



President's Message

Welcome to Spring!

The snow is gone (at least for now), the robins and mourning doves have returned, and we have had a few 50 and 60 degree days to get us in the mood for better days. The days are a bit longer and we are starting to see some of our neighbors come out of hibernation after a long cruel winter.

One of the better ways to know that Spring has arrived is our Syracuse St. Patty's Day parade and the annual celebration on Tipperary Hill. I have to admit that I am a sucker for corned beef and cabbage, and really enjoyed our March Pub Nite at Coleman's. Thanks to Joe and Sue Cali for hosting this event. Then came my annual sojourn to the fairgrounds for the Home and Garden show, where I got some ideas for my Spring honey-do list. A week later came the Spring Dog Show and the Syracuse Motorama.

The MG Club was well-represented at the Motorama with a beautiful '71 MGB, a '60 MGA, and a '59 Austin Healey 3000. Thanks to Terry and Rick, Bob Carbone, Pete Sanborn, and Bob Shanahan for making our display possible! We even had Bob's nice red MG-TD for a while, but it was escorted out of the building for marking its territory with petrol (it's a British car thing). It was nice to see folks oohing and ahing over these beautiful cars and it actually got my blood pumping enough to start work on my MGA fenders down in the workshop.

During the week of the car show I was driving back to work from lunch and spotted a neighbor working on a nice yellow TR-6 (yes, a Triumph) in his shop. For years my daughter Heather accused me of having a head that swivels in all directions to spot cars. This day was no

The 2 Seater

April, 2009

Club Members ! Eurocar Update !
Remember this is your show. Please help out with donations for either the goodie bags or door prizes !

exception. I put the binders on and headed for the nearest driveway to turn around. I introduced myself and asked if he was a member of the MG Club. The answer was no, but he was eager to find out what we were all about, so I filled him in. He explained that he just got his TR-6 out of the body shop and the front



wiring was in disarray and nothing was working. Also he had trouble starting the car when it was cold.

The next morning we got to know each other better working on the old TR-6, and by the time we were done, every light worked on the car, and a simple points adjustment got him back on the road to better starting. Now he knows the basics of Lucas electrics maintenance and someday might share this with other potential club members. The moral of the story is that by taking a few minutes of sharing your expertise and promoting the club, we can make our lives richer by making lifelong friends. Please take a few minutes and help your British car neighbor (in the club or otherwise) get their car ready for Spring. You will have a good time in the process and be glad that you did!

Safety Fast,
Dave

MG—Enjoy The Ride!

The 2 Seater

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UPCOMING EVENTS

April -

4/7 - **Monthly Meeting** at 7:00pm,
6:00pm Dinner - Barbagallo's

4/14 - **Eurocar Meeting**, 7pm The Piano & Organ Center

4/18 - **Meet'N'Eat**, 6:30pm Cocktails; 7:00pm Dinner
Fisher Bay Marina Restaurant, Bridgeport

4/22 - **Meet'N'Greet**, 7:00-9:00pm Cobblestone,
Liverpool

24/25 - **Spring Dust Off**, TBA

4/28 - **Board Meeting**, 6:30 pm, Dinner 6:00 pm,
Lock 24, Baldwinsville

*Host/Hostess for Meet'N'Greet, Dave & Marty Winne
for Meet'N'Eat, Rick Kunz & Terri LaVergne*

Any suggestions for activities, please contact:
Sharon Hartman
at 457-6267, or email
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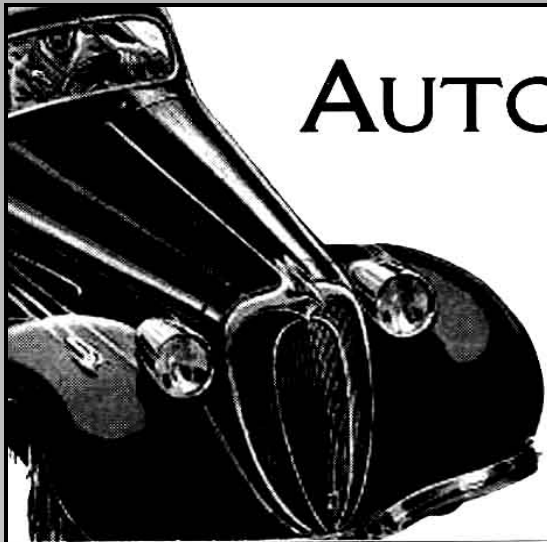
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CAR - TUNES

Submitted by Mike Mastracco

Driving cars, trucks, SUV's etc. is what we do. To me a very important part of the vehicle that I drive is the entertainment system, mainly the radio, tape, CD, I-pod, etc. Several of you have noticed the head phones I wear while driving my TR. A necessity! We all listen to music, we dance, we hum, and some even *think* we sing in harmony to the tune being played. So, here's a list of songs that date from 1951 that I've uncovered. I'm sure I missed a song or two, so feel free to jump in the drivers seat and chime in.

Think back, way back, to some of your most favorable moments that a car song was playing. Were you at the submarine races at Liverpool Parkway or going to one of the many drive-in movie theaters that dotted our countryside. Maybe you were sitting on the bench seat of your parent's sedan at the A&W drive-in waiting for your food, or attending a street dance during the summer. Wherever or whatever the case, there's been a car song or two, or several that we can all relate to.

Just in time for our April "Dust Off Run" here are some songs to get us going for this upcoming top down cruising season. Unbeknown to me there are quite a few car related songs, title, lyrics and such. Consequently I'll be splitting this list into two parts, the 50's and 60's this month, next month the 70's and beyond.

Title	Artist	Year
Rocket 88	Ike Turner	1951
Maybellene	Chuck Berry	1955
C.C. Rider	Chuck Willis	1957
Beep Beep (Little Nash Rambler)	Playmates	1958
Summer Time Blues	Eddie Cochran	1958
Thunder Road	Robert Mitchem	1958
Back In the U.S.A.	Chuck Berry	1959
40 Miles of Bad Road	Duane Eddy	1959
Hit the Road, Jack	Ray Charles	1960
Wheels	String Alongs	1961
Stick Shift	The Duals	1961
The Wanderer	Dion	1962
Ramblin' Rose	Nat King Cole	1962
Detroit City	Bobby Bare	1962
500 Miles	Bobby Bare	1962
Let's Go Trippin'	Dick Dale	1962
409	Beach Boys	1963
Pontiac Blues	Yardbirds with Eric Clapton	1963
Hey Little Cobra	The Ripcords	1963
Little Deuce Coupe	Beach Boys	1963
Six Days on the Road	Dave Dudley	1963
Dead Man's Curve	Jan and Dean	1964
Little GTO	Ronny and the Daytonas	1964
Fun Fun Fun	The Beach Boys	1964
Little Honda	The Hondells	1964
King of the Road	Roger Miller	1965
Mustang Sally	Wilson Pickett	1965
America	Simon and Garfunkel	1968
Born To Be Wild	Steppenwolf	1968
On the Road Again	Canned Heat	1968
I Can See for Miles	The Who	1968
Crossroads	Cream	1969

Next month I'll finish up with the tunes from the 70's and 80's.

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Walking Through Wires

By Rick Kunz

The International Automotive Showcase is now history and spring has now arrived. We had a great team, a great display and great time. Bob the Piano-Man Carbone, Bob the TD Guy Shanahan and the Lovely and Talented Terri LaVergne worked hard to get their cars out of storage, other than Bob Shanahan whose car was never in storage, and get it to the State Fair Grounds.

And then there was the Piano-Man himself, Bob Carbone. Now if you remember, Bob started this last year with his TD, and since he got me to commit to being in the show with Terri's car this year, he confidently sold the TD and then quietly slipped it off to me, and I walked smack into it as usual. Initially my idea was to have Terri's "B" an Original Owner "MGB", Paul Andrews' award winning restored "A" or his Hot Rod "A", whichever one he wanted to bring, and Bob Shanahan's daily driven "TD" to show the diversity of our club and our cars.

Last year the show was the 1st weekend in April, so everyone checked their schedules and was good to go! I even had a friend with a roll back standing by in case of bad weather. I had it all figured out. NOT! Well the best laid plans of mice and men, Paul and Loie had already planned to be out of town on vacation that weekend, so I lost my "A" for the display. Then I remembered Bob the Piano-Man Carbone, my friend who got me into this in the first place. Yep, you guessed it his "A" was my plan "B". With this handled, I was trying to get a couple of little things done on the "Little White Car" before the show when all heck broke loose at work and I just couldn't sneak out and take care of the important things in life, like the "Little White Car" and the Little Blond Girl, not to mention the boat and motorcycles, but mostly the Little Blond Girl.

Two days before the show, I got a call from Bob Carbone just as I was pulling out to go to work on the little white car, that his car was not leaking just **Oil**, but **Gas** and **Coolant** also. I thought leaks were good in MG's? I diverted to Cicero, met up with Bob, and we made a plan for the next day to meet and fix his car. While just down the block, Bob Shanahan, while trying to get a bathroom and kitchen done so his son could move into their new house, had a soft plug escape from his trusty TD while getting its' new inspection sticker. Undaunted, the intrepid Bob Shanahan said don't worry he would be there! And he was.

Now you may think we got-r-done, but Oh No! The fun was just starting. I got there around 3:30pm on Friday, pulled the Little White Car into its' position and waited for our next exhibitor. What I got was a phone call from Bob Carbone, his car was a little warm so he stopped to

top off the cooling system. But he soldiered on to arrive second and for a minute I thought it is almost over. Then Bob Shanahan rumbled through the door, his daily driver looking like a daily driver, but with that little dash of "Cool" that makes you want to smile. Then it happened, we caught the faint odor of petrol, no not gas from American Cars. It was defiantly petrol leaking from a British Vehicle!!!

Our plan included going to dinner with Pete and Sue Sanborn after we got the display set up so they arrived around 5:00 pm to meet us. Bob took the TD home to try to make temporary repairs to get it through the weekend. I hinted to Peter that we might need to call that Austin Healey, because you know the Volvo in not done, into emergency show service.

The following morning I drove over to Bob's and checked on his progress, it was not good. The leak was worse, and showed no sign of letting up till the tank was dry. I got a hold of Pete at about 9:30 and told him he was up and the show opened to the public at 11:00 and had to be here no later than 10:45. With the cars still on blocks from its winter nap and the sun shining the Sanborn's rose to the challenge and at 10:45 rolled down the narrow isle, revving the engine announcing he had arrived!

OK! We were all rewarded for our participation with a **1st place** for the "Little White Car" and Sanborn's "Big Bad Healey" while the Piano-Man Bob Carbone, disguised as the master builder Paul Andrews didn't fool anyone and took a 2nd place.

On Sunday at 5:00 PM the show was over. We drove out into the worst rain of the weekend, knowing we represented our corner of the car culture with pride and teamwork.

Thank you Bob Carbone, Bob Shanahan and especially Peter and Sue Sanborn for stepping in on short notice and fulfilling our commitment for three cars.

(Oh Yeah! Everyone had to walk through the wires that weekend)



INTERNATIONAL AUTO SHOWCASE

Service With A Smile

By Richard D. Jeffers



In the fall of 1968, I left my MG B at the dealer, in Syracuse, for a major scheduled servicing in preparation for driving to my new Air Force assignment in Maryland. When I went to pick up the car, I was informed that the servicing had not been performed because the car needed a valve job. This diagnosis made me a little suspicious, as the car had been running well, and I requested that all non-engine-related service items be completed. To my amazement, the service manager proclaimed that no service procedures would yield good results until the valve job had been done. I was irritated that they would think me so ignorant as to believe that routine tasks, such as brake and headlight adjustments, would be affected by the condition of the valves and demanded my keys. As I slid behind the wheel, I noted that many people were looking out of the windows in the service bay doors with big smiles on their faces.

I fired up the engine, which ran very roughly, apparently on three cylinders, and quickly switched off. Popping the bonnet, I checked for loose plug wires then noticed faint rings in the oil film around the two hold-down bolts on the valve cover, indicating the recent application of a socket wrench. I was forced to drive the car slowly home, since I had no tools with me, before I could determine which valve adjuster had been screwed down tight. With all the valves once again closing, the car purred like a kitten and, two days hence, took me to Maryland without any problem. I drove the car for almost seven more years without ever having to remove the head.

Several months after the above incident, a girl from church told me that she had taken her new 1967 B to the same dealer for its 1,000-mile free servicing and, when going to retrieve it, found the car sitting in the shop with its engine removed. The service manager told her that the clutch had to be replaced and that this was a common problem with women drivers who had trouble dealing with a standard transmission. We had a good laugh over this as the girl was brought up on a farm where she learned to drive on trucks and tractors with clutches.

I also had experienced a problem with this dealer a few years earlier when I purchased an Abarth exhaust system for my TD. This exhaust was of heavy gage material and made a nice sound, rattling the windows of neighbors on our street, but failed early on at the bifurcation between the single tail pipe and dual outlet (bad weld?). I returned the system to the dealer for replacement under warranty. On this occasion, the service manager flashed a wide smile and said that he would order a new system and call me when it came in. I'm still waiting!

Needless to say, I did no further business with this dealer and advised everyone that I could to do likewise. I'm happy to report that the dealer is no longer in business.

Recipe Corner

CORNISH PASTIES

Submitted by Dick Jeffers

(Recipe sent to me by Jean Broad, the wife of Cornishman and MG racer Sid Broad)

Ingredients

- 1 lb. shortcrust pastry (made with 1 lb. of flour)
- 12 oz. potato
- 8 oz. swede (turnip to us)
- 12 oz. onion
- 1 lb. beef skirt
- salt & pepper
- beaten egg to brush

Directions

Roll out pastry and cut into six rounds. Cut and dice potato and swede and mix with finely chopped onion and meat. Season with salt & pepper. Divide filling between pastry rounds, brush edges with beaten egg and lift up opposite sides to meet over filling. Seal well together then flute edges. Brush with beaten egg and cut a small steam vent in the top. Place on a baking tray and leave in a moderate oven (350 F) for approximately 50 minutes until they are golden brown.

Cornish miners used to carry these in their pocket for lunch on the job.



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Top Movie Cars from the Last Forty Years continued.....

No. 2: 1977 Pontiac Trans Am, "Smokey and the Bandit"

Drivetrain: 200-hp, 6.6-liter V-8 with three-speed automatic

Notable Features: T-top, CB radio, runaway bride in the passenger seat

The mission seemed simple enough: Get a truckload of bootleg beer from Texarkana, Texas, to Atlanta while Bo "Bandit" Darville runs interference in his Trans Am. The combination of the comical car chases and Burt Reynolds' mustache sold more than a few black and gold versions of Bandit's car.



No. 1: 1981 DeLorean DMC-12, "Back to the Future"



Drivetrain: 1.21-gigawatt nuclear/electric hybrid with five-speed manual transmission; rear-wheel drive

Notable Features: Gull-wing doors, 16-port twin exhaust boxes, flux capacitor

This was an overwhelming choice for voters, and why not? Doc Brown's smoke-spewing DeLorean achieves time travel at 88 mph thanks to a plutonium-powered nuclear reactor and onboard flux capacitor. By the end of the first movie, it runs solely on trash — and it can fly. That's still futuristic two decades after the movie debuted. Sure, the ignition seems to have some reliability issues, but this car easily won our hearts.

White Lake Adventure

Picture this: Summer is over, fall has begun and now it is time to head for the hills. The White Lake Adventure is scheduled for September 25th to September 27th. For just a mere \$140 (unless the prices have been raised - still trying to get an answer on that) you can spend a weekend with your MG friends at the White Lake Lodge just outside of Old Forge. If you have gone on this weekend adventure before you know what a great time it is. If this will be your first time, it will be the time of your life, filled with laughter, friends, and good times. You can do as little or as much as you want this particular weekend. The lodge comes with a canoe, a paddle-boat, and kayaks for a leisure ride on the lake. Or you can sit on one of the porches and watch the sun rise or set while sipping a cup of tea or coffee if you prefer. If you're up for a little shopping, there is always Old Forge with its quaint little shops and that very unique hardware store. Or maybe you just want to take a leisurely ride through the mountain roads. This weekend can be restful or full of adventure or just a little bit of both depending on what you need or want. Friday night we will be having hot dogs and hamburgers and Saturday night we will be grilling chicken breasts and steaks. Your \$70 deposit is due by the May 5th meeting. Please make the checks out to me - Liz Mastracco. If you wish, you can mail your check to my home at 133 Hosmer Drive, Syracuse, New York, 13209. If you have any questions regarding the White Lake Adventure please give me a call at 315-635-9335. I can promise a weekend you will never forget!



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