that they are a little more severe than at their previous home in Texas. They did say they liked the area and we look forward to seeing them at future club events.

The only bad part of the day was "Uncle Dumbhead" here who still can't seem to remember to turn off the headlights. I forgot at Oliver's but and was reminded to turn them off. I did remember at the restaurant but from there my brain must have gone on vacation, after seeing all the beautiful scenery and experiencing that great drive, because I walked away from the car with the lights still on. Naturally when I tried to start it later, all I got was a very anemic attempt by the starter to turn over the engine. I finally realized what I had done and after (hopefully) reassuring Jim Priestely that everything would alright I waited. Sure enough the batteries sprung back to life and the car started so I didn't have to push it all the way home. But there again it is not the cars fault but its owner, who sometimes gets so caught up in the events of the day that he can't seem to remember which way is up. Thankfully that car is very forgiving and takes into consideration that its owner is getting a little forgetful in his old age. As I have said many times it is growing old much more gracefully than I am. Other than that goof up, the car ran beautifully again and never

ceases to amaze me. The fuel pump problem before the tour turned out to be nothing more than a disconnected ground wire. Of course I only discovered that after "washing" my arms with gasoline as it drained into a bucket under the car while disconnecting the fuel lines. "Uncle Dumbhead" strikes again. But after that it was an easy fix and reconnect. (And I didn't even have to remove the rear bumper.)

We have had that car for the past 20 years and have driven it everywhere, and this year it even celebrated its 40th birthday and I didn't even get a cake. It is probably one of the most fun automobiles we have ever owned and one I will find very hard some day to part with some day. But, first things first. I still expect to have many more fun MG (S) Miles with it.

To sum up the day, it was great fun, driving great roads, with great people, in great cars, and having way too much fun. To Tim, Rhonda and Milo, (the back seat navigator) many thanks for a really great tour. I don't know how you find the time or the roads to do it but we're sure glad you do. PLEASE keep up the good work, as I can't imagine a Fall Tour without you guys doing it. It was MaGanificent.



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Fall Tour 2004: The Chocolate and Cider Tour

Rhonda & Tim Rizzo

There is one word that can instill panic in the leaders of a tour. That word is construction! Because of work and vacation schedules, the last drive through of this year's tour was the 1st week in Sept. We hoped our luck would hold and there would be no new road construction before the tour.

On the day of the tour our hearts sank when we saw the dreaded road construction sign, not once but twice. Luckily we encountered only a short patch of stones and 3 miles of new pavement edged with barrels.

But our luck did hold with the weather. It was a glorious fall day. Cold when we left the house, top down, heater on and bundled up, but it quickly turned cool, then to comfortable as the day progressed. And all day not a cloud in the sky.

32 cars left the garden factor right on time. Right away I discovered the other reason for a last drive through of the route, which is to double-check the directions. Sorry for the 3 mistakes that I observed. I didn't hear that any one got lost because of the mistakes but I understand there was some missed turns because of good conversation. Then there was the blind turn at the top of a hill that Tim and I missed. We might have made it with some fast braking but didn't want the car behind in our "boot". Someone who followed a car that left the tour to go in search of facilities presented a great suggestion. Next year we could have a signal like they use in racing when going into the pits! That way people know not to follow them.

We arrived at Oliver's right on schedule after passing the "Casa Zak construction site". As we passed we honked and waived to Barb who was out front waving to us. It was funny to hear all the different car horns. Our cars filled Oliver's parking lot and looked great sparkling in the sunshine. The free coffee and hot chocolate took away the morning chill and I saw lots of goody bags coming out of the store as everyone wandered back to the cars to socialize.

The drive to Mt. Morris and the lunch stop at Mills Race had some wonderful views and since there was some long runs with no turns I hope the navigators took advantage and enjoyed it. We completely

filled the restaurant and it was soon filled with happy conversation. We only had a short wait before the food was ready. In addition to the vegetable and roasted red pepper soups, the cold-cut tray, home made breads, warm apple strudel and beverages that we were expecting there was also salad and chips. The service was attentive and friendly. After the great service the staff was in the parking lots taking pictures of the cars as we were leaving and really enjoying the show. Thanks to our hosts Robert and Katherine Grant for making us feel so welcome.

Speaking of enjoying the show, we often encounter people along the route who are enjoying the moving car show. But the man walking his dogs, one of which was so tall and close to the road some people thought of petting him as they passed, was a first.

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FOR SALE: 1953 MGTD, frame off restoration 3 years, 2000 miles ago. Antique white w/ doe top & interior. Everything new or rebuilt. Price reduced to \$19,900 OBO. Pictures available. Call- Joe 585-229-2230.

FOR SALE: 1977 JAG XJ6C Green w/ Black vinyl top and tan leather interior....all in excellent condition. Southern car...garaged winters here. Have receipts for repairs and replacements. In great running condition...everything works and it looks great. Award winner at Fingerlakes Show. Ask for pictures at wjc@rochester.rr.com Member price \$13,900. Call - Bill at 202-5992 to take a look.

NEED TO RENT: Need a tow vehicle/trailer combo for TR3. Going to VTR National Convention, Rockford, IL July 2005. Call—Cindy at 585-248-3872 or e-mail djack@rochester.rr.com

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FOR SALE: Late MGB gearbox with overdrive (1975 thru 1980, but will fit back to 1968). Call for details. Also many other British car parts from business that has closed recently. Call—Ted Schumacher at 800-543-6648 or tedtsimx@q1.net

Available Free: Used garage door, 7 ft. high by 9 ft. wide. Four panels; third panel has windows. Includes tracks and locks and all hardware to install except some angle brackets to secure horizontal track to ceiling (cheap at Chase-Pitkin). Call—George at 585-872-6536

FOR SALE: engine '63 MGB 1800 , hot tanked, 3 main bearing, block bore is 0.020" oversize, flattened & magnafluxed with new camshaft, pistons & rings. Crank is cut 0.010" undersized, magnafluxed, balanced & polished with Aluminum flywheel (\$500 in Moss catalogue) & new ring gear. Asking \$395 for all, call Joe at 585-229-2230

HALLOWEEN COSTUME PARTY

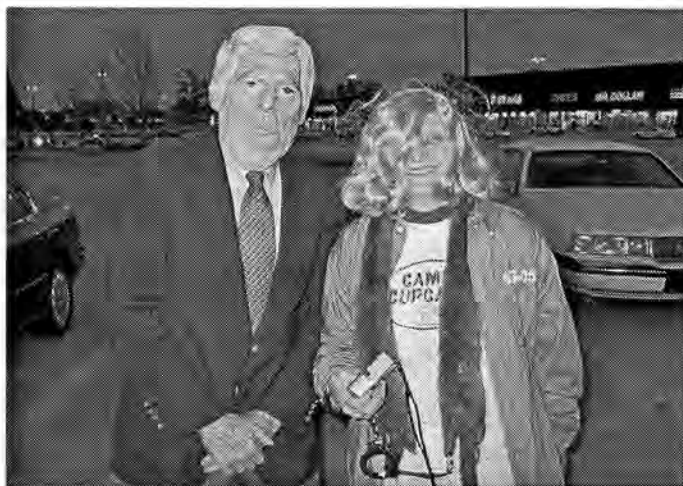
Betty Langswager

The Halloween Rallye & Costume Party has come and gone. I'll just report on the Costume Party here. I'll leave it up to Dick Powers & Leon Zak to expound on the rallye and the results of it. Most everyone showed up in costume to start the rallye. Our club members have great imaginations and it shows in their costumes. First let me say, if you don't like rallyes or getting dressed up in costume, you're still welcome to come to the party after the rallye. We'll whisper to you where we'll end up for the party. The rallyeists don't usually know until their directions guide them there.

Doug & Laurie Scribner & Pat & Steve Sangster were our official costume judges. Even though they wore costumes too, they selected the following as winners at the party at Golden Ponds. And we did have prizes for each category and they were:

1. Cutest - "The Nerdy Couple" – Alicia Schneider & Erica Burgeson
2. Scariest – "John Kerry" – Bill Baldwin
3. Fanciest - "Elegant Queen" – Beverly Haynes
4. Funniest – "The Medical Team" – Dawn Grant & Jim Priestley
5. Most Colorful – "Count Dracula" – George Heisenberger
6. Most Original (Automotive) – "Twin SU Carburetors" – Elaine & Allen Hess

Continued on page 13



All The Way From Camp Cupcake
Bill and Cheryl Baldwin

"The dark days are upon us," as some character in some play should have remarked if they haven't already. In the back of my mind I'm thinking Hamlet, although it could also have been Othello. It does sound "Shakespearean." Nevertheless, it's a good line, and increasingly relevant now that we've done the time change and shorter days become the norm.

Around our place, we've taken advantage of the lingering warm Fall to wrap up a few things outside and begin hunkering down for the inevitable long Winter. In early October we moved 11 goodly sized trees out of the "medium" sized pine woods directly behind the house. It's the woods which is for the most part currently buried in scrub. I see a long term opportunity to do some Land Management and clean up the rest of these woods – but maybe as a retirement activity.

We put the trees across the front of the house, in a line which stretches from roughly the East end of the pond to the "large" pine woods to the North. The hope is that these trees will form the beginnings of a wind break, which may not shield the house completely but will at least break the wind up and roil it a bit so that we take less of a beating from the Winter and Spring winds, particularly when they come from the Northwest. It took me a little while to realize that I'd built effectively right at the venturi point resulting from the "convergence" of all the woods around the house. The net effect of this was to cause the wind to accelerate as it hit the house and blew up and over it, causing us to put a fair number of shingles back on the roof in the first and second years, and I'm thinking of a wind break as a necessity. I love the placement of the house on the lot, and wouldn't do it differently, but I did need to take some action to mitigate the Venturi effect. As Eileen will readily say, I'm a little slow sometimes but I'm still trainable.

The other major initiative we've launched this year is the "almost completion" of the shop space. Well, maybe it's less of an initiative and more of a problem solving exercise. Contrary to all good forms of project management, the shop design evolved from necessity, or maybe from several "threshold crossings" wherein the proprietor of the shop (that would be me)

declares in no uncertain terms "I have just exactly zero intent to live like this another day!" (or words roughly to that effect.) This would be in stark contrast to the doctrines of "how it should be done" which we adopt at work, but in fact History will show that many of the great millwrights of the Industrial Revolution simply built things that addressed the problems they had to solve. In a sense, it's a form of "on demand" problem solving. I think of it in terms of thresholds, as in when one reaches a point of intolerance one "crosses the threshold" and steps up to fixing the problem.

The first threshold I crossed was that there was still a lot of stuff on the floor. Now, in the first year of occupancy of a new space, having a few things in "disarray" might almost be considered acceptable. However, well into our third year in the space the word "sloppy" kept sliding in and out of my head. I hate it when THAT happens.

Just before the Car Show Party, I added some shelves on the North wall of the shop which were salvaged from Eileen's declaration that the original shelving in the Master Closet "had to go." One fine day a number of years ago she stormed into Home Depot and came out with a new "closet system" which effectively doubles our hanging space. For the guy with the "short shelf" side of the closet, this was a good thing. I can pretty much keep everything I'll ever wear again on hangars at this point. Nope – I won't offer any commentary on the other side. I did get some nifty left over shelving from the exercise, however. Thanks, Eileen.

Later on in the Summer I reached the boiling point on stringing extension cords all over the floor just to run electric tools like the electric impact wrench, or to get power to the portable trouble light. Locating and retrieving the retracting cord reel which I'd once had in a garage a number of years ago, I threw a 2 X 6 across the bottom of a couple of trusses and hung the cord reel on that. I ran a new outlet back to the sub panel in the shop and eliminated one source of cords as a trip hazard. Then, frustrated with having to go get the trouble light every time I wanted to use it, I took myself off to Lowe's and bought a retracting trouble light, also on a cord reel,

and hung that next to the extension cord reel. Eh Voila! An almost instant reduction in the number of cords draped across the floor.

The next threshold I crossed was the realization that the primary reason I was trying to wrench and hold a trouble light at the same time was that I just couldn't see. This could be partially attributed to "middle aged eyes," but the light from the two incandescent bulbs in porcelain sockets provided by the construction electrician just weren't enough to light up the lower levels of an engine room sufficiently enough to find a dropped washer or nut in any sort of timely fashion. Deciding that "there will be light in this shop," I hung 6 high-output 8-foot shop lights in two strings of three, switched them independently by string and created enough light in the shop that I think I can do bodywork now and not miss much. In fact, the trouble light is now relegated to those times when I need to do "bottom work," of which there's been a lot lately, but that's a different story. I'm working on how to get light to shine up without a trouble light, but have little success to report. More mirrors on the floor, perhaps.

The last threshold I crossed was a growing frustration with the increasingly frequent tearing of the plastic which passed for a ceiling in the shop space. This aging material had been a stopgap measure as I first began to occupy the shop, but in high winds the plastic had "heaved and breathed" in response to the pressure in the attic space over the shop, and in concert with whatever blew in from the eave vents. To address this issue, I had 1 7/8 inch rigid foam board installed by a contractor in both the shop and the garage. This has made a huge difference in terms of heat retention in both the shop and the garage, and with what was left over, I've begun insulating the walls as well. I don't think I have enough to fully complete the shop space, but at this point it will be a small additional charge to buy the extra material to complete the job. This might well be a point where it would not be good to get tentative.

Along with basic lighting, better power distribution and insulation, I've worked in the shop enough now that I'm developing patterns for where I put things in order to work on them. Because the barn is still a "building in the future," any bays not otherwise utilized in the shop do get pressed into service for storage on occasion. In principle, however, I've

evolved to a layout where the B is the semi permanent resident of the East bay, the center bay is reserved for "heavy mechanical," wherein I have the cord reel and the trouble light directly overhead at the end of the bay and the tool boxes along the West side of the bay, and the far West bay is reserved for storage, light mechanical and paint touchup when necessary. Once the barn is in place, I may move some additional tools and benches, etc. into the West bay and use just two bays as shop space. I'm still cogitating on the layout I want for the barn, so there is a degree of uncertainty here. I've always thought of the shop space attached to the house as a restoration and light repair facility, with any potential future lifts going into the barn. Until I actually start drawing plans and laying things out, I just don't know how much real-estate I'll need and how that compares with what we have. Based on prior history with this effort, it's likely that this too will evolve from necessity as opposed to grand design.

No shop is complete without air. I'd sort of nodded at this notion for a number of years, but backed away mostly due to cost and lack of pressing necessity. In an almost unbelievable instance of serendipity, on a day I'd chosen to take off to get at something I felt I was behind on, I was tooling down Marion-Walworth road on my way to the bank and passed a garage sale containing a vertical Ingersoll Rand 5 HP compressor and air reservoir. The price was too good to pass up. The compressor now occupies a space near the generator, hooked up to 220 and compressing on demand. I still need to add a regulator and a filter - drier, but they're not too far out in the future. I can also see genuine air tools out there as well. There continues to be no immediate pressing need, but should one arise I'm ready. I've also been lead to believe that Christmas might be coming again soon.

All of this work, plus a new clutch, front bumper, front swaybar bushings and front brakes for the '95 4-Runner has come at a price, however, which is that the B continues to be the "hangar queen," lingering largely untouched except for rare instances when I just can't stand to work on anything else. I had a minor breakthrough a while back, wherein I was able, through the judicious use of a screwdriver, to bust loose some of the washers holding the dash in place. Long term readers may remember these

ON COLLECTING cont'd

washers because they've seized to the studs that nominally hold the dash in place. This was an absolute "stop so I can figure this out" roadblock once upon a time. I think that roadblock can be overcome at this point.

The final task for the shop space, once the insulation job is complete, will be to put a real source of heat in there. So far, and again this Fall, the standby generator continues to do yeoman service in this regard. In fact, with the new ceiling in place and a modicum of insulation on one wall, the unit brought the shop up to temperature remarkably fast. This could be a good thing. Again, I don't have a pressing need, so I'll likely wait until one exists. Maybe when I need to pull the generator down for some work in the dead of Winter.

Some of the other great costumes were:

HALLOWEEN COSTUME PARTY cont'd

Sumo wrestler, George Haynes
Martha Stewart complete with cupcakes, Cheryl Baldwin
Burglars with bags of stolen money, Gayle & Brooks Schneider
Escaped convict with wanted poster and the cop with handcuffs who was trying to catch him, Dan & Rosemary Burke all the way from Syracuse
Grease monkey from Smalley's Garage, Pat Sangster
Monstrous looking face with a pigtail, Steve Sangster
Snarly face with two teeth, Doug Scribner
Witch with flyaway hair, fangs for teeth, and claw-like hands, Laurie Scribner
One-eyed pirate, Dave Wild
Bat lady, Barb Wild
Long haired, ugly biker, Gil Langswager
Purple lady with purple feather headpiece and boa, Betty Langswager
Henry & Sue Kron dressed their MGB with a lighted skeleton in the back holding on to the roll bar.

The top was down and it was the only MG in the rallye! Henry wore a court jester hat and Sue wore a beautiful jeweled mask. There were more club members and friends not costumed. We hope everyone had a good time.



WANTED
The Schneider Burglars
Brooks and Gayle Schneider



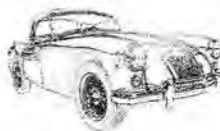
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SUNSHINE PAGE

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9 Al Isselhard
9 Brooks Schneider
9 Sharon Stickle
10 Bob Cooley
14 Evelyn Stone
15 Thomas Rapp
16 Joseph Schultz
19 Alan Costich
20 Dale Masters
22 Leroy Hokenson
22 Pat Dix
22 Scott Preston
25 Don McConnell
26 Marcia Preston
27 John Mastrandrea
27 Jeff Moulton
28 Doug Scribner
28 Charles Searles
28 Wendy Austin
28 Marguerite Tyo
28 Barbara Zak

HAPPY BIRTHDAY EVERYONE!!

NOVEMBER ANNIVERSARIES

2 Charles & Beverly Swarts
4 Steve & Pat Sangster
12 Paul & Ginny Wheeler
18 Henry & Sue Kron
24 Lee & Mary Ann Blair, Jr.
26 Douglas & Cindy Jack
29 Leon & Krystyna Todaro

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DECEMBER ANNIVERSARIES

1 George & Mary Ann Shetterly
5 Barry & Robin Christ
12 John & Linda Spencer
19 Mike & Sue Harrison
26 Dezi & Bill Benet
26 Brian & Kelly Fallon
27 Michael & Karna Palermo
28 Charles & Irene Searles
29 Phil & Gilda Parisi

CHEERS TO ALL

DECEMBER BIRTHDAYS

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3 Chris Baum
4 Richard Coleman
4 Karen DuPre
6 Jim Herschell
6 Nancy Chase
7 Beverly Lockrow
9 Sheridan Cornett
10 Norman Wright
11 Joseph Kozloski
11 Georgean Abels
12 Dick Giambra
14 Joan Mondello
15 Ann Coleman
15 Pamela Houseknecht
16 Ann Lenweaver
17 Don Lovell
18 Betty Langswager
19 Hollis Hames
20 Jim Bartasevich
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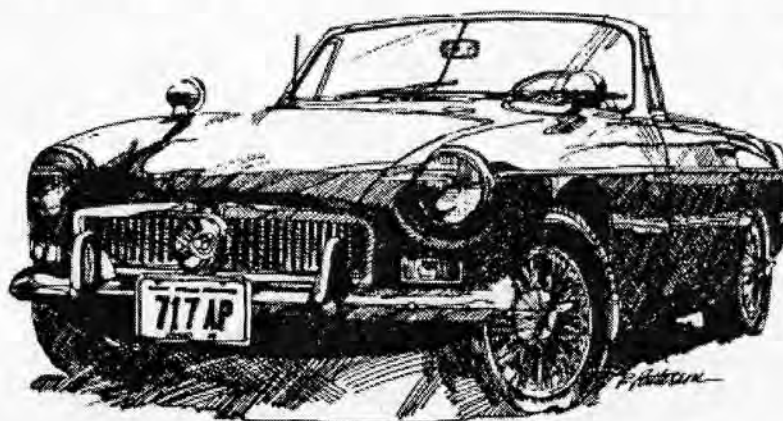
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By Wally Roworth

Cover had a White MG, with both doors open, a pretty girl looking inside and a gentleman looking at the rear quarter- The Garage Tour was on its way. Apparently we had a nice fall ten years ago. Cindy Capaccio and Vince had a British Car Calendar for the January mailing. It required 8 x 10, horizontal pictures or negatives. Plans were in the making for the December 10th Holiday Party at Brookwood in Bushnell's Basin. A 90 person minimum had been set and Joe Fazio was able to reduce the cost.

Meeting Minutes. Phil Parisi subbed for Ted Hershey who was into School work that night.

Treasurers Report Needed Club Envelopes and the telephone number on the SPOKES cover was the correct new one.

A full slate of candidates was voted in by one unanimous vote cast by the Secretary. Congratulations were extended.

Dave Chase needed 5 more to keep his special price on Jackets. Glued on MGCC Logo was \$1.25.

Sue Keppeler aided by George Haynes and 11 very enterprising individuals set up a terrific Halloween Rally. Dorie and Wally Roworth earned the "Tail end Charlie" award (The MG Car Club).

A Brudno Award is scheduled for this year. It is for Club Service Commendation above and beyond the call of service.

George Herschell's New England Tour June 6th to 17th visited Manchester, Vt, (2 nites), N. Conway(3 nites), Stowe(2 nites), Manchester and Rochester, NY Two 300 mile runs and the rest about 150. It was a great trip.

Dick Powers told those unfortunate enough not to have gone to the Box 5 Show and Tour what a great time was had. (Box 5 was the Box in the Opera House reserved for the Phantom). Jim Carr was a most gracious host, even lined his Chrysler 300 up with the British Cars. The movies were great and Bethel Powers had a surprise birthday party. Maria Johnson (Goody cook).

Old Business: Primarily setting up the Rainy Day Fund for the Car Shows, club activities and charities.

Motion was called and carried. THE SPOKES are covered by the membership dues. Cindy and Vince are doing a great job editorially, artistically and cutting costs, to boot.

Dave Chase could obtain Loews Rochester Theater ticket books at \$82.00(4.50/ticket) No motion and Phil said, "Someone better buy me a drink (couldn't bar was closed). Mumble mumble

New members Dave Palermo, 1973, 240Z

Supercharged and Marty Sebel. TR-3 and looking for parts. Wally Roworth had a '75 MGB with overdrive, upgraded No-lead head, good chassis, half of the car without metal, for sale.

Phil closed the meeting, he was a terrific substitute.

A 25 mile line due south from Charlotte Harbor gives 38 families (38%) West, 123 families (59%) East, and 49 families outside (23%). Totals: 210 families (100%) MGCC members

Dave Chase came up with Red Jackets- Name, Nickname or Car, one color imprint on back, embroider on right front and sewn patch on left side. \$40-\$44.

Chris Williams elucidated on doing valves. With the engine following the clearance specified in the Manual- "HOT". This covers the expanded valve heads- clearance. Chris: "I also comprehend that the most consistent way to do this clearance-setting thing is when the head of the valve is expanded, but I still don't have to like it". I anticipate at least 2 burned fingers. This job is one that usually has to be redone for the "clickers".

Jay Lockrow tells the story of an unfinished Lancia Lambda, purported to have been an Embassy car in Ethiopia. Jay had a license plate and one of those circular registration stickers plus a home painted american flag license. It makes a pretty good story anyway. Car was sold to a character. He was sure a two wheel trailer was adequate even though the car was tipsy when on top of the trailer. Not Thruway worthy and away he went down route 20 on his way to Providence. It was reported that the brakes burned out and that is the last heard of this car.

Matt Ribis wrote an article on other places to obtain parts and restoration information. Ten years ago they were probably good. Should anyone want to follow them up the information is in November 1994 SPOKES or Call Matt.

BURY ME IN AN OLD MOWOG PARTS BOX



Jay Locrow

Both of the cars that I now have and maintain came from private owners. The TR6 came from a man that was my insurance agent for many years but is now deceased. The TC came from downstate in Oneonta NY. The TR3 that I had a number of years ago I purchased from the same person from whom I purchased the TR6. My Porsche 1300 Super was also from a private owner from the Syracuse area. The only car of the enthusiast type that came from a dealer was my 1955 MG Magnette that came from Ahr & Co. on Main Street in Buffalo.

This little scenario however, got the gray cells stirred up and I started thinking of all the dealerships, past and present, that have sold imported cars in the Buffalo area.

First of all let's leave out the repair shops. Even though they may well have sold an occasional car they could not be considered dealers. Brian Neri and yours truly tried to make up a list of those that we knew and were amazed at the number of imported car dealers that were once here and some that are still here. Even now I bet that I have missed a few especially if they were in the northtown area.

First of all there is Ahr & Co. that is mentioned above. Kenny Ahr started this Dealership with I believe someone else but Kenny Ahr died early on and a Mr. Jones purchased the dealership. The Ahr name was kept and they carried Jaguar, Porsche, Daimler, AC and several others. On occasion they would obtain a real unusual car like a Fiat Abarth Zagato to sell. These were few and far between but the unusual stuff did show up. There was Hunt Imported Cars that started in the Statler Garage and later moved out to Main Street in Williamsville. Around the same time there was Lenz in Niagara Falls as well as Hall's in Lockport. Not long ago in one of my English magazines there was a picture of Lenz motors delivering a Jaguar XKSS that had just recently come up for auction with a very low mileage figure. There were Mark Motors, Delaware Motors, Supersports, Root Car Mart, Autoland, and Laks in Orchard Park that carried MG and Austin Healey. Hamburg Foreign Car was right at the corner of McKinley and Clark about a mile from my present home. I never bought a car there but on occasion would procure a part of some sort. Later on Main Street there was Bob DeGraw, later Bilsco that had a fair selection. There was also French Car Service which sold Peugeot and Citroen and moved about three or four times. Volkswagens were available at Kelly on Genesee

Street, Hal Casey in Hamburg and Butler on Main Street in Buffalo. I know there were others for example, I recall a Triumph dealer on Broadway just east of Transit

Going way back to the late forties there was also an Inskip satellite MG dealer one time in Lewiston that managed to get four MG TC's to sell. He set up shop and sold all four cars. One of these is the car that my friend Jack Archibald owns today. After selling the four cars he closed up shop and was never heard from again.

There was also a dealer somewhere in Buffalo in about 1946 or so. I went there one night and recall seeing Singer, Triumph 1300, Riley and a few other odd makes. I believe it was somewhere on Main Street but it was so long ago I don't remember. My dad wound up with the Singer, which was later traded for a TC in Elmira NY.

There are of course several dealers still in business but the product line has changed dramatically. For example there is West Herr Jaguar but are they really Jaguars anymore? We won't go there and we won't go into Honda, Hyundai, Toyota, Nissan and a host of others. There is Checkpoint with Saab and BMW, Towne with BMW and Village Foreign Cars is still operating but I don't know what their brand is. They used to have Maserati, Alfa Romeo and Fiat but I don't believe these are imported anymore. Great Lakes Motors is still in business but I believe only handle Mercedes Benz.

Most dealers today are multi make organizations and just one make is rarely seen. If you want an exotic like a Rolls Royce, Aston Martin or Ferrari you would probably have to go to Toronto or New York or some other large metropolitan center. The one Ferrari dealer that was in Buffalo did not last very long. The Buffalo area could never support a dealership like this. The best bet is to purchase a low mileage example from a private owner and do the maintenance yourself. But for gosh sakes be careful, if you burn out the computer on your Lamborghini it might take a few days to get a replacement. Really, can you imagine going to NAPA and asking for a replacement part for a Lamborghini? Can't you just hear them saying..."A what?"
END

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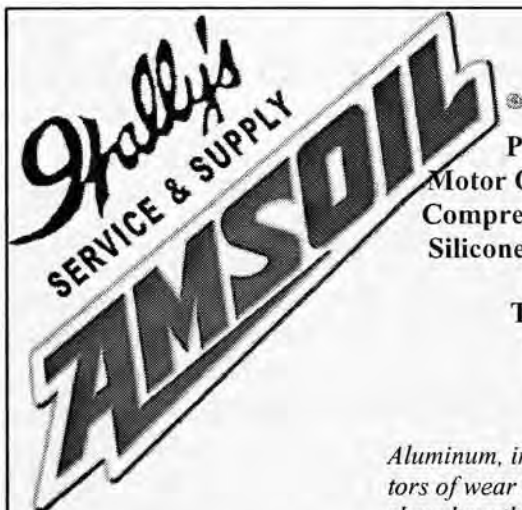


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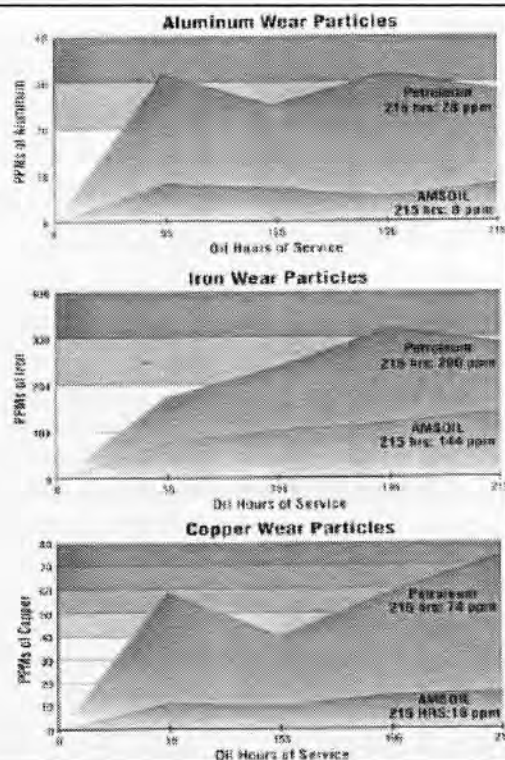


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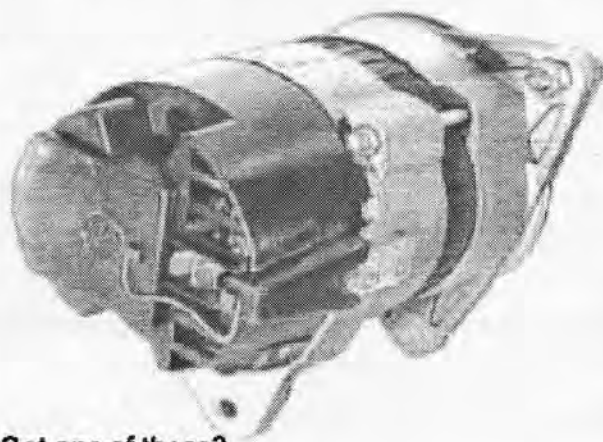
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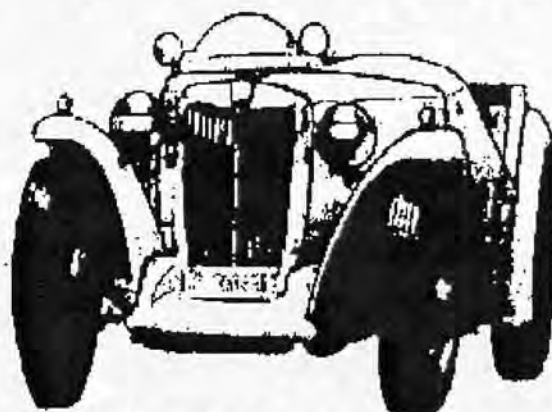
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Last May, my brother Jamie was visiting with his family from Buffalo. He saw the MGTD sitting in my garage and was remarking on why I never use it, so I naturally responded by producing the keys and offering a ride in the late afternoon sun. After a brief bump-start (I hadn't quite gotten the starter rebuilt yet but yes, it's done now), we were on our way.

Then Jamie did something that really surprised me. He opened the glove box door and felt the inside and noted, "It's still tacky, isn't it?" Several weeks later—without any mention of it from me—my sister Chris did the very same thing during another ride on the back roads of east Penfield.

This little 1250cc MG has been a part of our family since my Dad bought it from a U of R college student in the fall of 1967. Along with fixing brakes and rewiring, he repainted the inside of that glove box door with some sort of epoxy paint that has never, to this very day, ever dried. As kids, we all thought this was pretty funny and checked it often to prove that it hadn't yet dried.

I am proud to say that TD #26830 has formally transferred to me this summer. Dad and Mom decided that it was not going to be practical to ever move it to Florida, and so now I have achieved a near life-long dream of enjoying this classic and carrying on the tradition of summer rides on the local back roads. While we may not have quite the longevity in the club that the Herschells, Wilds, Langswagers, or Faust's TDs have, we have managed to rack up about 37 years and counting in the same family.

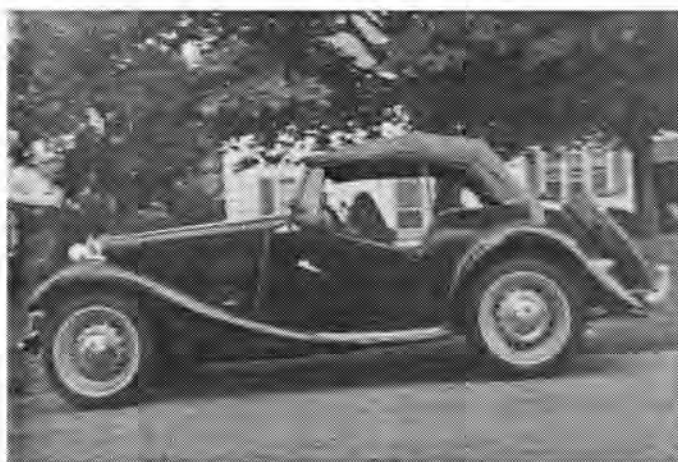
Still carrying the original engine and all major components (engine rebuilt in 1988 with key assistance from George Haynes!), it simply doesn't qualify as a show car. It came to us as, and remains, a non-original shade of midnight blue. The maintenance records are fairly complete and show amusing little things like the consistent failure of the LR axle seal like clockwork every 3 years. Having noted the 2001 and 2004 failures, which prompted the search through the older files, I've put this on the list to *really* fix coming to rest on the bumper of Mom's Ford LTD wagon. this time. I anticipate a speedy sleeve if the shaft is pitted, or the more severe but unlikely possibility of a bent axle shaft. It's on the list.

Such a little car carries many memories along with a few reminders of its history. It has a wonderful late 1960s Les Leston aftermarket wood-rim steering wheel that was a gift from my grandfather to my dad. There is the dent on the very front of the RF fender from the time when I, as an

impatient 12 year old, decided to push the car out of my grandmother's garage where we stored it winters. I recall to this day the panic I felt as I realized I hadn't factored in the slope of the driveway as the car started to roll. The poor TD built up a fair amount of momentum before coming to rest on the bumper of Mom's Ford LTD wagon. There is the buckling paint along the RF fender from the 'leaking carb' years of the late 1970s and a number of minor scratches caused by mini bikes, bicycles, wagons, footballs, and who knows what else.

Probably some things I remember best include: riding in the car with my Dad, engine singing at high RPM, as he downshifted and up shifted his way through the curves on the roads near Durand Eastman park in Irondequoit; taking it on dates with Mary Ellen the summer before we went away to college; taking it on road rallies in the first year we joined the MGCC. Mindful of my own memories of riding in the TD to baseball practice, I now have made a point of taking my 7-year old son John to little league in the TD every chance I get. It looks a little lost in and among the SUVs and minivans but I enjoy the idea of using it as a real car. I have even made the journey to Watkins Glen to watch the vintage races several times.

All of us in this car club own our sports cars for a variety of reasons: we have show cars and restoration projects as hobbies in themselves, daily drivers, touring cars, autocross and vintage racers. I think this one little MGTD is going to continue to be seen cruising around on fun roads for many summers to come.



c. 1972 in front of the house in Irondequoit.

HOW DID WE LOSE?

Dick Powers

Hard to believe a year has now passed since Leon and I achieved the *honor* of hosting the annual MG Halloween rallye. This was such an honor that we didn't believe it for nine months. I did have this MG Club thing floating around the house, Leon wanting nothing to do with it, so there was a vague reminder of a cold and rainy October eve in 2003. Occasionally a ghostly image would materialize around the MG Club. Sort of like what you'd see if looking through rain streaked windscreens of an aqua Volvo while wearing 2 pair of glasses. I pray this aberration stays with the MG Club.

After our 9 month gestation period, the How Did WE Lose Rallye was born. Leon, being the excellent computer programmer he is, came up with something the WNYMGCC has never seen before, a route that was different for each team that entered even though the same roads were used. A 3 pair of glasses rallye if ever I saw one.

On October 23rd, eleven teams ventured into an absolutely beautiful moonlit, crisp Fall night. They had no idea of the history they would be making, neither did Leon and I. To keep chance ever alive, though, the teams would get cards along the way to help their points total.

All arrived at Golden Pond in Greece and after wet hands from the "pot-O-poop", costume judging (see results elsewhere in *Spokes*) and refreshments, the prizes were awarded. First Place went to *George and Peggi Heisenberger*. Second Place to *Brooks and Gayle Schneider* and their daughter and her friend. Third Place, by just one point, went to *Jason, Nicole and David DeLeo*.

And now the envelope with the winners of the MG Club and all the rights, privileges and aberrations that go along with this great *honor*. The name that will be next to Zak & Powers on this prestigious piece of pine is truly one of the best rallyists in the WNYMGCC. And the names are: *Suzie, Mitch and Austin Keppeler*.

Congratulations to all the winners and Suzie, I know that next year's Halloween Rallye will be one of the best ever.

For all the help in trial running How Did WE Lose and for sitting at those lonely, haunted checkpoints, Leon and I would like to thank: Barb Zak, Wally Roworth, Dave Leete, Cheryl Zonneville, the Scribners, Baums, Sangsters and my nephew Bill Blind. We couldn't have done it without you.

"KRECK'S KORNER"

George Herschell

Recently I came into the possession, or rather the guardianship of some cartoons done many years ago by a good friend and MG "nut" Jim Kreckovitch. Jim had been a designer for Hallmark with a very strong love for MG's.

He also had one of the greatest natural comedic minds and was a real character who could inspire laughter with a simple hello. He restored one MG TD while driving another until the restored car was finished. Then he sold the first and continued to drive the "blue beer can" as it was dubbed. It was finished in a light clipper blue with tan interior and was a beautiful example of a right hand drive TD and how one should be finished. (He even took to wearing a light blue "pork pie" hat with a large embroidered MG emblem sewn on the top of the hat. I asked him why he put it there and he said it was for the benefit of low flying planes.) He left Hallmark and went into restoration full time and the following year when I asked him how business was he replied that he was so busy he had a two year backlog. When I said that was great his answer was, "no not really, it's not fun anymore". But he still continued to draw his wonderful MG cartoons many of which were used by The New England MG T Register in their magazine and some he did for his Christmas Cards. Many went to the Florida MG club and his good friend Tony Roth. They all refer to T series MG's but the humor is there for all MG's regardless of which model they may be.

I did talk to him recently and although he has had some physical problems of late, the dry humor is still there. He told me he had to give up the restoration business some years ago and that his memory was failing but, he did recognize my voice and we had a nice half hour chat. He did say though about the memory loss, "on the good side, every day I meet new people".

So I hope you enjoy Jim's cartoons as much as we did and I just wish everyone could have had the opportunity to become friends with this wonderful wacky MG character.

So welcome to what we'll call..... "*Krecks Korner*"

MG CAR CLUB

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and VALVE COVER RACES**

January 16, 2005 - 1:00 PM

**At the Gates Recreation Center
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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 _____

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Phone: Home _____ Work _____ Wedding Anniversary ____/____/____

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

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**WESTERN NEY YORK CENTRE MGCC
CALENDAR OF EVENTS 2004**

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

<u>January</u> 8 Board Meeting 15 Meeting	<u>February</u> 8 Wine & Chocolate Tour 19 Meeting	<u>March</u> 4 Board Meeting 7 <u>Steak Roast & Auction</u> 18 Meeting 28 Auto Parts Flea Market 28 English Pub	<u>April</u> 15 Meeting 18 Brunch Run
<u>May</u> 9 Autocross (& Driver School) 15 Tune Up Clinic (10-4) 20 Meeting 20-3 Carlisle 30 Mansions & Gardens Tour	<u>June</u> 2 Stuffing Party (Car Show) 6 Vintage Car Show 6 Post Car Show Party (4112 Ridge Chapel Rd) 13 Autocross II 17 Meeting	<u>July</u> 15 Meeting 25 RIT Car Show	<u>August</u> 1 Pig Roast/Rallye/Funkhana 8 Autocross III 19 Meeting
<u>September</u> 2 Board Meeting 9 Vintage Weekend @ Glen 14 Meeting (TUESDAY!!) 25 Tune Up Clinic 26 Autocross IV	<u>October</u> 3 Fall Foliage Tour 21 Meeting 23 Halloween Rallye	<u>November</u> 4 Board Meeting 7 Garage Tour 14 Brunch Run 18 Meeting	<u>December</u> 4 Holiday Party

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

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