



President's Message:

As most of you know, October was election month. I've max-ed out my two-year stint as president, and now it was time for an echelon change. Congratulations are in order to your club's new slate of officers for the upcoming year. Dave Winne will be heading up the pit crew as your new President. Tom Lynch will be his first mechanic as Vice President. Marty Winne will be taking care of our funds and Sue Beck will be keeping notes so all members are up to date about meeting discussions. Congratulations one and all.

Other changes are as follows: Patti Golas will be turning over the Regalia business to Loie Mechetti, and in turn, Loie is handing Patti her membership duties. Jimmy Hearne will continue to be our Master of Web, and Tom Ross has offered to continue to print our newsletter. However, we are currently looking for an editor. Clare has Woods who has mailed out our newsletter for close to eight years turned that duty over to Diane Galster. Clare also wrote our member communication column which now Lynn Moyer has offered to take over. Sharon Hartman has graciously offered to be our chairwoman of activities. We have an awesome duo of Debbie Larkin and Patti Golas to coordinate our EUROCAR event for next year. We can't forget our recipe column which Sue Sanborn compiles. Good luck to everyone and enjoy all your positions.



Just as a reminder, any member who wishes to advertise an item in our newsletter, send the information by letter or e-mail to Tom Ross. As mentioned above, we have a recipe column. Send any recipes you would like to share to Sue Sanborn. If you are looking for a specific recipe, send that request to Sue so she can include that in our newsletter as well. As events happen in our busy lives, remember that we are all one big family - feel free to share those events, be it a new grandchild, new old car, job promotion, moving into a new house or any other item(s) of interest. Send these to Lynn Moyer.

It may be November and we may put our cars to sleep for a few months; however that does not mean your club is put to sleep. We have upcoming activities planned and are always looking for more suggestions. One last thought for the month: *One without a sense of humor may lack sense at all.*

Enjoy your ride.
Mike

MG—Enjoy The Ride!



The 2 Seater

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Eurocar 2008:
Deb Larkin/
Patty Golas
Membership: Loie Mechetti
598-9187
Webmaster: Jimmy Hearne
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UPCOMING EVENTS

November -

11/4- Sunday Brunch—Jay & Barb Levy—635-1103

11/6- General Membership Meeting at Barbagallo's
6:00—eat; 7:00— meeting.

11/7- Tech session—"Putting Your Baby to Bed"
2:00 pm— Paul & Loie—598-9187.

11/17- Wine, Cheese 'n Desserts
Lynn & Janet Moyer—593-1747

11/25 - Ladies' Day at The Creekside—Sharon Hartman
Boys' Day Off—Howie Lapidis

11/27- Board Meeting

December -

12/4 - General Membership Meeting at Barbagallo's
6:00—eat; 7:00 meeting & **Annual Gift Exchange**

Check the club web site for other events and updates

www.mgcarclub.com/cny

Disclaimer -

The Club, its officers, the editors, and the author of any piece disclaim any responsibility for damage, injury, or loss connected with use of any technical information provided in the newsletter. Repairs/maintenance/technical tricks/procedures described herein should not be attempted without the proper tools and equipment and should never be attempted by anyone not experienced in the techniques involved

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“Run Before Sleep”

By
Rick Kunz

The weather had turned to autumn but the colors were still a week or so away as we cruised the Seaway Trail to the Tibbetts Point Lighthouse—the first stop on our “Run Before Sleep” 2007 edition. John and Patti Golas met us at the Central Square pick up point, and we zipped on up to Stewarts at the corner of 3 and 104 in Mexico to meet the rest of our runners. We had 20 people in 11 cars show up, which was pretty cool for the first time Terri, and I have ever sponsored a run. Terri made up little Trick or Treat bags for everyone (even I got one) and passed them out for road snacks. She did try to figure out how to put ice cream in them but just couldn’t figure it out - sorry, John.

We got on the road about 9:30 and headed for the Seaway Trail where we found the every sports car owner’s worst nightmare: sightseers towing a travel trailer 10 MPH below the speed limit! We persevered and after five miles or so he pulled off at a roadside attraction; we picked up the pace and were off again on our journey.

We arrived at Tibbetts Point, and even though the light was under renovation, we got a tour of the fog signal building and got a little history of the life of lighthouse keeper. The keeper’s quarters are now occupied by Hostile International. The sights were magnificent.

Then we were off to Clayton for lunch and a guided tour of the Antique Boat Museum. Our tour guide went a little fast for some of us, but I guess if you had been doing it all summer, you would go a little fast, too. However, all seemed to have a great time.

Our trip continued back through the farmlands of Jefferson County through Adams Center, then down Route 11 to our final stop: the Gristmill in Parish off Route 69.

All and all it was a pretty nice day riding around the countryside in some pretty nice weather with some pretty nice people in pretty nice cars.

Terri and I would like to thank all again who came along as it was all of you who made the day special.



A Car Story -

By Rick Kunz

It was the 21st of December in 1970 in Abington, Cambridge, UK. Christmas was just around the corner when the frame of a little car started down the line. Would it be a famous racecar or a forgotten rusted out relic? Would it be a loved and pampered member of a caring family, or just another car for some kid to take off to school and abuse? Or would it be something special to someone; could a little car effect a person or a group of people?

This little car would be special, body number 307002. It had a soft Glacier White Skin with Black interior. It was a simple little car with just radial tires, wire wheels, a heater, cigar lighter, and a tonneau cover - not even a radio or overdrive. While the little car set there over its first holiday, it waited patiently for to see what was in store for it.

It didn't have long to wait. On the 4th Day of January in 1971, it was on its way to the United States of America! It had heard many stories about the colonies, some good, some bad, so it was a bit concerned. It heard about the big Muscle Cars - Corvettes and Cobras - and thought it would most likely end up with an old maid school teacher, spinster or some dull boring accountant type [*I object—Ed.*] and live a life in near obscurity, neglected and unloved.

When it arrived in the USA it found out it was destined for a place called Syracuse, where the winters are long and the snow is deep. The little car really thought it was over then. Rust, all it saw was rust, all over the place - was this its future? The little car thought it was doomed.

There was a little blond girl who really idolized her big brother. Whatever her brother did, she wanted to do. Whatever her brother drove, she wanted to drive. At one time in his youth, he had an MGB. His little sister loved to ride in it and said some day she would have one of her own.

One day in April of 1971, the little blond girl stopped at Bill Rapp, the local British Car dealer not too far from her house, and saw a little white MGB. It was fancy, had a stereo and overdrive, and all kinds of goodies, but alas it was more than she could afford. What was needed was to find her a simple little car with no radio or overdrive, just a pure simple little sports car, born in England and deserving of a good home with a caring owner.

When they told they her about the Glacier White MGB and that she could afford it; the Little Blond Girl started a journey that has lasted over 36 years.

The little car was unsure about it's new owner and the little blond girl could kind of since that. As soon as she could she started lavishing the little car with gifts of love. A radio which she installed herself with love and care. Then she put in a real wooden dashboard and a fancy console. Fog Lights and grill badges. But the little car still needed something.

Then it came to her, the color, it just wasn't white enough, it wasn't bright enough, and wasn't happy enough, it just didn't make the little car stand out in the crowd. So she started looking for a color to make the little car stand out, but she liked white. Then a big white Corvette rumbled down the road, making everyone look and she knew that was the color for the little car. She treated the little car to a fresh coat of Corvette White paint and topped it off with a set of chrome plated wire wheels and the little car was finally happy and comfortable with it's new home and new look - it felt special.

They drove down the road together, the little blond with her curly blond locks flowing in the wind and the little car saying look at me. I am so classy and so happy with my new owner. And the little car gave that special feeling back to its newest best friend.

Around 2002 the little car wasn't feeling well. It had it' own garage and was never left out in the weather. It only saw the summer sun and led a pampered life, but it just had little problems.

The little blond girl had some problems also, she didn't work for a few years and her mom was not well, so the little car was in the back of the garage, not forgotten, it just had to wait.

One day the little blond girl met a fireman. He was a kind of car guy, mechanic, car lover type. They dated for a while, and, as he learned the story of the little car, decided to help it out of it' predicament and at the same time bring a little joy to both the little blond girl and the little white car.

He spent a day moving things in the garage, pushing the sleeping car out and doing a little work to wake it up. The car responded by waking up from its long sleep and bringing a smile to the little blond girl she hadn't had in quite a while.

Now it was time for another chapter in all their lives; the little car, the little blond and the fireman were looking to experience what life had to offer. They wanted to meet people, make friends, and share their love for life. The fireman suggested they find a club so they could meet people with the same interests and desires.

This is by no means the end of the journey, but the beginning of a new a new chapter in the life of a Car, a Girl, and a Fireman and their new friends in the MG Car Club of Central New York.

Let the journey continue!

Announcement from ITSY

(This is unedited. Sometimes ITSY gets very wordy and I have to modify the text, but this is verbatim...)

"Be it known to all who gather here today (and also to all members of the MG club of CNY) that **SHARON HARTMAN** is a certified MG driver.

This certification is by my own authority and qualification as a true MG (model B). Sharon was my driver, without incident or discomfort to me, on multiple occasions during the Ladies weekend trip to Wellsboro, Pa in July 2007. I have affixed my true mark (tire tread) to this official document, and had ITSY's MOM cosign it (she was the passenger during our adventure)."

ITSY couldn't be here tonight, and asked me, ITSY's MOM, to present the certificate to Sharon.

PS: We also appreciate the help from Joanne Caslake in the preparation of this certificate.



[Who says you can't teach an Old Dog new tricks? - Ed.]



That's a pretty weird French Maid costume Patty is wearing.....

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Most of the above items can be viewed on our club web site in the shopping mall and can be purchased at a membership meeting or call Pat Golas @315-687-3849 to order or E-mail Patty at jmpcgolas@verizon.net. Happy Shopping

Tiger in Your Tank

—by Tom Larkin

This story starts with a problem with my everyday driver – our Astro van. I had the fuel pump fail and needed to replace it. I proceeded to pull it into the shop and take it apart. If you have ever done a major restoration on a rust bucket, then you know what it's like working on a car that lives in New York State. Nothing comes off easily. Everything is rusted solid, except what should be solid. Of course, that is rusted through and falls apart in your hand. After a lot of work, I was able to get the gas tank out. Oh yeah, I forgot to mention the fuel pump is inside the gas tank on newer cars, in case you didn't know that. Anyway, back to where I was. I have the tank out and everything is junk... off to the auto parts store. I pick up a new fuel pump, sending unit and enough fuel line to redo the Alaskan pipeline. Throw in clamps, stainless steel wire and plastic ties and I have spent enough money to break the bank. The last thing I need is a new gas tank, but here I feel really lucky. I have a real good looking used gas tank in our old parts van. The tank is out and sitting inside the van - almost ready to be put in. Its sending unit needs to be changed because it is no good and there's a rag stuck in the filler neck.

With a few minutes work, the tank is ready to go in the running van. In all, I have a day's worth of work and way less money spent than buying a new van. I feel good about the repairs. I put fuel in the tank and everything works. No leaks. Life is good! After about a week of "Life is Good", the van starts acting up. All the symptoms acted like it was fuel related. I put a couple cans of fuel cleaner/dry gas into the tank. That took care of it for a few weeks. But then it came back. This time the cleaner did not work. What now was happening was that when it started running poorly, you could turn off the ignition and restart the van and all would be OK. Just great, until the next time it started acting up. This has now been going on for weeks. In this time I am chasing the symptoms trying to come up with a cure. Nothing is fixing the problem, and now the check engine light came on and went off. Time to have someone else try to fix it.

He has it for a couple of days and cannot come up with a definite cause. He tells me after going over the van that nothing stands out as the problem. The problem to him points to either a fuel issue or maybe a plugged catalytic converter. Only problem with the fuel issue is that his gauges showed no pressure problems and he could not check the converter. So my next stop was Cole Muffler to check out the converter. Converter checked out OK. Now what?

When I bought the new fuel pump, I bought one with a lifetime warranty. Everything was just redone. So I figure, what the heck, pull the tank (yeah that's so much fun anyway) and replace the pump. Hopefully that will take care of my problem. I get the tank all out and I'm just starting to pull the pump out, when my brother stops by with a, "What's that yer doing?"

I give him the low down as I pull the pump. As I take the pump off the sending unit, the filtering screen comes off the end of the pump. This exposes the end of the pump where the fuel is picked up out of the tank. My bother asks, "What's that in the end of it?" I take a look. It looks like some fiber packaging stuff got caught between the screen and the pump. So we discuss how this would definitely give me all the problems I was having. It would allow fuel pressure but restrict volume. It could also act like a valve and let fuel flow one minute and cut it off the next. Then I hear my brother ask, "what's that in the tank?" I take a look and my first guess is, I think it looks like a ball of packing material. I think to myself, "Hey, we just found where the stuff that got caught in the filter came from!" I grab my long wire claw so that I can pull it out of the tank.

Well it was not packing material and this is where the moral of the story comes from. It's OK to have a tiger in your tank like the old Esso ads used to say, but a mouse in your tank is not good. Especially one that has had all the hair removed (ever seen a hairless mouse?) so that it can ball up in your fuel pump. When I last saw my brother, he was walking down my driveway laughing so hard, I was not sure if he was going to be able to drive home.

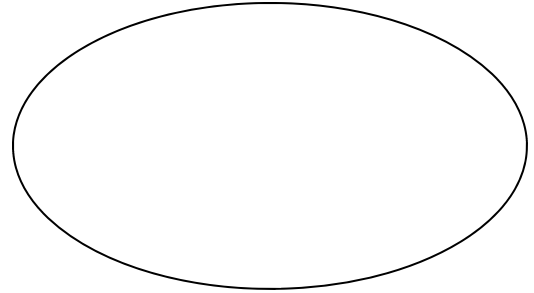
November Birthdays -

- 11/4 Berneice Dain
- 11/6 Judy Stein
Amy Taylor
Rick Woods
- 11/8 Cathy Fehlman
- 11/11 Amanda Carbone
Glenn Markham
Wendy Morris
- 11/16 Clare Woods
- 11/18 John Tygert
- 11/20 Chuck Bliss
- 11/24 David Arnsby
Gary Dorian
John Wojakowski
- 11/25 Paula Daley
- 11/28 Tom Taylor
- 11/29 John Sutherland

HAPPY BIRTHDAY TO ALL!!!!
&
HAPPY THANKSGIVING, TOO



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Member Profile—Dick & Judy Jeffers

by Dick Jeffers

My father took me to an auto race when I was ten years old (1952), and I was hooked for life. A short time later, I purchased my first issue of Road & Track magazine and became a sports car junkie. As soon as I had earned my driver's license, I bought a black MG TD, which I drove to college and to my first job as assistant manager of a funeral home (I was a real life Carson Flegley). I purchased a new 1964 MGB when my salary had reached the affluent level of \$80 a week (enjoyed this car for 10 years).

One Sunday my eyes fell on Judy in the choir loft at church. I could not resist the charms of a beautiful dental assistant with a 1966 Mustang. We were married, in 1969, after I had enlisted in the Air Force to avoid an all expense paid trip to Southeast Asia that was being planned by the local draft board. I was sent to Syracuse University for a year to study Russian and spent the rest of my tour of duty as a special research analyst at the National Security Agency. We set up housekeeping in the Washington DC suburbs; an area only slightly less dangerous than Vietnam.

Returning from the service, I used the GI Bill to get more education and went to work as an engineer at Carrier Corp. while Judy went back to assisting Dr. Sweet, the dentist. We then entered our "Italian era," adding a 1972 Alfa Romeo Berlina as a daily driver and a 1967 Ferrari 330 for fun. Our daughter, Jillian, was born in 1978, which prompted us to sell the Mustang and purchase a boring, but practical, four-door Oldsmobile. In 1994, I rescued a 1976 Triumph TR6 from a field in Tennessee, and began a restoration project that still is in progress today.

As the 21st Century dawned, we noted that I had been at Carrier for 28 years and Judy had spent over 40 years in a dental office. That's a lot of 6 A.M. wake-ups so we decided to retire. I bought a new Porsche Boxster as a retirement present to myself. Today, we enjoy our granddaughters (Haley, Kayla & Mara), driving our cars, traveling, and participating in car club activities (MG Club, Porsche Club, Stone Bridge Drivers and Goodwood Road racing Club).


Considering all of the above, we realize that the highlight of our lives has not been the cars or the experiences but the people with whom we have been privileged to share them.

TECH SESSION ANNOUNCEMENT

Plan on November 11th , a Saturday, to join us at our place for a session on "Putting Your Baby to Bed". We'll start at 2:00 in the afternoon with the techies out in the shop for whatever they are doing and the non-techies in the house to do whatever we are doing. Actually I am willing to do another watercolor lesson. I have one all planned that is simple but gets great results. No drawing required. Every time we do a lesson we have fun. No stressing allowed. It's really exciting to see you guys go home with something nice even if you don't ever pick up a brush again! For food (never forget the food!) I will do a one pot something---maybe mac and cheese---for after we are done teching and painting. Give us a call if you are coming, especially the non-techies so I know how many painting set-ups to prepare. No, I don't think you will need your snowshoes yet. Loie and Paul 598-9187

After White Lake

It was another great retreat at White Lake Lodges! 36 of us used all three big buildings and the Ice House. Friday night we invaded Buffalo Head for a fine dinner. Saturday, some went to the new natural history museum in Tupper Lake. Some went to Raquette Lake for the boat tour of the lake. Some shopped and some patrolled the roads. Then Saturday evening, Carol & Vic again organized a great barbeque with Vic in charge of the barbequing and lots of great dishes created by members. Afterwards, we enjoyed the campfire without ponchos and umbrellas. I want to thank everybody for all the helping hands cooking breakfasts, cleaning up, carrying stuff around and lots of other stuff. Thank you. Marty, for being up at the crack of dawn and getting the breakfasts rolling. What a great bunch of people! Good friends. good conversation, lots of laughter, great food---That's what I call heaven! Thank you again to everyone for your help. Loie




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