

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 9

September 2006



1934 Bugatti Type 59

Watkins Glen Vintage Grand Prix 2005

Meeting

September 21st 7:30 PM

Burgundy Basin Inn

1361 Marsh Road, Pittsford, NY



Founded 1958

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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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 Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Elaine Hess
17 Sandpiper Lane
Pittsford, NY 14534

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

From the Chairman

Leon Zak

It's almost Fall again—I was having such a great summer it zoomed by. The Glen weekend is on it's way here—it has all the ingredients for a wonderful weekend: scenery, sports cars, a car show, races, good food and most of all good friends—old and new! If you haven't been to "The Glen" you owe it to yourself to ask a member that has been there what it's like. There are some great B&Bs around, hotels, camping in the park—you can mold it into the kind of weekend you want. I see it as sort of a "Spring Break" for sports car enthusiasts, but without the Sun, the Sand and the "Show us your . . .".

I remember when we first joined the club and I heard people talking about going to "The Glen". Had not really a clue what it was. I had never been to Watkins Glen—my family did the easy races—all left turns. And I have to admit it was a few months before I finally asked what happens there? That's when we found out it was not just a "race" but a weekend event, and a great time.

There's an up and down to being a group of not only members but good friends—it can be tough to get into the swing of things. Reach out to our new members—make them a part of the Marque of Friendship.

— V8



"... you can mold it into the kind of weekend you want."

The Herald

Allen Hess

I am going to let someone else write this month's article. Jay Lockrow sent a "letter to the editor" regarding the Mt. Equinox Hill Climb. I think you'll find it interesting too.

The car at the top of the page labeled "A flathead Ford gets the green flag" is a VERY FAMOUS old car. You are looking at the "Old Grey Mare" of ARCA (Automobile Racing Club of America) fame from the mid to late 1930s. It even ran at the Glen after the war in about 1952 or so. It is written up in John Reuters (sp?) book "Road Racing in America in the 1930's" and also Joel Finn's book "American Road Racing the 1930's" About a year ago I talked to Ben Bragg of Competition Motors who is part owner of the car. There is a Looooong history for that car and even a longer hassle trying to get it away from an owner that did nothing with it for years. Anyway it was finally given to Sandy Leith and Ben Bragg after years of trying to buy it. (Sandy gave up after acquiring the Ford engined Bugatti from here in Buffalo after looking for it for many years. Stupid me never went to look at it!) The Mare was then restored and put back in competition. The car held the Mt. Equinox record for many years under the ARCA. The tail from the Mare is a genuine tail off a Bugatti.

The Morgan trike pictured under the Mare has a very unusual feature. Look closely the next time you see it and you will notice the front axle is off and MG PA or PB. It retains the knock off hubs of the MG as well as the hydraulic brakes neither of which Morgan had in those days. I think it has also been lowered a little also. The owner was amazed that I picked up on it one time that I was looking at it at Lime Rock. I'm just full of worthless trivia like this!!! Jay

It is September already (sigh). Three more issues and it will be January (Oh NO!). Time to send in your photographs for the MGCC Calendar. A good print, slide, negative or digital file is needed. Your original digital camera file is probably best. If it has been "downsized" for e-mail, it will be too small for the calendar size print. Contact me for more information.

—TRIUMPH!

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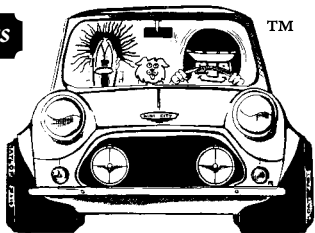
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Activities

Brooks Schneider

Over 60 people attended the annual pig roast at the Rush Firemen's Field on Sunday, August 6th. Many had come directly from the RIT car show, where several of our members won well-deserved awards. Despite a number of interesting challenges leading to the pig roast, it all came together with good weather, plenty of good food, and good friends. What more could we ask for?

Autocross 3 was held on another sunny day at MCC on August 13th. The results are published elsewhere in this issue. There's still one chance left in 2006 – Autocross 4 is coming up on Sunday, September 24th. As always, thanks to Phil Parisi and everyone else involved who put a tremendous amount of effort into organizing these fun events.

The Grand Prix Festival and SVRA race weekend at Watkins Glen is coming up soon - September 8 - 10. It wouldn't be vintage car weekend without the traditional Saturday night party at the Seneca Lodge log cabin, so please plan to join us.

The popular Fall Foliage Tour will be held on Sunday, October 8th. Rhonda and Tim Rizzo have promised another great tour, so don't miss it. Further details are elsewhere in this issue.

Bob Abels is organizing the Garage Tour once again this year and this year it will be on the west side of the river. Please mark your calendars for Sunday, October 15th. Bob is looking for suggestions for stops on the tour. Please contact him at Glabels@aol.com or call 889-9414. George Heissenberger is also looking for volunteers to help with the Halloween Rallye on Saturday, October 28th. Please contact George if you're interested.

I'll close with the standing request for activity ideas and organizers. We are already making plans for 2007, so we will be circulating a survey via Email and during an upcoming meeting to try to determine which activities to continue for 2007, what to drop, and to solicit some new ideas.

Garage Tour



Sunday, October 15th
Westside Garages Wanted! Call Bob Ables
889-9414 or Glabels@aol.com

Halloween Rallye Saturday 10/28



Help Wanted
Call 742-1096
George Heissenberger

Yacht Club Brunch Sunday, November 12th

Minutes of the Meeting

Marlene Rzepkowski

MGCC Meeting Minutes

August 17, 2006

Meeting conducted by Vice Chairman Dan Suter.

Call to order-7:45 PM

Minutes of last meeting accepted as written and printed in SPOKES.

New members and guests: Dan Brown, Robert Philip MCC Scholarship recipient. Bob Brown, Dan's father and guest for the award ceremony. Michael and Kathleen Montag, new members with a 1976 Spitfire. Lorie Judge with a 1965 MG Midget.

Scholarship Award presentation: Dan Suter presented Dan Brown with one of two MG Car Club Robert Philip MCC 2006 scholarship awards. Along with the award he was given an article on the background of Bob Philip and the scholarship program. There was time for everyone to meet and congratulate Dan. Congratulations Dan Brown on your award.

Regalia- T-shirt sale still on going: 2 for \$10 or \$6 each. Denim jackets are \$25. More hats will be available at the next meeting.

Membership- Joanna DeBlaere was there to handle any membership questions as Jim Priestley was not at the meeting. New membership list as of August 14, 2006 is now available.

Librarian- No Report

Treasurer Report- Accounts are doing well. A check from the car show profits was given to Joanna. Specific details can be obtained from Joanna DeBlaere, our treasurer.

SPOKES- Articles are due by next Thursday August 24, 2006. Photos and articles from the Nova Scotia trip will be in the next issue of SPOKES. Articles and photos are always needed for upcoming issues. Photos for next year's calendar are now being accepted.

England- No Report

Trustee Report- No Report

Activities- Brooks opened his report with a funny joke. A review of past events was given. See the Activities report in SPOKES for a detailed list of future events. A reminder that the Fall Tune Up clinic has been cancelled. Dave Wild reported that on the Watkins Glen Vintage Race weekend there were still openings for the Founder's Tour, the Concourse, and possibly the Glenora Run if there was a cancellation.

Car Show- Report given by Dick Powers. He will chair the event again and many of the same people will be working as well on the next car show. Dick presented a check from the show's profit to the club treasurer. There will be a combined meeting of the MGCC team and the Lion's Club in September.

Web Site- There are many photos of the different club

events that have been held this year on the web site. More photos are always needed.

Vice Chair- There is work being done on a 50th Anniversary celebration in 2008 for the introduction of the MGA Twin Cam Deluxe.

Old Business- Information still being gathered on whether the MGCC should join NAMGAR .

New Business- No discussion

Cars and Parts- For Sale: 1974 MGB- red, reasonably solid, some body damage. Contact Gene Dinkel 383-0363

Door Prizes - Awarded

Misc. Comments- Doug and Laurie Scribner have a pair of general admission tickets to the Watkins Glen Vintage races (all 3 days) for sale. These are priced at the early season price of \$73 for the pair.

It was noted that Phil Culbertson, a long time MGCC member, had recently passed away. There will be a memorial written in an upcoming issue of SPOKES.

Motion to adjourn and seconded at 8:29 PM.

—MG TF

Classified Ads

Free Classified Ads for Members, include a photo too!

Help! Garage Space Wanted: for two vehicles November thru April '07. Will separate. A 32 year old British sports car and a 24 year old domestic compact. Periodic access desirable but NOT required. Cash up front. Call Gene (585) 383-0363.

For Sale: Pair of SU HS6 1¾" carburetors with chrome pots and throttle linkage \$200.00 Dave Asmuth 315-587-2117

For Sale: 1952 MGTD project car. Many new parts but the car is still apart and I ran out of time/money. \$6000 or B.O. Call Allyn at 585-924-5251

For Sale: TR6 Factory original hardtop. Like New! \$1,000. Contact Valerie (585) 388-1113



Robert Philip Scholarship Award 2006



THE ROBERT PHILIP SCHOLARSHIPS FOR 2006 were awarded by Vice Chairman Dan Suter at the August 17th meeting of the MG Car Club. Pictured is Dan Brown receiving the award and being congratulated by MGCC members. Dan's father Bob was also present.

The second Philip's Scholarship, was awarded to Chris Perry who was unable to attend. Chris is the son of the late Scott Perry. Scott was a member and Vice Chairman of the MGCC 2000-2001.



Attendance

August 17, 2006

Barb Wild
Dave Wild
Gayle Schneider
Brooks Schneider
Dick Powers
Laurie Scribner
Doug Scribner
Marlene Rzepkowski
Wally Roworth
Al Fink
Allen Hess
Elaine Hess
Joe Fazio
Linda Fazio

Frank Stepanik
Sue Harrison
Mike Harrison
George Herschell
Nancy Herschell
Dan Suter
Gil Langswager
Betty Langswager
Leroy Hokenson
Harriette Hokenson
Joe DeBlaere
Joeanna DeBlaere
Gary Sandusky
Bob Tescione

Valerie Zoltner
John Zoltner
Anne Faust
Gene Faust
Cynthia Jack
Doug Jack
Beverly Swarts
Chuck Swarts
Ellen Baxter
Carl Baxter
Don McConnell
Dave Chase
Allyn Wagner
Steve Stewart

Linda Stewart
Patty Philip
Steve Philip
Vivienne Rizzo
Tim Rizzo
Rhonda Rizzo
Susan Krobusek
Bruce Krobusek
Larry Rausch
Ken Heusler
Mabel Case
John Thompson
Linda Bethune
Bill Bethune

Michael Montag
Kathleen Montag
Gene Dinkel
Penny Hargrave

Guests
Lorie Judge
David Philip
Bob Brown
Dan Brown

Robert Philip, Master Craftsman

Steven Philip

MANY OF YOU IN THE CLUB TODAY NEVER HAD THE pleasure of knowing my father, Robert (Bob) Philip. The Memorial Scholarship at Monroe Community College was created in his name to honor his craftsmanship in restoring MGs. It is time to retell part of his story. I will concentrate on only two of his cars, as he had six MGs and one Morgan at the time of his death.

I'll start with his 1933 J2. When Dad purchased the J2, it was a basket case. It had been left, junked, on a street in Montreal. It was brought back to New York to be sold only as parts. Somewhere along the way, a New York State Trooper acquired the car and registered it, and Dad bought it from him.



When we got the J2 home and were looking at all the parts, my mother said to Dad, "You paid good money for that junk?" So I put the cylinder head on a trash can, and the car got its name, "Junk Two." A ground-up restoration began. Several parts were missing; mainly the front and rear wings, but there were cycle fenders. He then decided to make it a sports racer.



He stripped, cleaned, and repainted the frame, cleaned the running gear, and made new parts as he needed them. He rebuilt and polished the friction shocks. Then he

made a new firewall out of aluminum with all mounting points topped so no bolts would pass through. The frame was reassembled with the running gear, brake cables and lubrication lines installed.

Next came the engine, with a clutch and transmission to rebuild. He hard welded and reground the rocker arms. A new throw-out bearing was made. New engine block inspection plates were made of aluminum and finned for additional cooling. All aluminum parts were polished and the rest were painted.

The original plan was to save as much of the bodytub as possible, but once work began, that plan was scrapped. A new wood frame needed to be built. Dad had completed the wood tub when he finally got factory drawings of the tub with dimensions. His tub was completely off, so he started over and did a second one! To make the doors fit perfectly he first made them and skinned them. Then he worked the tub down until there was just enough room for sheet metal on the tub and for the doors to open and close without binding. Of course he had to make new hinges, too! A lot of work, but the doors fit tightly and didn't sag as a result. Dad then skinned the tub in aluminum.



Whatever Dad couldn't find or buy, he made himself. Things like stainless steel nuts and bolts, door hinges, bearings, hood tie downs; you name it, and he probably could make it. If a body panel was in bad shape, he repaired it. He did this with the front splash pan. He cut out the missing and damaged louvers and replaced them with ones he made.

All the work on the J2 was done at home by my Dad, as I said, except for the interior and seats. Those he had done. My mother made the tonneau cover. The J2 was my father's pride and joy. He loved to show it and tell people about all the work he had done.



MG J2 at George Eastman House

THE SECOND CAR MY FATHER ENJOYED MORE THAN MOST was a 1959 Morgan +4. Dad “drove the hell” out of that car. One day he discovered that the back of the bodytub was no longer attached to the frame. He had restored MGs, so why not a Morgan? Another frame off project was started.

You never know what surprises will greet you when you restore a car. Not only was the bodytub not attached to the frame at the back, the frame was cracked! Dad thinks he did this at a Wagonjack Farm event. It was time for a new frame and a new bodytub to fit it. He used the same procedure as on the J2 with a few major differences. The rear wheel arches on the Morgan are made from bent wood with metal over them. To make those arches, first



Dad made a wooden buck to bend the arches on. Then he laminated three pieces of ash together. He had to steam those to make them pliable so they could be bent on the buck. The neighbors thought he had a “still” going when he was steaming the arches! He also needed a ton of C-clamps to hold them on the buck.

With the arches completed, it was time for the re-skinning. Problem #1, how to make the opening for the spare tire in the rear body panel. Dad made his own bar cutter the right size and cut a perfect circle. Then he welded a quarter inch round bar circle to the back side of the panel. He then bent the edge of the circle over it to provide a strong, clean edge for the opening.

The firewall proved to be another problem. It has strengthening creases in it. How to form them? To do this it was time for another buck. He then used a ceiling jack and a two-ton hydraulic jack on the center beam of the house to create a hydraulic press to form the creases. He almost lifted the house off its foundation!!



Another body tub done, skinned and painted! It was taken out of the basement and put on the rolling chassis. The engine and transmission were put back in and Dad had another car done, except for the interior and the top. The top wasn’t important to Dad, as he never drove the Morgan with the top up!

As you can see, my Dad was a man of many talents. If he could figure out a way to do something, he did it. He was a perfectionist, so if he didn’t like the way something turned out, he did it over until it was right. I think George Herschell put it best when he said, “Given enough time. Bob could knit you a car out of steel wool.”

Dad would have been very honored to have a scholarship established in his memory. At the same time, he would say he didn’t deserve it because he was just doing what he loved to do. It has been fourteen years since he passed away, but his cars have passed the time well and look as fantastic now as they did when Dad completed them. Excellent craftsmanship, like these memories, lasts a lifetime. ◀



FALL FOLIAGE TOUR 2006

Sunday Oct. 8

Approx. 100 miles

3 Interesting Stops

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9:00 Breakfast at Hawthorne's Restaurant, 3500 East Ave.
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Free Tour,
Restaurant or Wine Tasting (Not Included in Tour Cost)

1:30 Depart

2:30 Arrive at Second Open House Featuring
Craft Demonstrations, Gift Shop, and Independent Food

Cost: \$12 Per Person

Please Make Check out to MGCC and Send by Oct. 1 to:

Tim & Rhonda Rizzo

245 Blackwalnut Dr.

Rochester, N.Y., 14615

Questions? 621-5693

Mission Accomplished!

Valerie Zoltner

JUST A COUPLE OF MONTHS AGO, I BECAME ACTIVE AS A member in the MG car club. My husband, John, had recently completed building a replica Porsche Spyder after 13 years and was finally able to drive it. We especially enjoyed the Fairport classic car nights — the cars and friendly people! After attending my first club meeting, seeing the wonderful sport cars and meeting the great people, I decided I needed to get a car too so we could join in on all the fun!

At the next meeting, I mentioned that I was looking for a TR6 if anyone had one for sale. In addition to being in good condition, most importantly to me was that it had to be Tahiti blue!! (I thought I could almost hear an undertone of “good luck” from the members!). It was understood that I really wanted the car to drive during this summer (I’m not really a patient person when I want something).

So began my search and research—first, I was lucky to have valuable input and tutoring from: Mark Gibson, George Haynes, Ron Hein, and Doug Jack. At the top of the list, of course, was no rust, quickly followed by overdrive. Now add that to the color—only available in 1976, I began to realize that this would indeed become a mission, hopefully,

not impossible!

Everyday, I searched the local ads, E-bay, Triumph web sites, etc. I even placed “wanted” ads on the web sites. About the 4th week into my search, I found what I thought might be ‘it’ on E-bay! I contacted Mark Gibson who was kind enough to call the seller and after a lengthy conversation asking the questions that a novice like me wouldn’t have a clue to ask, confirmed that it appeared to be what I wanted.

This was just prior to the 4th of July, so with the holiday closing in, I knew I had to act fast if I wanted it soon. In two days, I purchased the car from the seller in Georgia and had it transported to my door. It arrived the night of my birthday! What a present! Only after the fact, was it told that this isn’t the way purchasing and obtaining a car from out of state was done. Several of my friends said that it usually takes a couple of weeks to get a car from out of state. Really?? I said - guess it was ‘beginner’s luck’ and a lot of good advice from fellow club members that I got my ‘wish car’ and was able to drive it to the following meeting! So thank you, all of my good friends for helping complete my mission! ◀



The pre-meeting August 17th, 2006





NEW BOOK OFFER

to MG Car Club Members

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by Paddy Willmer

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- Advice on ownership, maintenance, preservation and common problems
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MG (S)Miles, and I'm Baaaaack and Pretty Again Part LXVI (66)

By GHN 3L 70799 aka George's 'B'aby

Well it took a bit of doing but **"he"** finally got me back in shape after our **"incident"** as my mistress prefers to call it. But in my opinion it was an **ACCIDENT** no matter what term is used. I'm sure you read **"his"** write up of what happened and now it's my turn.

We left Rochester (Webster actually) on Friday and **"he"** piloted me quite well to Manchester Vermont and the big show at Hildene. It was a nice sunny day and a great day for a drive. Unfortunately

the weather on Saturday and Sunday left a lot to be desired but I've been wet and cold before and it never phased me in the past and again this weekend I put up with and was on my best behavior. We left on Monday for the rest of our trip and that's when **"he"** pulled that stupid stunt of putting the map in the visor, and then **"he"** let it blow out and across **"his"**

face, and then took **"his"** hands off the wheel and, but you all know the rest of the sad tale. I'm a pretty good car but I cannot steer myself and I expect **"him"** to do that for me. Unfortunately he didn't but he finally did get things under control so although we did hit the opposite bank of the road, it was not nearly as serious as it could have been.

When **"he"** assessed the damages and found out it was not as bad as it could have been **"he"** took off my driving lights and put them in the boot. (only **"he"** calls it a trunk). And then, rather roughly, **"he"** pushed my grille back into the opening and looked under the car to see that my splash apron (**"he"** calls it a splash pan) was badly deformed and that my front number plate (license plate to **"him"**) was completely folded under and **"he"** was not able to get it removed. I also had on the two beautiful badges, the one from Scotland (which **"he"** cherishes) and the Clubs 35th Anniversary Badge. (That **"he"** designed and somehow managed to get right). I was a bit nervous after all this but still felt that I was not seriously injured so when **"he"** decided to get under way again I decided to let **"him"** know just what a strong little car I can be in an emergency.

The rest of the trip was uneventful and **"he"** was on his best behavior and drove me quite well I must say.

As soon as we got home **"he"** reported the accident to **"his"** insurance company and was told to get an appraisal at their certified shop which **"he"** did immediately. The insurance responded in two days and he was given the OK to go ahead with my needed refurbishing.

"He" started by removing all the parts that were going to

be replaced and got the paint to paint the front splash "apron". (Note to **"him"** pay attention to the correct terminology) When the new parts were all in, **"he"** started the reassembly portion of the repair work. He had decided to do the work **"himself"** and surprisingly, (God help me on this one) seemed to know what **"he"** was doing.

The only stubborn problem was in getting the paint to match the existing color. When I was painted in 1988 (yes

that's right my finish is 18 years old) I was blessed with lacquer but today most shops prefer to use enamel. After three tries and a trip to a master paint mixer, (who had mixed my color originally) **"he"** was able to get a perfect match in enamel for my existing color. **"He"** had the front splash apron painted and finally installed on the car. **"He"** also (thankfully) painted the



spring bars that the bumper attaches to and that was a nice gesture on **"his"** part.

When the "apron" was finally attached **"he"** put on the spring bars and got ready for the bumper. But not before the new grille was installed. The only problem with the new grille was the center medallion that came with it. Fortunately for me **"he"** did have another original one and removed the faulty piece and put the original (proper is a better word) type in its place. When **"he"** mounted the grille **"he"** used all stainless steel nuts and screws. Maybe there's hope for the old guy yet. The bumper went on and off so many times I lost count but suffice it to say **"he"** was not all wrong or at fault. The bolts for installing the over riders were about an inch short and **"he"** made new bolts in fine thread to mount them. Finally they were put on and the new driving lights were mounted. The last item was the British Number Plate. He restored that prior to starting the rest of the work and I must admit it turned out quite well. Thanks to his friend Doug who just happened to have a new "G" to replace the one that was broken the number plate is now as good as it was when **"he"** first installed it many years ago.

So as you can see, I'm pretty again. As much as I hate to admit it **"he"** did a pretty good job and maybe (but just maybe) I'll keep **"him"** for a while longer. **"He"** has been pretty good to me over the years. **BUT "he"** better pay more attention to his driving in the future, **OR ELSE !**

My mistress on the other hand has been wonderful constantly reminding **"him"** to take it easy. She can stay without a doubt. But **"him"**, we'll have to see on that one. <

Nova Scotia Postscript

George Haynes

QUESTION: What do an Oldsmobile Cierra station wagon and a Volvo P1800 have in common? How about a Triumph Stag and a Chrysler Sebring convertible?

Answer: These were among the cars driven to Nova Scotia by eleven MG Club couples for a two-week tour in July. Sadly, there were NO MG's making the trip this year and only three British cars, two Triumphs and a Jensen-Healey.

Participants were:

Bob and Georgean Abels, Jensen-Healey

Lane and Kathy Boughton, BMW Z3

Dave and Nancy Chase, Chrysler Sebring convertible

Brian and Kelly Fallon, Miata

Gene and Anne Faust, Chrysler Sebring convertible

George and Bev Haynes, Triumph TR4A

Doug and Cindy Jack, Olds Cierra wagon

Tom and Mary LeStrange, Volvo P1800

Bill and Kathy Rampe, Triumph Stag

Steve and Linda Stewart, MINI

John and Mabel Thompson, new Beetle

We all drove to Portland, Maine (some of that time in a downpour like I've never driven in before – completely soaking the TR4A's carpeting), then to St John, New Brunswick, and a ferry to Digby, in Nova Scotia. From then on, it was a continuous round of driving, sight-seeing and sea-food eating as we made our way to the Highland Games, the Cabot Trail in Cape Breton, whale and bird watching and souvenir shopping.

Auto problems in 2,500-plus miles were few: one dead Volvo fuel pump and one dead Triumph starter. Tom LeStrange lashed an electric pump into his Volvo's fuel system. John Thompson and friends repaired the Triumph's starter, at least adequately enough to get home. Bill Rampe ran out of gas once, but we won't count that as a problem, since Tom came to Bill's rescue with spare gasoline almost immediately.

Speaking for Beverly and me, we had a great time and hope everyone can say the same. Now that we're home again, the carpets are finally getting dried out.

—George Haynes



Our intrepid aces working on George's starter

—Doug Jack



A coat hanger and extra gas

—Doug Jack



Kathy and Lane Boughton

—Dave Chase



Pit stop on 95N on the way to St. John, N.B.

—Steve Stewart

THE HIGHLIGHT OF OUR NOVA SCOTIA TRIP WAS TO SEE the annual Scottish Highland Games in Antigonish, Nova Scotia. The night before, we saw the Championship dancing and heard well-known Scottish musicians at a concert under the stars. A Scottish parade preceded the games the next day. The games consisted of a tug-of-war, caber toss, hammer throw and others. There was a bagpipe and drum competition among the local bagpipe clubs. Beautiful Scottish music!

We also attended a Ceilidh concert which usually consisted of a group of a keyboardist and two fiddlers. The musicians were usually family members.

We thoroughly enjoyed the trip and the ambience and friendship of the club members. Thanks.

—Doug and Cindy Jack



Annual Scottish parade in Antigonish, NS

—Doug Jack



Caber toss at the Scottish Games, Antigonish, NS

—Doug Jack



Captain Mark's whale watch, Pleasant Bay, NS

—Doug Jack



Beverly Haynes and Mary LeStrange

—Dave Chase



Blue Nose II

—Dave Chase



Hillcrest Hall, Port Hood, NS

—Dave Chase



Relaxing on the porch of Hillcrest Hall, Port Hood, NS

—Doug Jack

THE 2006 TOUR SAW 10 COUPLES VENTURING OFF TO Nova Scotia Three couples left on Monday a day earlier than the rest of the group. They chose the southern route across Vermont and New Hampshire to avoid the Rte. 90 drive. We all met in Portland Maine Tuesday night.

Day two we all headed north to St. John, N.B. and the ferry to Digby, N.S. Day three started with a three hour ferry ride across the Bay of Fundy to Digby. I could write a book on the balance of the trip, but everyone has their own stories to tell. Each day we each went off on our own adventure and saw many wonderful places. Then coming together at night having dinner together and talking about what we saw and

did that day, and planning our next day.

The weather held up good 'till our two last days with a storm that came up the U.S. east coast gave us some rain and cloudy weather. Three couples returned to U.S. a couple of days early because of other commitments. The remaining eight couples took the 6 hour trip on CAT from Yarmouth to Portland on Sunday morning. The trip on the CAT started out in the fog and went down hill from there. About an hour out the seas really got rough. If you have ever seen pictures of a WWII destroyer in an Atlantic storm, that was us. The bow of the CAT several times actually had waves breaking over it. Needless to say at least half our group and better that 60%



The ferry ride . . .

—Steve Stewart



Low tide at Hall's Harbor, Bay of Fundy

—Steve Stewart



of the other passengers got sick. Things didn't settle down untill we neared Portland. The stewardesses assured us this happens very rarely.

Upon arriving at Portland the group split up to return to Rochester by various routes. In all it was a outstanding trip with lots of sea food consumed (I think we may of set a record for Mussels ate). A very deep hearted thank you to George and Beverly for putting together a wonderful trip.

—Steve and Linda Stewart



Lighthouse at Peggy's Cove

—Steve Stewart



Mabel and John's 1st whole lobster

—Steve Stewart



End of trip dinner at the Quarter Deck

— Steve Stewart



The Group, Hillcrest Hall —Dave Chase

It Was A Dark And Stormy . . . or Six Questions

Leon Zak

Dick Rzepkowski asked me if I wanted to be on his crew at the Mid Ohio Race track for the weekend. Having never done that before I figured I had to say “YES”. It fell right into my “Speak first, think later” motto. As it does most, but not all the time, it was the right way to handle the question.

We left Thursday morning so we could get there in time to set up the tents, get the cars checked out and be already for the first race Friday morning. The weather forecast for the weekend was not look good. But I'd been camping many times in inclement weather. And it was absolutely horrid. Fortunately I didn't think about those times before I said “YES”.

Here's a picture of Al Costich—Ask him what's he's doing with the board in his Jeep Door. (Question 1)



Got everything set Thursday and we all headed off to Grande Pueblo, the local Mexican restaurant. George Haynes had been talking about going there on the trip down. I found out why— 44 oz. Margaritas. Imagine a quart of milk. We had a margarita glass BIGGER than that. But I ain't complaining. After dinner we left and the Zipper team (Dick Z., George H. and I) started back to the truck for the drive to the hotel. We had heard of a go cart track just up the street so we went over to check it out. We decided to take a ride. It was fun but we noticed that a couple cars took off like a shot but the other cars were VERY governed down. That's when I got an idea – we went over to the people running the cars and asked “It seems like some of the cars run much better than the others, which ones are the faster ones?” He answered “They're all the same.” Then we asked “If you were here racing with your friends, which cars would YOU take?” “Oh, in that case I'd take the one that says Pirate, the Purple one and the Green double seater.” (So much for being all the same.)

Friday morning the races start. 90% chance of rain. Oh this doesn't look good. It sprinkles. Just sprinkles. Just enough to lift the oil up from between the cracks in the surface. Not enough for rain tires, somewhat like a frying pan about 5 minutes after you started cooking bacon. (It was morning;

the continental breakfast just didn't make it.) Needless to say but you know I'm going to—the track was like grease, just about everyone went off a bit if not totally. No real damage to anyone, but very, very messy. Dick got all four into the grass and then when coming into the pit got an—well ask Dick about it. (Question 2)

The rain held off for the rest of the Friday. We get up Saturday morning and I check the weather—100% chance of rain. Oh, this is looking much worse. We get over to the track, get the cars ready and get down to the grid. No rain yet. But—“IT WAS A DARK AND STORMY DAY”:



No rain yet, the races go off without a hitch. As many of you know, when you're watching a group race there are actually many mini races going on within the group. This weekend was no different. Here's one:



Ask Dick about the Flag that chased him around the track (Question 3). This was the first time out for Ted and his new #37. A few minor things popped up. At the beginning of one race the fuel pump quit just before going out on the track, but they did get it going before the end of the race.

Saturday brings no rain—the winds blew it north of us. Beautiful day, some good racing. That night we all go to dinner at the restaurant right next to the go cart track and

afterward I suggest we go check out the go cart track. (What a revelation that was, huh?). So we all wander over. Yes, you're getting the idea—the Zipper team mentions that “Hey, why don't we all try it. It looks like it could be fun.” Of course we forgot to mention that we had been there the night before. Whoops. Did someone say “Setup”? I grabbed the Green car (number 2 from above). Ted starts busting me about my dumb choice of the bigger double seater. Ha. And then we get into “The best laid plans of mice and ...” came into the act. As we were watching I saw Ted catch the fact that the kid running the Pirate car was blowing everyone else away and when we go to get in the cars he jumps in that one. Oh well. We almost snowed them. We fessed up after the race—“That's why you took the Green one.”

Sunday racing—90% chance of rain—and it blows north again. No complaining. A great race day. Here's another ask Ted what car is in the lower right corner (farfetrnugen my butt): (Question 4)



And while we're at it:



Although you can't really see it well here, ask Mr. Glanville why there was a blue tint to his glasses? (Question 5)

And as an end to a perfect weekend of racing, friends and fun, ask me who that is with the ROOKIE STRIPE on his back? (Question 6)



Autocross III Results August 13, 2006

Wally Roworth

Phil ordered another perfect day. Thanks to Gilda Parisi for her kind help.

CLASS	BEST	FIRST	SECOND	THIRD	FOURTH
<i>MGB</i>					
Allen Hess	1:11.68	1:11.75	1:13.72 c	1:12.40	1:11.68
Elaine Hess	1:17.81	1:21.16 oc	1:28.53	1:18.78	1:17.81

Under 2 Liter

Steve Stewart	1:05.81	1:46.66 cc	1:06.16	1:06.63	1:05.81
Julia Hess	1:13.09	1:35.03 c	1:16.03	1:13.09	1:14.09

Under 2 Liter Prepared

Steve Rossini	1:07.97	1:08.47	1:09.75	1:08.31	1:07.97
John Zoltner	1:09.19	1:46.53 oc	1:45.87 oc	1:09.19	1:09.41
Bill Bethune	1:14.90	1:18.09	1:17.68	1:16.53	1:14.90

and riding mechanic Amelia Ranck

Mini

Ben Barlow	1:11.75	1:19.28	1:14.28	1:12.09	1:11.75
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Modified

Matt Handy	1:07.98	1:08.54 oc	1:08.84	1:07.98	1:05.09 oc
Victoria Dunning	1:18.06	1:57.10	1:34.25	1:23.09	1:18.06
Phil Parisi	1:07.19	1:09.25	1:08.84	1:07.19	

"I wasn't contesting"

Overall Times

First	Steve Stewart	'95 Miata	1:05.81
Second	Phil Parisi	Handy's home built	1:07.19
Third	Steve Rossini	'05 Mini Cooper	1:07.97
Fourth	Matt Handy	Handy's home built	1:07.98
Fifth	John Zoltner	'58 Porsche Spyder	1:09.19
Sixth	Allen Hess	'71 MGB	1:11.68
Seventh	Ben Barlow	'62 Mini Cooper	1:11.75
Eighth	Julia Hess	'05 Mini Cooper	1:13.09
Ninth	Bill Bethune	'59 A-H Sprite	1:14.90
Tenth	Elaine Hess	'71 MGB	1:17.81
Eleventh	Victoria Dunning	'00 Coyote Kart	1:18.06



Victoria Dunning



Matt Handy

—Doug Jack



John Zoltner



Elaine Hess



Phil Parisi in Matt Handy's car



Steve Rossini



Steve Stewart



Bill Bethune & Amelia Ranck



Ben Barlow



Julia Hess, George Haynes & Victoria Dunning

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“You Can’t Tell the Players Without a Scorecard”

Allen Hess

SO YOU’RE GOING TO TAKE LEON’S advice and go to the Vintage races at Watkins Glen—or you’ve been several times and when the announcer says the Group 5 race is starting at 1:30, you once again find yourself asking “What cars are in Group 5?”

There are a half dozen members who would say “All you need to know is Group 1 . . . ‘ahem’ . . . and Group 3”. Well, yes, those are the two groups most of our club members run. Group 1 is Dick Rzepkowski, Tom Glanville, Ted Hershey, Dick Powers and Joe Tierno. Group 3 is Alan Costich. . . . ‘ahem’ . . . and Dick Giambra is Group 8 and the Celtic Racing Team (Diamond, Fallon, Stewart) is (?) Group 10.

But there is a lot more—eleven groups counting Pre-war (pre-war is called Pre-War, not Group 11). The following information comes (edited and embellished) from the Sportscar Vintage Racing Association (www.svra.com) website. On the website you can also download the weekend’s schedule listing all the races by “Group” of course. The cars listed below are typical but not all inclusive.

Group 1: Minis, Midgets, Spitfires, MGA and Alfa.

Recognized small displacement sports cars and sedans in production prior to 1973. Select G and H-modifieds and D-Sports Racers displacing less than 1100cc. Formula Vee, Formula 500, front-engine F/Jr.

Group 2: Cooper, Lotus, Brabham Chevron.

Formula cars conforming to the 2004 Monoposto Racing Rules and Regulations. Other cars accepted by invitation.

Group 3: Alfa, MGB, Triumph, Porsches, Volvo, Elva.

Recognized series produced sports cars and sedans in production prior to 1972. Other cars by invitation.

Group 4: Aston Martin, Devin, Lotus, Lister, Jaguar.

Limited produced sports cars, racing “specials” and GT cars built or in production prior to 1960. Certain high quality reproduction examples of eligible models may apply for acceptance.

Group 5: Lotus, Brabham, Ford GT40, McLaren, Porsche 910, Cobra.

Under 2.0 litre purpose built racing sports cars as raced between 1960 and 1972. World Sports Car Championship and World Manufacturer’s Championship GT’s and prototypes as raced between 1960 and 1972. USRRC sports cars and Can-Am as raced before 1967. Front engine “specials” as raced after 1959.

Group 6: Corvette, Camaro, Mustang, Cobra, Porsche Jaguar XKE. Selected *big bore production* sports cars and sedans through 1972.

Group 7: Lola, Chevron, McLaren, Porsche, Swift.

Can-Am cars as raced after 1967. World Championship for Makes sports cars as raced after 1970. Under 2.0L sports cars as raced after 1972. Center-seat Cam-Am cars, SCCA A & B Sports Racers and S2000 thru 1986.

Group 8: Volvo, Porsche 911, MGB V8, Alfa GTV, Datsun, Lotus, Ford Cortina.

Recognized series produced sports cars and sedans in production prior to 1979.

Group 9: Lola, March, Chevron, Lotus, McLaren.

Eligibility: Formula cars complying with Monoposto Racing Formula 70 Rules & Regulations. These cars have a cut-off date of 1979. They must be flat-bottomed, pre-ground effect types. Select Post 1979 Formula cars not requiring an HSR/SVRA “Super License”.

Group 10: Corvette, Porsche 911, Mustang, Camaro.

Eligibility: Select GT Sports cars and Sedans as raced between 1973 and 1994. All cars must have been built or modified so as to compete in a recognized pre-1995 racing series. Some makes and models are listed in both Group 8 & 10 depending on the level and period of their race preparation.

Pre-war: Allard, Bugatti, Riley, MG, Alfa.



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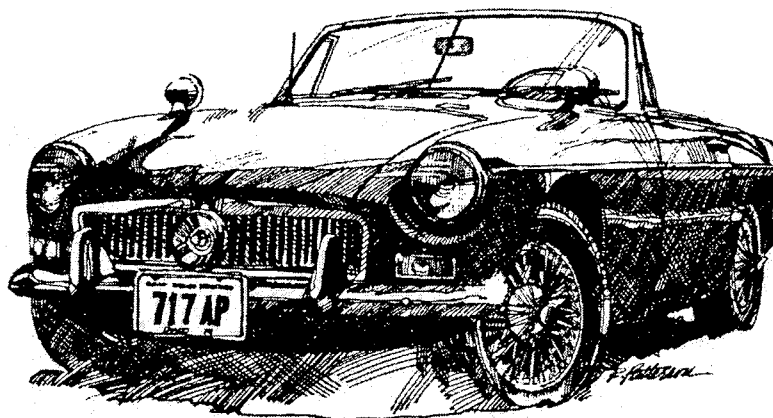
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Jay Lockrow



Occasionally you get the opportunity to help someone in the MG world and that is what happened to me the other day. Lets start at the beginning in order to avoid confusion.

About two weeks ago I received a phone call from my old pal George Herschell from Rochester N.Y. He wanted to know if I knew anyone in Angola N.Y. that could go look at an MG. I told him I did not know anyone in Angola but it was only about 45 minutes away and I could go look at the car. It seems the car had been purchased on Ebay and the buyer wanted someone to look the car over as he was from California. Seems Bob from California went to an MG Club meeting and was talking with people and mentioned he had bought a car in the Buffalo area. Somehow Pete Thelander got hold of the story and said he knew someone that lived in Rochester not that far away which was George Herschell. George of course knew me and that is how I became involved. (The olde MG grapevine) George gave me Bobs name and phone number and said he would call me and have me go look at the car. About an hour and a half later Bob from California called me and asked me to go look at the car for him. He had owned several sports cars over the years but not a T series MG. This was a first for him. He gave me the owners name and phone number and said he would call in a few days after I had seen the car.

I called the owner within an hour and of course got a recorded message. I left a message and he returned the call in an hour or so. Believe it or not I had met him a few times over the years and did know him but not really well. The first thing I found out was that the car was not in Angola but in Williamsville about 180 degrees from where it was supposed to be. Seems that the owner had someone at work put the car on Ebay and used an old address. Anyway there was no problem as it was roughly the same distance just a different direction. I made arrangements to view the car on Saturday at about 2;oclock in the afternoon.

In the meantime Bob from California called and asked if I had seen the car yet. I told him I had made arrangements for Saturday and I would call him back. When I went I took a fellow TD owner with me to check over the car. We were impressed with the condition of the car. It needed what I call fiddly work like tightening things, fixing some loose wires and connections, cleaning the car thoroughly and items like that. The car ran well and seemed to have good oil pressure. While running it I told the owner he needed a fan belt for the car as the one on the car was the worst that I had ever seen. My friend said if the guy buying the car was not interested he was



as it was a much nicer car than his. Upon returning I gave Bob a call in California and told him he had purchased a pretty nice car. I told him it needed a lot of little things but for the most part a nice car. Now this is where the fun part comes in. At this point he had to get the car to a truck depot in Bergen N.Y. so it could be put on a truck to be shipped to Los Angeles. By getting the car to the depot he could save several hundred dollars. Having the trucking company pick it up would add a considerable amount to the cost.

Bob had a good number of frequent flier miles so he decided to come take a look at the car himself and drive the car to the depot.

On the following Tuesday Bob flew into Rochester and made arrangements for me to meet him at the owners house on Wednesday morning. At this point we installed a new fan belt and checked over a few things like oil level , petrol plugs etc. This all went off without a hitch. but Bob then had to go to the DMV and get a temporary permit to drive the car to Bergen. I decided to wait for him and figuring he would be gone several hours. (we are all familiar with the DMV) He was back in an hour and I couldn't believe it went that smoothly. The DMV is always screwed up why it went smoothly this time I'll never know.

Bob drove his new car and I followed in his rental. I had mapped out a route out through Clarence so as to avoid all the traffic in Williamsville. We didn't set any speed records as he was getting used to the car. The clutch grabbed a little and he was having trouble getting used to it. We drove about 35 mph and at one point got up to about 45. Everything went smoothly. I had brought tools, tow rope and other items just in case. We needed none of it. One funny thing is that meeting Bob was sort of a surprise. He is a pretty big guy and he told me he had size 15 sneakers. He had to take his shoes off in order to drive the car. It was really kind of funny but he'll get used to it.

We arrived at the depot which was just the other side of Batavia and not all the way to Bergen. We dropped the car off, Bob signed the paperwork and it is supposed to be delivered around the 29th of August.

After dropping off the car we stopped and had a cup of coffee and a sandwich all this time I was trying to feed him all the information I could. Things like get friendly with other owners, belong to a club, get a workshop manual, learn to do as much yourself as possible and so forth. He seemed very receptive to my ideas and I have since emailed him and he has already ordered a manual. Lets hope we have another happy MG owner. Always be ready, willing and able to help, if the shoe is on the other foot I would want the same ◀

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Rain or Shine –
These are British Cars!
Over 1000 excellent cars
expected in 2006!
Awards: Participants Choice Voting
Meguiar's and other Door prizes.
Enlarged Swap Meet
and British Car Vendors area.
More than 50 vendors present in
2005

Bring your lunch or buy your food at
the new food concessions!

Celebrating:

100 years

Rolls Royce Silver
Cloud

70 Years

Morgan 4/4

50 years

Triumph TR-3
Austin Healey 100/6
Austin A35/A55
Morris Minor 1000

45 Years

Jaguar E-Type

40 Years

Triumph GT-6
Lotus Europa

30 Years

Lotus Esprit

Our sponsors:



For local accomodations
& event info check
www.britishcarday.com
or call **416-410-4TTC**

Bronte Creek Provincial Park is allowing camping on Saturday September 16th. Set-up volunteers and out-of-townners are invited to Saturday's country drive. Watch the BCD. web site (www.britishcarday.com) for updates.

Map available on web site.

British Car Day is a Registered Trade Mark of the Toronto Triumph Club

SEPTEMBER BIRTHDAYS

2 Vivienne Rizzo
 5 Gary Newman
 7 Irving Black
 7 Daniel Goodwin
 7 Michael Goodwin
 7 Leon Todaro
 12 Richard Shineman
 13 Gayle Gibson
 13 Nancy Herschell
 16 John Borycki
 17 Dawn Carmell
 17 Susan Avery
 19 Linda Fazio
 20 Wendy Miller
 21 Denver Cornett
 23 David Wemett
 23 Gayle Schneider
 25 Allyn Wagner
 25 Jessica Seeley
 27 Lesley Paine
 27 Lia Glanville
 28 Rhonda Rizzo
 29 Jonathan Haney
 29 Beverly Mack

HAPPY BIRTHDAY EVERYONE!!**WELCOME NEW MEMBERS**

Matt & Andrea Handy
 75 Westminster Road, Apt. 1
 Rochester, NY 14607
 585-739-5074
 LOTUS KIT CAR

Lorie Judge
 266 Briarwood Drive
 Rochester, NY
 585-342-3920
 1965 MG MIDGET

Roger Corea
 7385 Willowbrook Road
 Victor, NY 14564
 585-370-9491
 1950 JAGUAR XK-120
 1954 JAGUAR XK-140
 1959 JAGUAR XK-150
 1953 AUSTIN HEALEY

SEPTEMBER ANNIVERSARIES

2 Paul & Joan Heaney
 2 John & Valerie Zoltner
 5 Suzanne & John Cordeiro
 7 Al & Liz Colquhoun
 9 Richard & Bethel Powers
 10 Don & Madeline Moodie
 12 Allen & Elaine Hess
 12 Peter & Joyce Pegoni
 13 Dan & Mary Ellen Suter
 15 Leon & Barbara Zak
 16 Bob & Kathryn Joslyn
 19 Ben & Carolyn Barlow
 19 David & Tricia Lucchesi
 25 Joseph & Joeanna DeBlaere
 25 Hollis & Doreena Hames
 27 Jim & Marlene Bartasevich
 29 Robert & Terry Welch

CONGRATULATIONS!**OCTOBER ANNIVERSARIES**

? Sean & Jessica Seeley
 1 Brooks & Gayle Schneider
 8 Robert & Annabelle Tescione
 10 Dave & Barb Wild
 14 Scott & Gail Schipper
 15 George & Beverly Haynes
 16 Joe & Linda Fazio
 20 Wally & Doris Roworth
 26 Julia & Russell Daykin

CONGRATULATIONS!

DON'T MISS:
FALL FOLIAGE TOUR – OCT. 8
GARAGE TOUR – OCT. 15
HALLOWEEN RALLY – OCT. 28

OCTOBER BIRTHDAYS

2 Sue Kron
 4 Patricia Giambra
 5 Barbara Kingston
 7 Brian Fallon
 9 Rob Duffner
 10 Dick Rzepkowski
 10 Brian Smith
 10 Linda Masters
 11 Jim Priestley
 11 Doreena Hames
 11 Beverly Swarts
 12 Kay Johnson
 13 Shirley Forrester
 16 William Brorein, Jr.
 16 Bruce Krobusek
 16 David Russell
 16 Gail Colegrove
 17 David Leete
 17 Donald Sweeney
 17 Susan Krobusek
 21 Susan Henderson
 22 George Heissenberger
 22 Mary Sweeney
 24 Charles Elam
 25 Timothy Paul
 26 Joan Heaney
 28 George Tennant
 28 Bridget Tierno
 29 Al Colquhoun
 30 Suzanne Keppeler

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Doug & Susan Avery
 54 Cayuga Street
 Seneca Falls, NY 13148
 315-568-2321
 1965 MGB

Victoria & Drew Dunning
 31 Eldora Drive
 Rochester, NY 14624
 585-426- 3716
 2001 COYOTE

Philip Culbertson 1914 2006

Gil Langswager

OUR GOOD FRIEND and longtime MG Car Club member passed away last Thursday, August 10th.

Phil was an enthusiastic car guy. Even the last time I visited him in St. John's, we discussed cars part of the time. He looked forward to my visits when he was in Grande Vie and would be prepared to tell me about a car he had seen the last time he was out. He received several car magazines from a friend in California and would loan them to me with comments about some article he thought would interest me. He and I swapped books from time to time. He had a pretty good car book library.

He and his first wife, Geraldine, were quite active in the MG Car Club back in the 60's & 70's. He was Chairman in 1977 & 1978. They attended some New England MG "T" Register Gatherings where Betty & I and the Herschells were. Betty was responsible for Geraldine getting an auction item because she waved back at Betty. Geraldine died several years ago. He married a friend of theirs who had lost her husband. She died in a swimming pool while they were vacationing in the Carribean. Later, Monica Maloney and he became close and she took care of him after he had a stroke in 1999. She visited him every day and took him out to supper whenever he felt up to it. Generally it was to the Charbroil on Monroe Avenue. They were regu-



lars there. Some of us club members surprised him there for his 88th birthday in February, 2002.

Phil bought an MG TD which needed restoration. When he found the frame to be bad he bought another one just to get a frame. He attended body shop courses at BOCES to learn how to work on the TD. He spent many hours over many years trying to finish the car but never

did. He bought an MGB GT which was drivable so he could drive an MG. He sold the TD to Gerry Odenbach who finished it and joined the club. He now lives in Florida. He sold the parts car to Art Brown, another past member. Art sold it when he moved out west. I talked to a man up at Hildene who bought it.

He went to Mechanics Institute which later became RIT and worked at Kodak until he retired. He had a part time job selling clothes in a men's store for a while, but being a car guy, went to work for Fred Allen selling foreign cars.

Philip was a tall, handsome gentleman. He was soft-spoken and meticulous in his behavior and dress. He was well read and enjoyed a good discussion on many subjects. It bothered him to have to rely on others as his health declined. He was elected chairman of the residents' council of Grande Vie and held that post until last month. The staff and residents there respected and admired him. We will all miss him. ~



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MG Car Club Western NY Centre



Car Badge	\$25.00	Bumper Sticker	1.00
Badge Clip	5.00	Name Badges w/MG	15.00
Patch, embroidered	2.50	MGCC Cookbook	5.00
Key Fob, large leather	4.00	Sport Cap, embroidered	12.00
Pin, cloisonné	3.00	Vehicle Log Book	6.00
Dash Plaque, 40 th Anniv.	4.00	Fire Extinguisher	12.00
Sticker, front adhesive	1.50	Pendant, silver	15.00
Sign, magnetic (10")	15.00		
Tote Bag, embroidered	15.00		



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

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

MG Car Club Western New York Centre, Inc.

Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

Address _____ City _____

State _____ Zip+4 _____ Today's Date _____ New ☐ or Renewal ☐

Cars owned & Year _____

Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐

Other hobbies, etc. _____

Occupation _____ E-mail address _____

Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

MG Car Club Western New York Centre Calendar of Events 2006

For the latest information visit our web site mgcarclub.com

January 5 Board Meeting 19 Meeting 21 Wine & Cheese, Valve Cover Races	February 12 Go Kart Races 16 Meeting	March 5 Steak Roast & Auction 7 Board Meeting 16 Meeting 19 Swing Into Spring	April 2 Go Kart Races II 20 Meeting 30 Brunch & Wine Tour
May 4 Board Meeting 6 Tune-up Clinic 12-14 Saratoga Weekend 18 Meeting / Carlisle 31 Stuffing Party	June 4 Vintage Auto Festival 10-11 Hildene Car Show 15 Meeting 18 Autocross 1 25 Garden Tour	July 6 Board Meeting 9 Autocross 2 11-24 Nova Scotia 20 Meeting	August 6 Pig Roast and Rallye 6 GVACS Car Show (RIT) 13 Autocross 3 17 Meeting
September 5 Board Meeting 8-10 Watkins Glen 21 Meeting 23 Tune-Up Canceled 24 Autocross 4	October 8 Fall Foliage Tour 15 Garage Tour 19 Meeting 28 Halloween Rallye	November 2 Board Meeting 12 Yacht Club Brunch 16 Meeting	December 2 Holiday Party No Meeting

Buffalo Octagon Association Presents Autumn Sports Classic

Car Show & Family Picnic

Sunday September 3rd 9:00 AM Como Lake Park

Pre-registration Deadline August 30th

Information: (716) 632-9001

www.buffalomg.com/carshow.html

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