



THE OIL SPOT

The official publication of the British Car Club of Western New York



Officers of the British Car Club of Western New York

President

Patrick Mullins

716-725-7962

pmullins21@roadrunner.com

VPs Programming

Cass Culotta

716-545-0275 | cdculotta@gmail.com

Todd Schupbach

716-435-4279

toddschupbach@gmail.com

VP Membership

Robin and Dennis Illig

716-531-5589 | 716-799-2146

drillig@roadrunner.com

Secretary

Position open

Historian

Position open

Treasurer

Paula Barbari

Bcc.treasurer@aol.com

VP Regalia

Rick Magro

716-909-3536

Web Master

Dave Dill

866-5466 | redfire74@aol.com

Technical Session Coordinator

Randall N. McPhee

RNM356@aol.com

Newsletter

Linda Kula

716-809-0210 | lmkula1@gmail.com

Sunshine

Debbie Leible

716-625-9201 |

jleible@roadrunner.com (Please notify Debbie for get well wishes or matters of condolence.)

President's Message

Happy Spring fellow LBC enthusiasts! Hopefully the rain has washed all of the salt away and the temperatures will be a bit more conducive to getting out and about in our cars. We had our first meeting in the new location, Lamm Legion Post 622, in March and while turnout was a bit light, which I expected, it was a good start. Hopefully we'll start seeing more folks on a monthly basis as the weather warms.

After our March meeting, I spoke with the Legion's treasurer and was told that the charge to use the facility for our car show would be \$350, which I thought was quite reasonable. The other advantage was that they'd coordinate the food, beverages, and staffing so we would just have to focus on running the show. That seemed to be quite a positive option, at least to my ears. Also, most of the weekends were pretty wide open in June and July.

The Clutch Artist's car club also has their show at that legion, and I know a few people involved in that club. I thought I'd reach out and get some intel for us! Stay tuned!

We can discuss all of this at our next monthly meeting on Wednesday, April 17 at 7:00 pm. -- George F. Lamm Post 622, 962 Wherle Drive

Happy motoring in 2024!

Pat Mullins

Event Calendar

The following is a tentative calendar of planned and proposed events for 2024. If you would like to add an activity or know of a speaker you would like to have at one of our meetings please call Cass Culotta at 716-545-0275 or Todd Schupbach at 716-435-4279.

April 14 - Cars & Coffee at the Rails, Dunkirk, 9-11 am, weather permitting

April 17 - Regular Meeting - 7:00 pm, George F. Lamm Post 622,

962 Wehrle Drive, Williamsville *NOTE: Dinner not available.*

April 21 - Cars & Coffee, Wimbeldon Lanes, West Seneca, 9am - 1 pm

April 21 - Ancaster British Car Flea Market, Ancaster Ontario, 9 am - 2:30 pm

May 10 - 11 - Carlisle Import & Performance Nationals, Carlisle, PA



Continued on page 3

Contents

Page 1: President's Message, Officers' Information, Event Calendar

Page 2: Meeting Minutes

Page 3: Event Calendar and Minutes continued

Page 4 - 5: Epic Firsts

Page 6: Fool Me Once..., Performance Driver Education Day, Oil Spot Info

Page 7: BCC Social Media Information



In Memoriam

It is with much sadness that we note the passing of BCC member, Don R. Critoph on March 12, 2024. Don was a veteran of the US Navy and worked as a Mechanical Engineer. He is survived by his wife and our friend, Barbara Critoph and many loving family members.

Don will be remembered by BCC members for enjoying sailing, spirited conversation, sharing stories of his family, and updating us on the restoration of his 1967 Jaguar XKE Roadster.

We will miss you, Don. Rest in Peace.

Meeting Minutes

Submitted by Linda Kula

British Car Club of WNY Meeting Minutes

Date: March 20, 2024

Location: American Legion,
George F. Lamm Post

Opening

- Meeting called to order at 7:13 pm by President Patrick Mullins.
- 11 members in attendance.
- Patrick informed us that Barb Critoph called him to let us know Don passed away. There is no information as to a service for Don.
- John Leible requested we let Deb know when a life changing event occurs concerning club members so she can send appropriate correspondence from the BCC. (Deb is under "Sunshine" in the club officers list on page 1.)
- Patrick reminded us the club still has Officer positions open that need filling - that of secretary in particular. Question arose as to whether there was ever a "VP" position.
- Motion made to accept the minutes from 02-20-24 as they appeared in the March *Oil Spot*, seconded and passed.

Treasurer's Report - Paula Barbari - absent

Membership – Robin & Dennis Illig

We have 59 members and 49 co-members with 10 people still outstanding on dues.

Programs – Cass Culotta and Todd Schupbach - both absent

Regalia - Rick Magro
Rick brought in BCC related items for sale. The club was reminded that Rick is in charge of obtaining name tags.

Web Master – Dave Dill
The website is up and running. On average we get 40 hits per month. There is a headline banner at the top. If there is a big change or necessary information, let Dave know and he can put it in the banner. He said a lot of our Canadian friends look at the website to see if there are events happening. It was suggested he put our new meeting information in there, along with a corresponding map.

Newsletter – Linda Kula
The "five questions" feature is going well. Members are sending in wonderful stories about their experiences for the newsletter.

Historian – Position remains open. Members inquired as to what the position entailed. It was thought there was a box of club

related items (?) that the last Historian had but no one knows where it is. It was decided the position would be retired for now.

Technical Session Coordinator – Randy McPhee - No news

Old Business

- **NAMGBR Insurance** - It was discussed that the North American MGB Register should be updated with BCC Members at this point.
 - Robin Illig clarified that members pay for this individually.
 - John Leible said Jeremy Holtzworth is the contact and will send Patrick the link.
- **Meet Up** - Sue Magro asked about the status of our Meet Up page.
 - Our subscription has expired and, since not many members use it, it won't be renewed.

Continued on page 3



The only MEMBER-RUN organization for MGB, MGC, Midget, 1100/1300 and Post Abingdon Car owners.

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North American MGB Register

PO BOX 876 • Downers Grove, IL 62897-0876
Toll-free phone: 800-NAMGBR-1
www.namgbr.org

Events Calendar *(Continued from page 1)*

May 15 - Regular Meeting - 7:00 pm

May 19 - Buffalo Cars & Coffee, Eastern Hills Mall, Williamsville, NY, 9 am - 1 pm ☕

May 29 - Performance Driver Education Day, Watkins Glen, see p. 6

June 19 - Regular Meeting - 7:00 pm

July 15 - Cruisin' at the Wurlitzer - Featuring British Cars

July 17 - Regular Meeting - 7:00 pm

July 29 - Lockport Optimist Club's British and Foreign Car Night Cruise

August 21 - Regular Meeting - 7:00 pm

September 6 - 8 – Watkins Glen Grand Prix Festival and Vintage Races

September 14 - 22 - 6-Pack TRials - See January *Oil Spot*

September 18 - Regular Meeting - 7:00 pm

October 16 - Regular Meeting - 7:00 pm

November 20 - Regular Meeting - 7:00 pm

December 18 - Regular Meeting - 7:00 pm

*Please send in
your events for
the calendar!*

Meeting Minutes *(Continued from page 2)*

Old Business *(Continued)*

• Meet Up *(Continued)*

- John Leible suggested using Google Groups. If members opt into the group, they will receive notification of events other members want you to know about.
- Sue noted that a text message reminder group would be good but it was decided this might be somewhat cumbersome.

• Monthly Meetings

The American Legion seems to be a good place to hold meetings. In addition, there is a large parking lot where we can hold a show. The club needs clarification as to what the charge will be to meet here.

• Car Show

- Now that we have this venue (American Legion), should we try to do a cruise this year instead of a judged show? There's limited time before our traditional date of the second Sunday in June.
- Could do very general judged categories like "Best Paint" and give out gift certificates, wine, or fire extinguishers instead of plaques. Could get food trucks or scout groups to do food.
- Concern as to potential lack of club member participation to run a show.
- Members agreed that the American Legion parking lot is a great place for a show but we should start out small. Patrick will get more information from the Post and we'll pick a date.

Upcoming Events

- May 19 - Eastern Hills Mall Cars & Coffee. We could show up as a group and park together.
- July 15 - Cruisin' at the Wurlitzer - Featuring British Cars
- July 29 - Lockport Optimist Club's British and Foreign Car Night Cruise
- Picnic - Robin will reserve the shelter for the date she was considering.

New Business

• Possible Club Activities

- Garages Tour - Ken Pestka told how the Jag Club came over to his house to pull an engine. He provided beer and pizza. This brought up the suggestion that we do a members' "Garages Tour". Sue & Rick, Patrick, and Randy volunteered to host in April or May. Date will be determined at the next meeting.
- Question arose as to whether Patrick would hold a meeting with club VPs to schedule activities. Also, can some of the BCC account money be used for club activities (as was done with the Ice Cream Runs)?

Meeting was adjourned at 8:17 pm.

The next meeting will be on 04-17-24 at 7:00 pm at the American Legion, George F. Lamm Post 622, 962 Wehrle Drive, Williamsville.

Epic Firsts

We continue our members' stories about their adventures with British cars.

Thank you, Bill and Peter, for sharing these stories with grace and humor!

British Car Experience *Peter Buechi*

My experience with British cars began in 1961 when my parents purchased a 1958 Nash Metropolitan coupe. My father, who was an auto and truck mechanic, bought the Metropolitan to use to commute to his job as a mechanic for Gulf Oil Company. It was his first and last foreign car. As with most British cars driven year-round in WNY, the Nash started to develop a serious case of rust. My parents had the car's bodywork repaired and repainted, so it looked much better on the surface. The Metropolitan was a fun car to drive, but it did not like the cold Buffalo winters, as it was frequently difficult to start when the weather turned cold. It also had brake issues as well as issues with the shift linkage from time to time.

I became much more interested in British cars during my later high school years when a classmate gave me a ride in his father's 1960 Morgan Plus 4. That was an entirely different experience than riding in or driving the Metropolitan. The Morgan's speed and handling were impressive, and increased my interest in British sports cars. My classmate's father also had at different times a Volvo PV544 and a Panhard sedan that I had rides in.

When I started college in the fall of 1963, I used my parent's Metropolitan to commute from Clarence to SUNY at Buffalo, but I really wanted a British sports car of my own. After looking at several cars, including an Austin Healy 100-4, I ended up purchasing a 1958 Triumph TR3A in 1964. The TR had been repainted green, but not a British racing green, after having some collision damage and rust repair completed. It ran well and the top and side curtains were okay as was the interior. I drove the TR for 3 years in all kinds of weather commuting to UB and to summer jobs, including one in the southern tier along the Allegany Reservoir.

I have many memories, both fond and otherwise, from my time with the TR:

- * One day, I came out from an afternoon class at UB to find that someone had stolen the top. It was late November, so the ride home was not too comfortable.
- * Going on dates with my girlfriend, now my wife of 55 years, during the winter months required stuffing towels in the gaps between the side curtains and the doors to keep the snow and cold from coming in. The TR's heater barely managed to keep the windshield clear.
- * Replacing a blown head gasket shortly after purchasing the car. It helped that my father was a mechanic.
- * Starting the TR with its crank when I, a poor college student, couldn't afford to buy a new battery.
- * Covering the rust holes in the floors with aluminum sheet metal to keep the water out.
- * Filling rust holes in the body with Bondo and then repainting the TR in my parent's garage.
- * Going on my first road rally, a South of the Border Rally, which started in Canada and ended up in East Aurora.
- * Driving to Syracuse in the winter to visit my girlfriend and having to stop at every Thruway rest area to clean the windshield and warm up on the way home, even though my legs were wrapped up in a blanket.
- * Taking fun summer drives with the top and side curtains off.

I took the TR off the road in 1967 and purchased a 1964 Corvair Spyder to use as my daily driver. The TR was badly rusted and had blown another head gasket. I parted it out and donated the rest to a scrap yard. Looking back, it probably could have been restored with a lot of time and money, neither of which I had back then. I was hopeful that at some point I would purchase another TR. Well, after marrying in 1968, serving in the Navy, and raising two kids, I purchased a TR7 in 1990 and a Spitfire in 2005, so I can now have even more Triumph adventures!



Email your story to Linda at lmkula1@gmail.com!

Learning British Cars *Bill Leacock*

I started my working life as an Apprentice Fitter in England on about \$5 per week. In order to buy my first motorcycle, I worked in the evenings at local motorcycle repair shop. The day I earned my last payment I was struck on the way home by a car pulling out of a side road and narrowly escaped serious injury; the bike was a write off.

I learned to drive in a Triumph Herald. A work colleague had a 1952 Austin Devon for sale for \$50 so I purchased it. Two weeks later I was away on vacation and was given a ticket for dangerous parking. I did not have my license with me, so I had to go home for it. On the way, I lost control when going round a bend in the rain and smashed into an embankment. Turns out, a truck had spilled diesel fuel on the road so it was slick. Several other cars slid around the bend but they must have had better tires than me. So another write off! The Devon lasted me 3 weeks! In addition, I got a six month driving ban for careless drivin'.

I then purchased a 650 Triumph T110, which I tuned up while I was not allowed on the road. I then put thousands of miles on it, away camping most weekends. A camping friend had a Land Rover, so he could carry more equipment!! After a while, the Land



One of my Land Rovers in the UK, 1977, shortly before I rolled it .

Rover grew on me and ***I thought owning one would help me to slow down and travel a bit more safely.*** I bought my first Land Rover around 1966 and have owned at least one ever since. When I got married, I bought a camper that I towed to Land Rover Off Road events and entered various off road competitions. In order to keep them on the road, I learned how to rebuild axles, transmissions and engines. I was earning more as an Engineer in the Aircraft Industry, so I was able to purchase a second hand Range Rover for my wife Pauline and we toured Europe with the camper for vacations. During these years we made some great friends in the Land Rover Club.

When we moved to the States in 1994, we brought one with us in the shipping container; I should have brought some more spares with us! During my time in the UK, I was contacted by a guy from Canada who was looking for some special parts. After moving to the States we realized he lived not far away in To-

ronto so we connected. He later moved to Port Elgin where he had a share in a small private plane. One day when he was on a flight, he saw a field full of Land Rovers so he landed, negotiated, and bought the lot. His wife was not too happy about this, so I bought a few off him. The 1959 – 88 is a frame and body off one of them, and the engine and transmission from another. I then purchased a 72 Range Rover from Canada and made my 1964 hybrid with a shortened Range Rover frame, Range Rover engine, gearbox and axles and the remaining body parts from my earlier purchase. Basically, I made 2 out of 3 or 4.



Two that I made from two from the field collection and a Range Rover from Canada. The yellow one is a 1971 Range Rover frame, a 1964 Land Rover body and a 1992 3.9 V8. This was my millennium project, finished in 2000. The purple one is a 1959, standard.



Since then I have owned many Land Rovers. Over the last couple of years I have downsized from 7 to 5, three of which are road legal, one that we use at our camp, and the last which is waiting for some work in order to be used at our camp. The Grandchildren are growing, so it won't be long before they want to drive around the estate. I still do all my own mechanical maintenance and repairs. I have to use a crane now to change a



A 109 that I brought from the UK when we moved here in 1995, I sold it a couple of years ago.

transmission since I can no longer lift the 220 pound gearbox. I find the newer Land Rovers with several ECs a bit complicated. I can draw the wiring diagram for my 59 on one sheet of paper, whereas my 98 has hundreds of pages. For reference, should anyone want to borrow some tools, I have Whitworth spanners and sockets, some taps and dies and lots of other tools. One thing that amazes me, 25 years ago I could buy a barn find for \$300; now they ask \$8000 to \$10,000!

Performance Drivers Education Day at Watkins Glen International

Tony Vaccaro wants to let fellow BCC members know that Lotus, Ltd. and the Mercedes-Benz Club of America (MBCA) are proud to announce another exciting **High Performance Driver Education Day** on May 29, 2024! Watkins Glen International, at the southern tip of Lake Seneca in New York, is one of North America's oldest road courses and was home to the U.S. Grand Prix for many years.

The intent of the MBCA's Driver Education program is to teach you the skills to handle your car better. Besides having plain old fun with your car, the techniques you'll learn will make you a safer, more aware driver on the street! **Any marque is welcome if properly equipped.** Tell your friends about this event and have them join us for a wonderful day at Watkins Glen!

Some additional happenings: Tuesday night trailer and car drop off, a get together at the Nickel Pit BBQ on Franklin Street, and the **Performance Driving Experience** for those who want a "taste" of the full Education day.

The cost for this year's MBCA High Performance Driver Education Day is \$495(US) when you register prior to May 1, 2024. After April 30, a \$50 late registration fee will be applied without exception.

Registration is now open at Club Registration Website. If you don't already have clubregistration.net account, it's a simple, free signup on their website.

Please email Tony Vaccaro at tvacc@lotusowners.com for more information or if you have any questions. **Please note: there are certain requirements for being able to run your car at this event such as getting your car professionally inspected for safety and bringing the form with you.** Tony can provide that information!

Fool Me Once... by Jay Lockrow

March's Mystery Car

The mystery car for March is a BNC which stands for Bollack Netter Company. The head engineer was at one time employed by Hispano Suiza. They were built in the 1920s and that is about all I know about them. Look them up on the internet and read all about it! I have never seen one but was able to ID it when I saw the picture.



April's Mystery Car (Courtesy of Cass Culotta)

OK, the April car should not be too much of a mystery. Part of the name should be very familiar but the model designation will be a little more difficult. Some models were built in larger numbers than others and this one had a grand total of four. One model has the same name as the street my daughter lives on so that should help in digging out the name. Good luck!

Jay jaylock7440gmail.com

The **OIL SPOT** is the official newsletter of the **British Car Club of Western New York**.

The purpose of BCC is to foster good will and camaraderie among enthusiasts of British cars, and to exchange ideas and technical expertise attendant to the restoration and preservation of all British marques.

The monthly **OIL SPOT** is sent by e-mail or traditional mail to all BCC members. It includes a calendar of events, articles and photos of general interest provided by the members, and classified ads.

E-mail contributions should be sent by the 25th of each month to Linda at Imkula1@gmail.com. Attach the file, or type information in the body of the e-mail. You can also send articles through the mail to **Linda Kula, 1566 Inwood Avenue, Angola, NY 14006**. Photos should be in JPEG format. Articles are appreciated in MS Word or pdf formats. Classified ads appropriate to this newsletter are free. Ads run for three issues.

For further information or a membership application, visit our website at: www.bcc-wny.com.





British Car Club of Western New York

British Car enthusiasts from the area are invited to join our club for meetings, technical sessions and drives throughout the

See our Facebook page to exchange news, events, information, photos and humor at

<https://www.facebook.com/groups/229699855909145>

For details on our meetings and organization, see our website at

<http://www.bcc-wny.com>



Linda M. Kula
1566 Inwood Avenue
Angola, NY 14006



**Wednesday, April 17, 2024 - Regular Meeting - 7:00 pm at the American Legion,
George F. Lamm Post 622, 962 Wehrle Drive, Williamsville, NY 14221**

Note: Dinner is not available. Bar is open for our patronage!