



European Motor Club *of Central New York*

The 2 Seater

November 2023

The European Motor Club of CNY Connection

European Motor Club of CNY PO Box 1666; Cicero, NY 13039

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Club Officers

President: Frank Gordnier
Vice-President: Jim Kenyon
Secretary: Kevin Dix
Treasurer: Neal Johnson

Committee Chairs

Activities: Bill Licker
Membership: Renee Neff
Regalia: Chris Carbone
Webmaster: Jackie Mabie

Message from the President:

Elections for 2024 were held.

Club Officers

President: Jim Kenyon
Vice-President: Rick Kunz
Secretary: Kevin Dix
Treasurer: Neal Johnson

Committee Chairs

Activities: Claudia Dorian
Membership: Renee Neff
Newsletter: Dick Greabell
Regalia: Chris Carbone
Webmaster: Jackie Mabie
Eurocar: Frank Gordnier

Congratulations!

Mark your calendars for our next Eurocar meeting on November 28 @ 6 pm. We will be holding the meeting in Peter Armstrong 's business in the conference room. Until then, hope you all had a wonderful Thanksgiving with your family.

The address is 6850 Fisher Road, East Syracuse, which is just off Manlius Center Road (aka Bridge St). Landmarks - Byrne Dairy Gas Station on corner of Fisher. Building is down Fisher about 100 yards to first building on right - enter through glass doors.

Look forward to seeing you there.

Safe Travels, Frank Gordnier

Mark Your Calendar:

General Club Meetings at Barbagallo's; 6344 E. Molloy Rd., E. Syr. Dinner at 6PM; Meeting starts at 7PM; first Tuesday of each month				Board Meetings Meeting starts at 7PM; All meetings held on Tuesdays			
January	3	July	5 (Wed.)	January	17	July	18
February	7	August	1	February	21	August	15
March	7	September	5	March	21	September	19
April	4	October	3	April	18	October	17
May	2	November	7	May	16	November	21
June	6	December	5	June	20	December	19

General Club meeting (November 7th):

- Activities:
- Attendance: 32 attended
 - Membership: approx 98; EMCC business cards are always available
 - Treasurer: \$5300 on hand; \$730 given to 3 charities; Auditing the books in Nov/Dec
 - Activities:
 - Website: Your site is now live! <https://europeanmotorclub.com/>
 - Member concern: Pam Gordnier has been in the hospital. Please keep Pam in your thoughts and prayers.
 - Member passing: Craig McNeely was a member of our club for many years. He owned MG's, Austin Healey's, VW's and several more vehicles. He was always at Eurocar each year with a car and ready to help out. Craig's Obituary was in the Syracuse Post Standard.
 - Christmas Party at the Dec Meeting – gift exchange as usual (stealing is permitted). Need unwrapped toys for Hamilton Christmas Bureau, twin sheet sets for CPS.
 - Daytona is coming in February
 - Garage tours over the winter?

Upcoming Events of Interest

- Euro Car Show (June 16, 2024)

Next meeting is Tuesday, December 5th

Euro Car meeting: meeting held Oct 24

Item	Status	Status
Apple Festival Fairgrounds		
Tents, tables & chairs		
Porta-potties & Dumpster		
"Save the Date" email		
Registration form		
Sponsors		
Food vendors		
Field photography		
Dash plaques & ribbons	Eliminate concours class – replace with choose-to-be-judged	
Charity to support	Need to be selected by January	
Special awards / trophies		
Door prizes		
Flyers		

Assignments:

- EMCC regalia for sale: Chris Carbone
- Field responsibilities: TBD
- Judging: TBD
- Music: TBD
- Publicity/Media coverage: TBD
- Registration: TBD
- Scavenger hunt: Dick Greabell

Sponsorships: Renee Neff

Day of Show:

We need more people to help with Day of Show jobs; if you would like to help the day of the show and haven't signed up yet, please reach out to Frank at 315-256-5592 to hear what help may still be needed
Field preparation and set-up will start the Friday and Saturday before

Frank will keep us updated with meeting dates

EUROCAR ENTRY FORM: to be completed

EUROCAR SPONSORSHIP FORM: to be completed

Cars for Sale:

Parts / Items for Sale:

Please let me know if you have any updates to the items listed in this classified section

If interested in sharing, send me your car's story/history (& photo) so I can highlight it in future newsletters

Please submit any content to you would like to see added to the newsletter to rgreabel@twcny.rr.com; Dick Greabell 315-656-8525

Central New York Cruise Nights:

To be announced

SPOTLIGHT ON A MEMBER'S CAR: 1960 MGA 1600 Roadster

My name is Joe Arcuri. I just recently purchased a 1960 MGA 1600 Roadster. The body looks pretty decent in a photo (see below), but when you look close up you can see some surface rust spots and also some paint chips and peeling.

Do you have any recommendations for a body shop (or person who works on the side) that I can reach out to? Thank you! Joe



MECHANIX CORNER: HOW TO DIAGNOSE THAT ERRANT NOISE

Courtesy of "Classic Motorsports"

Tapping or ticking from the top end of the engine
→ Loose valves or other valvetrain issues

Tapping or ticking from the bottom end of engine
→ Main or rod bearing issues

Rushing air sound that increases with engine speed

→ A loose component in the intake tract

Screeching that changes with engine speed

→ Worn or loose drive belts

Pinging under acceleration

→ Ignition timing off and/or not enough high-octane fuel

Engin roaring sound (in a bad way)

→ Exhaust leak

Screaming from the front of engine

→ Worn coolant pump

Ticking from the rear of car

→ Electric fuel pump issues

Bad bearing/rattling sound that goes away when the transmission is in neutral and the clutch pedal is depressed

→ Worn input shaft bearing

Whirring that changes with car speed as well as side-to-side suspension loading

→ Bad wheel bearing

Whirring that changes with car speed

→ Tire issue

Squeaking or groaning over bumps

→ Dry or worn anti-roll bar bushings or suspension bushings

Clanking from underneath over bumps

→ Loose suspension components or worn suspensions bushings

Clanking, hollow sound from underneath over bumps

→ Loose exhaust system

Scraping or ticking sound that changes with car speed

→ Worn brake pads

Screaming from the passenger seat

→ Driving too fast or erratically

DRIVER CORNER: 9 common restoration mistakes—and how to avoid them

Courtesy of "Classic Motorsports"

Restoring a car is a risky proposition.

While TV shows and auction coverage make it look like it's quick, easy, and without risk of financial loss or frustration, that's rarely the case. Most restorations require hundreds to thousands of hours of work, an upside-down amount of money, and a timeframe that can stretch on for years. Sure, they have their highs, like the day of purchase, the day the paint is done, the first start of the engine, and the first drive. But they're also filled with lows, like bad news about unnoticed damage, budget overages, and plain, simple mistakes. The mistakes are probably the worst part.

Buckminster Fuller had it right: If you can learn from mistakes, you'll be smarter. While your own mistakes probably teach you more, learning from other people's usually costs less. Take some time to study these nine common restoration mistakes. Hopefully your restorations will see more highs as a result.

1. Starting With the Wrong Car

Unless you're up for a big, expensive challenge or you're sentimentally attached, the right car is almost always the nicest example you can find. Rust, missing parts, collision damage, or extreme wear and tear make a car cheaper to buy but usually much more expensive to restore. Searching carefully for a good example will speed your restoration and keep your budget intact.

2. Not Driving It First

Most restorations start with a dream—an idealized view of what the final product will be. The problem is that most restorations, no matter how well executed, are still just old cars when they're done.

Compared to modern cars, most old cars don't run as well, stop as well, handle as well, or have the amenities we've grown to love. Try to drive your car, or at least a similar example, before diving into the restoration. Find out if you don't fit, it's too hot, it's too slow, or the smells get to you. Some of these things can be dealt with during the restoration, and you can budget time and money accordingly. Others may have you consider a different type of car. Either way, waiting until it's over to find out you don't like your car is a mistake you don't want to make.

3. Rebuilding the Engine Too Early

Our rule is simple: Don't rebuild the engine until it's time to put it back in. We've seen too many engines rebuilt early in the restoration only to sit and degrade in a dusty corner of the shop. Not only that, but an engine rebuild sucks a lot of money out of the budget.

If that money gets spent early, it sometimes means cost-cutting in important areas, like paint and body. You can always paint a used engine, put it back in, and pull it for a rebuild later. Try redoing the budget bodywork because you spent too much too early on your engine.

4. Skimping on Metalwork and Paint

We just dropped a hint about this one. You can redo just about any mechanical job with a little time and a little cash, but redoing substandard bodywork is pretty much like starting over.

Bodywork is usually the most expensive part of the restoration, and too many people try to keep down costs by cutting corners. It's a false economy—the only way to save on bodywork and paint is to start with a solid car and make sure the work is done properly. If you're not doing the work yourself, see our next point.

5. Not Checking References

Whether you're trusting a full restoration to a shop or just subbing out a few things, it's essential that you check references. Note the plural, as one reference is not enough.

There are three things to ask past customers: Did the shop perform quality work? Was it on budget? Was it on time?

If it wasn't quality work, walk away. If it wasn't on time or on budget, that may be okay—quality costs time and money, after all—but you'll want to plan for these curveballs.

The most important references are for the metalwork and paint. In these cases, you should not only talk to past customers, but attempt to see their cars. A little due diligence goes a long way here.

6. Buying Parts Too Early

This is a corollary to our engine advice. Too many people stock up on thousands of dollars' worth of parts well before they need them.

These parts then get damaged in storage, go missing, turn out to be the wrong ones, or once again suck important funds from the budget at the wrong time. We'll let you in on a secret: Yes, there may be a sale, but there will probably be a sale next year, too. Buy your parts just in time and in appropriate bundles to save on shipping and keep the project moving. But don't buy parts you aren't ready to use.

7. Forgetting Why You Started

Without goals, restorations fail. Hopefully, your first goal is to have fun. Beyond that, you may want to get awards, go for great drives, say you did it yourself, or meet like-minded people.

But if you forget your goals and get too hung up on schedules, budgets, problems or other distractions, your restoration will risk major failure. Keep those goals at the forefront of your mind, and adjust things quickly when you stray. (And you will stray!)

8. Skipping the Sorting Stage

We believe that most cars billed as “restored” are really about 50 to 100 hours from finished. Sure, they look nice and drive pretty well, but are they sorted?

A good restoration ends with a lot of test-driving and list making. The lists will note rattles, things that don’t feel right, parts that don’t fit correctly, and cosmetics that need attention. They may even include a big job, like removing the drivetrain to fix something. You may be out of money or sick of working on your car, but sorting makes a decent restoration into a great restoration—and can save you from a bad restoration

9. Not Admitting Mistakes

This is it, the big one: If you’ve made mistakes in your restoration, admit them, learn from them, fix them, and move back to your goals. Don’t get hung up on why you made the mistake. Get hung up on how to get back on track with the lesson you learned. You’ll be wiser and happier for it.

PS: Happy Thanksgiving

