

Spokes

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*“On tour in Virginia”
Amelia Island or Bust Tour – 2020*

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Website: <https://mgcarclub.com>

Spokes is published monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside of the back cover for a membership form. You may also join via the website. Current and past issues of SPOKES are also available in Adobe PDF format on the website.

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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

Ted Hershey
PO Box 159
Conesus, NY 14435
(585) 727-9000
thershey@frontiernet.net

VICE CHAIRMAN

Robert Welch
489 Maplewood Ln
Webster, NY 14580
(585) 230-3507
rlwvny@gmail.com

SECRETARY

Dan Suter
186 Hillrise Drive
Penfield, NY 14526
(585) 377-1877
dmesuter@rochester.rr.com

TREASURER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9140
leon@mgcarclub.com

ACTIVITIES DIRECTOR

Mike Robinson
2968 Graney Rd
Caledonia, NY 14423
(585) 748-9901
mrobin1057@twc.com

TRUSTEE

Hollis Hames
91 Elmore Rd
Rochester, NY 14618
(585) 271-7754
hdhames@aol.com

TRUSTEE

Al Costich
870 Culver Road
Rochester, NY 14609
(585) 482-2695
alcostich@mgcarclub.com

MEMBERSHIP

Paul Osborne
7379 East Main St
Lima, NY 14485
(585) 255-0531
paul@ece.rochester.edu

HOSPITALITY

Betty Langswager and
Barb Wild
46 Stonington Drive
Pittsford, NY 14534
(585) 385-9956

CARDS AND LETTERS

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
(585) 334-6826

CLUB REGALIA

Joe Bellizia
3 Oak Manor Lane
Pittsford, NY 14534
(585) 749-9263
blitz7711@gmail.com

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065
wagonjack@mgcarclub.com

SPOKES EDITOR

Michael Goodwin
8 Harmony Circle
Rochester, NY 14624
(585) 889-2646
spokes@mgcarclub.com

WEB MASTER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9140
leon@mgcarclub.com

LIBRARIAN

Alan Costich
870 Culver Road
Rochester, NY 14609
(585) 482-2695
alcostich@mgcarclub.com

SUBMISSIONS ARE WELCOME

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 Michael Goodwin, 8 Harmony Circle, Rochester, NY 14624 or deliver by hand at the meeting.

Spokes Staff

Advertising: Al Fink alcycle@hotmail.com (585) 342-0625
Address Changes: Paul Osborne (585) 255-0531
Send Photos for *Spokes* & Web: photos@mgcarclub.com

MEETINGS

Meetings are held the third Thursday of each month, except December, at the American Legion, 360 Middle Rd., Henrietta, NY 14467. Board meetings are normally held in odd-numbered months and are open to all members. Contact the chairman for the date, time and location of the next board meeting and to request your item to be added to the agenda.

Cover Photo:

"On Tour in Virginia" – photo by Cameron Neveu;
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MG's Corner

By Spokes editor, Michael Goodwin

First, let me tell you that because of the COVID-19 pandemic, I've rewritten this column three or four times during the last couple of weeks. I'm sure I'm not alone in having had some swings or progressions in my levels of caution, fear, hope, frustration and anxiety. In a normal year, early April would be the time we shake off those last bits of cabin fever – you know, get outside, see what's sprouting, feel the warm sunshine, take the MG out for its first spin of the year on the salt-free roads!

Of course, things are different this year, and I hope we're all finding ways of shaking off the cabin fever – it's bad enough to have to be socially distant from each other, but to feel like we're stuck indoors with nothing to do? Don't let that happen! In this issue of *Spokes*, you'll find information on the MGCC WNY 2020 Motoring Challenge – a local twist on the Moss Motoring Challenge some of us enjoyed in past years. I'll stop short of officially recommending that you jump on this *right away* as a means to enjoy some fun activity that maintains social distancing. When we can start getting out more, this activity that was put together by Chad D'Angelo (with a bit of help from Lisa D'Angelo and me) will be a fun way to drive our

little cars a bit more, enjoy some local sights, and have a bit of friendly and entertaining competition. Be sure your car is running well so you don't risk needing to call for a tow or other roadside help!

Elsewhere in this issue, we have a nice write-up by Dan Suter about his recent Amelia Island trip, as well as a somewhat recent throwback item from Alan Costich (on his *Road to the Collier Cup*), a lovely article on "CARtoonist and Car Guy" Charles Addams (previously published in the Morgan Club newsletter) by Annabelle Tescione, and a more-distant throwback to the 1952 Grand Island Centennial Grand Prix, contributed by Jay Lockrow and written by the late Bill Close.

Thanks to all the contributors for pitching in during this time when there are no club gatherings or activities to report on. Please enjoy the minutes of the meeting that never happened, and keep in mind that all dates of future activities are tentative.

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not really the Meeting Minutes - MGCC Meeting March 19, 2020

this was in no way submitted by Dan Suter, Secretary

Because of the worldwide COVID-19 pandemic, our March meeting never got underway with a call to order at 7:32 PM by Ted Hershey. There was, in fact no call to order by Ted at any time at all. Vice-Chair Bob Welch was not there to step up for the absent chair. There were, in fact, no members in attendance. Secretary Dan Suter was not present to record the minutes, and so Trustee Hollis Hames would have considered filling that role, but he didn't have a pen or paper with him, and he wasn't there anyway.

A motion was not made, seconded and approved for the February minutes. Mike Goodwin was not present to point out that according to Roberts Rules of Order, approval of minutes is never voted on anyway (but he got to say it here, since someone let him have this soapbox). Mark Doran from the Triumph club was not our guest this evening (but he was last month, and we think he enjoyed himself – maybe he'll come back if we ever get to hold a meeting again). No new members were present. (And, I'll remind you, no *old* members were present either, but the members do seem to all be getting *older*, don't they?)

Treasurer Report: As Leon could not attend, no one gave a brief Treasurer's summary which would have said "We have some money in the bank. I can write checks to reimburse anyone for Club expenses when I get back from Florida. In the meantime, we're on track to be financially okay through the year."

Activities: Mike Robinson wasn't present to share an update nor to give a brief recap of all the recent events that never took place. March would have been a swell month to eat a lot of pancakes at both the Legion (cancelled) and Cartwright's (didn't happen, did it?).

The following upcoming activities might have been announced. (Who really knows? No one was there to hear them.)

April –April's meeting and all activities have been cancelled. (That's a fact, not a joke.)

- **May – Swing into Spring.** Hosted by Dick Powers
 - Sunday May 3rd, 4 PM, Mulconry's Irish Pub
- **May – Hammondsport and Ithaca.** Hosted by Jeff and Susan Kath.
 - Saturday and Sunday May 9th and 10th. Further details pending.
- **June – Summer Kickoff Tour – Tillman's and The Cobblestone Museum.** Hosted by Mike and Maggie Robinson.
 - Sunday June 7th. 9:30AM departure from the Legion, to Albion, NY for breakfast buffet at Tillman's and then on to the Cobblestone Museum.

Membership: Paul Osborne could not attend just the same as everyone else, but he might have reported that we have lots of renewals out of a hundred-and-thirty-or-forty-some-odd members. If you still need to pay your 2020 dues, please send them in! By now, it's getting embarrassingly late, and it's not like you can say you've been too busy to think about paying dues (unless you've been spending a lot of time driving around the county, hopelessly shopping for toilet paper).

Regalia: Joe Bellizia and Mike Robinson will meet from opposite ends of a very long otherwise empty room somewhere to complete the transfer. They've been chatting and emailing. Joe was not present to report that he is working on a deal to get MG octagon logo embossed bottles of hand sanitizer, and toilet paper embroidered with the MGCC WNY emblem. He would have reported that the embroidering adds a little cost.

Spokes: Editor Mike Goodwin was not present. Who knows, he may never be able to come back from California. He can be reached via e-mail. Mike would have thanked all those who submitted for the March issue. Submissions for next month are due on the Thursday following the regular meeting, whether or not the meeting actually is held.

(not really the Meeting Minutes continue on next page)

not really the Meeting Minutes MGCC Meeting March 19, 2020

(continued from previous page)

Watkins Glen: Dave Wild would have said a few things, or maybe not. If he DID say anything, no one was present to hear it anyway, but someone would have asked Dave to please use the microphone.

Librarian: Al Costich was not in attendance to announce that he had no report, but no one expected one anyway.

Website: We have a website and Leon takes care of it. It gets a number of hits, but Leon wasn't at the meeting to tell us all that stuff.

Car Show: Ted Hershey and Mike Robinson are (or perhaps are NOT) working on anything for this year's show.

Old Business: none

New Business: none

Monkey Business: this entire report

Member Projects: These updates were NOT given: Dan Suter is working on something. Dick Powers is restoring another car (how many does he have tucked away, anyway?!) Dick Rzepkowski is repairing his race car after (another!) minor mishap. Leon Zak promised Barb that he'd get back to work on the Volvo soon. Mike Robinson continues to work on his MG TF.

Door prizes: Not surprisingly, though the selection was very fine and expensive, this month's three bottles of wine were among the last items to go, after the 24-pack of *Charmin Ultra* and the six-pack of *Purell* hand sanitizer.

The meeting was closed at 8:04 PM, or might just as well have been.



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Amelia Island or Bust Tour 2020 - in an MGA MKII Coupe

By Dan Suter (photos by Dan Suter unless otherwise credited)

The phone rang one evening in December and it was my friend Jonathan Stein, offering me a chance to co-drive his 1962 dove grey MGA MKII coupe from Gettysburg, PA to Amelia Island, FL as part of a 5-day driving tour. The tour, nearly 1400 miles, would arrive in Amelia Island on the Thursday before the annual concourse show held on March 8. Encompassing great driving roads, surrounded by like-minded enthusiasts, with added tours of private collections, it promised to be a great time.

First a little bit about Jonathan's coupe. He has owned this car for 43 years. He bought it in California in 1976 and drove it cross-country back to his home in NJ. It underwent a full restoration in gorgeous dove grey with a correct red interior. It carries its original 1622 engine, and rides on 48-spoke wire wheels. As a bit of NAMGAR history, it won the Coupe class at GT-11 at Norwich, CT in 1986, and won Premier at GT-13 at Marietta, Ohio in 1988. He has brought it to other GTs in Charlottesville, Morgantown, and

most recently Richmond. It has mellowed as a beautiful older restoration in continued excellent shape. It got a second engine rebuild about 5 years ago, and halleluiah, it got a Hi-Gear 5-speed conversion about 3 years ago.

Over the winter, Jonathan had some maintenance and upgrade work done by Ed Sweeney of Proper Noise restoration shop in Reading, PA. The resulting performance on this trip was a credit to both Jonathan and Ed.

Friday Feb 28 - Packing the car

I arrived at Jonathan's home in Reading, PA, complete with my packed items and

various spares I had gathered for my own 600-mile drive in my Magnette to GT-43 in Richmond. (The fact that we brought the spares guaranteed we would not need the spares, right?) The MkII coupe stood gleaming, freshly polished, in the garage, and I felt guilty thinking of how dirty it might get on the trip, while my MKII Deluxe roadster and Magnette sat home safe and clean under their covers.

(article continues next page)



Packed and ready to depart from Reading, PA

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Amelia Island or Bust Tour 2020 – in an MGA MKII Coupe

(continued from previous page)

We spent nearly an hour in 25-degree weather packing and repacking until we were at least able to get everything either in, or attached to the car in some fashion. My suitcase, only 24"x14"x10" (which I thought was small for 12 days!), would ride on the luggage rack and we quickly discovered the 10" height nearly blocked our rearward vision! At least 2 small bags had to ride in the footwell, while every other nook and cranny was stuffed full. Jonathan checked the pure-gas website each evening to see if we could reasonably locate ethanol-free gas each day.

Saturday Feb 29 – Reading, PA to Gettysburg, PA

We were on the road before 9AM. We filled up with 93 octane, ethanol free gas in York and continued. Our first stop was a tour of a private collection of an acquaintance of Jonathan's, on the way to Gettysburg. It was a great variety of beautiful Italian, German, and American cars.

Between Reading and Gettysburg, the coupe hesitates a couple of times—what was that? The 1622 had received a new electronic distributor over the winter—are we in trouble already? We have the original distributor, and a spare coil all bagged and in the boot in case we need them. We figure out the miss occurs under load, when under 3,000rpm, so Jonathan adapts his driving style to work around those conditions where possible. The 5th gear is already proving to be a godsend, enabling 70mph cruising with perhaps 3400rpm on the tach. I find that I am enjoying the coupe immensely. The lack of drafts and roll up windows are quickly turning me into coupe enthusiast. The heater and demister are surprisingly effective and we are using them continuously in the sub-freezing temps.

We next rode to Gettysburg and pulled up to the historic Gettysburg Hotel, where we started meeting other Tour participants. Immediately, two great Austin Healey guys, Ray and John, offered to carry my suitcase in the trunk of their modern XK8 coupe all week. I simply brought my bag down to the driver's meeting each day, walked it out to their car, and it stayed dry all week.

Saturday afternoon featured a tour of a local private collection featuring 1930s Packards, late 1950 fuelie Corvettes with road racing history, and an incredible collection of WW2 Jeeps and large Army vehicles. The gracious hosts who welcomed this big tour group to their storage and display buildings set the pattern which would follow all week. Saturday evening ends with a happy hour at the bar and then a buffet dinner. We are getting to know the other participants and are learning many are back for the third, fourth, or fifth time.

Sunday Mar 1 – Gettysburg, PA to Staunton, VA

It is an exciting morning. The MGA coupe starts pretty well in the 18-degree temperatures, and Jonathan moves it with the other cars to the large traffic circle outside the hotel. I have studied the thick route book and am wondering about all the pages of printed details, until event leader Dave Hord explains that he inserted features to look for just before turns, and also confirmation features immediately after turns. It turns out to be a really effective pattern, because then the navigator does not need to keep his head buried in the book reading details for the miles in between the featured items. A quick mark with the pen for the completed instructions, and we hopefully will stay on track.

I am determined NOT to get the very first instruction wrong and blast out of town in the wrong direction. Happily, there is a large bank on the corner as the first landmark and it is easy to keep on our left. We leave Gettysburg into the beautiful PA countryside. We probably got away in the first group of 10 cars, and as the country roads start to become hillier, we are collecting a number of the rest of the group behind us. They are all keeping a good pace and we quickly decide we have to let everyone by. Our 90bhp MGA simply can't climb the hills with the more modern Porsches, Corvettes, Jags, Lotus, and BMWs on the trip! Jonathan doesn't want to flog the car all week long trying, and I don't blame him a bit. This pattern will repeat itself after each stop on the first couple days of the trip. We pull over, a group of cars goes by, and they are soon out of sight.

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Amelia Island or Bust Tour 2020 – in an MGA MKII Coupe

(continued from previous page)

Tour leader Dave has suggested giving the other participants a ‘thumbs up’ symbol to let everyone know that our tour car pulled over does not have a problem, and we start using this to communicate with the others.

After lunch in a converted historic grain mill restaurant in Purcellville, VA, I take the wheel for the first time. I love how tight and responsive

Jonathan’s coupe feels, and also how similar to my own MkII. Holding it in lower gears a bit longer keeps the sub-3000rpm miss at bay. The terrain continues to be hilly, but we are enjoying the tour and going along at our own pace. We debate whether to swap back to the original points distributor. One element is that we are unsure of how to reobtain

registration/timing for the electronic distributor if for some reason we have to swap back again. What seemed like a simple job in my driveway on my own MKII suddenly seems more daunting in that we might disable the car right in the middle of a long trip. So, we debate some more and take no action.

We arrive in Staunton, VA to the Stonewall Jackson Historic Hotel and quickly gather for a tour of the Bruce Elder antique and classic car shop, which is in walking distance. It is situated in a former Ford dealership that was built right in downtown Staunton in 1911, and I thoroughly enjoy the presentations by Bruce and has business partner Brian, as well as seeing all the cars in the collection. We make a run for ethanol free gas and are ready for the next leg. The tour book suggests we will be going 260-310 miles per day. I make a mental note to return to Staunton to tour the historic parts another time.



*On the test track at the Michelin Laurens Proving Grounds.
Photo credit Heather Furno*

Monday Mar 2 –Staunton, VA to Wytheville, VA

Monday, we have a 1-hour drive and then arrive at another outstanding private collection. An Elva sports racer, a Lola T70, postwar Alfas, and an AC Ace are among a few of the standouts. Route master Dave has provided us with a couple of shortcuts that will chop roughly 50 minutes off the tour which we gratefully accept. Monday’s journey

ends as we arrive at the Bolling Wilson Historic Hotel in Wytheville, VA. A Monday evening presentation by Tom Cotter, the Barn Find Hunter, has to be cancelled as Tom did not arrive home in time from his prior trip after delays.

Both route master Dave Hord and Hagerty trip leader Brad Phillips have proven to be both full of enthusiasm, energy. They are tireless and upbeat, and have made

this a fun and interesting trip.

Tuesday Mar 3—Wytheville, VA to Clinton, SC

In packing the car in the parking lot, Jonathan and I discover that a 1960 Porsche 356 Super 90 has joined the tour, and we are secretly glad we are no longer the oldest car on tour.

The Tuesday agenda includes a visit to the Michelin Tire Proving Grounds in Laurens, SC. Michelin has established a great facility with garages and various test tracks here in rural South Carolina, tucked in behind a stout tree-line. Michelin does tire development here, including co-development of tires with auto manufacturers including Tesla and Chevrolet for the Corvette. It rained in varying amounts most of the day.

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Amelia Island or Bust Tour 2020 – in an MGA MKII Coupe

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While the group is gathering, one of the Michelin employees takes tour members out for a test ride in a Tesla. I climb in, and he floors it while casually explaining the tour. The Tesla leaps from 0-90mph in under 5 seconds in a silent rush that pins me to my seat. He next transitions to a series of curves along the wet track (which is also being watered by sprinklers) and I watch him set the cruise control to 65mph. I'm initially fairly certain that we will spin out at this speed, but then I notice his calm and relaxed body language and ask, "You KNOW we will be fine at this speed, don't you?" and he smiles and says "Yes". This is followed by a video and PowerPoint presentation in the conference building. After that, they lead us to the high-performance testing track where we will get to enjoy several laps in our own cars in groups of ten behind a pace car.

The track is a great mixture of sweepers and tight turns and the group moves right along. We are behind a small German roadster driven by Jeff Lane and Christine of Lane Motor Museum in Nashville. It had been repowered by a Mini 1275 engine and it readily keeps up with the group. After a barbeque dinner on-site, the co-drivers get a chance to try out the track so I climb behind the wheel for four great laps! We head for the hotel.

At the gas stop, I ask for a ride in the BRG Sunbeam Tiger on the tour and so we swap navigators for the 15-mile run to the hotel. This Tiger is set up with a 302 and 5-speed and makes great sounds to accompany the hard acceleration—holy cow is this thing fast! An impromptu social hour breaks out in the hotel parking lot, we visit for a while.

Mysteriously, the MKII coupe has stopped missing, but has started pinging a bit. We continue to buy 93 octane fuel, but wonder about the overall fuel quality. Still, it

has continued to run like a trooper – perfectly reliable and not even any other worrying noises. I continue to be impressed with it.

Wednesday Mar 4 – Clinton, SC to Beaufort, SC

At breakfast, various participants are showing the weather forecast on their phones, and it isn't pretty. A large rain storm is sweeping towards the East coast and most of our day will be spent in it. It rains HARD for much of the morning, including during another private tour collection. It turns out that one does not stay COMPLETELY dry in an MGA coupe, but does manage to stay MOSTLY dry. We arrive for lunch and enjoy the chance to compare notes with the other tour members.

The afternoon features a wine and cheese party hosted by the brother-in-law of one of our tour members. The art gallery holding the party is a rainy one block walk from our hotel in Beaufort, SC. At dinner that night, we talk with route master Dave who agrees about the idea of adding a simpler, shorter 'B' route to future tours to encourage some of the older classics to participate.

Thursday Mar 5 – Beaufort, SC to Amelia Island

Today marks the end of the tour. We hit the road to get to Amelia Island a bit early, but hit horrific rains again. The MGA coupe continues without missing a beat, but we are regularly hearing pinging so are careful to avoid low rpm loads. We even continue on I-95 in the rain, and the cars and trucks are respectful of us, and we get numerous thumbs up. All our fellow travelers treated us well, and we arrived on-time. After checking in, we head out to find a DIY car wash. The poor MGA has an oily layer of grime all over it. After



On I-95 in the rain

finally finding a place, we apply suds and then carefully wash the coupe down. Hey, there is a

(article continues next page)

Amelia Island or Bust Tour 2020 – in an MGA MKII Coupe

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dove grey car under there! We get the paint and trim looking good, but the wire wheels still want more attention that will have to wait until home. We prepped the car to be displayed at the Hagerty Motoring Film Festival with the other tour participants. After that, we use the car sparingly around Amelia but do check fluids and get ready for the trip home. The coupe has brought us just over 1300 miles on the tour.

On Saturday, Bruce Woodson graciously agrees to look at the distributor, and he and Jonathan disappear for a test drive. I wisely choose to sit in their car and visit with Carol and Famous Dave, since it is only 52 degrees out. This is Florida, right? Bruce and Jonathan come back having adjusted the timing but otherwise with the decision that the electronic distributor will stay where it is.



This photo taken in the George Washington National Forest, through the windshield of a following Ferrari 308 on-tour. Photo credit Ken Fitzgerald

The Dash North – The Return Trip

On Sunday after the concourse show was done, we decided to start our trek north. We only covered about 260 miles in 7 hours due to heavy, sometimes stop-and-start, traffic on I-95. After

stopping in Florence, SC, we hit the road again by 7AM on Monday and drive 13 hours back to Reading, PA. The MGA ran with perfect reliability throughout this last leg of the trip, like the previous portions, and brings our distance total to

2250 miles, with no damage beyond a few additional stone chips. I am convinced with preparation work, that our cars can become reliable transportation on this kind of trip. The characteristics of the coupe really appealed to me for this off-season run, and I am really glad Jonathan offered the ride to me, and that we got to attend and see all the sights on this tour. DS

Amelia Island and We Didn't Bust

by Jonathan A. Stein, March 26, 2020

In the spring of 1977 I answered an ad in Hemmings Motor News for a 1962 MGA 1600 Mk II in Northern California. A friend looked at it for me and I arranged to buy it and head west and drive it home.

What followed was an epic cross-country trip with my older brother in a heavily loaded 16-year-old MGA. We faced scorching desert heat, timing issues in the Rockies, packs of the type of bikers you wouldn't bring home to mom, and a failed water pump just west of Toledo, Ohio.

Following the California to New Jersey adventure, most of my driving consisted of fairly short distances to shows, although I have driven to events all over the Northeast and mid-Atlantic region with one trip to John Twist's summer party in Michigan. None of those trips were much more than 1,200 miles round trip. In fact, I'd only put about 22,000 miles on the car in 43 years,

I first found out about the Hagerty Touring Series' "Amelia Island or Bust" tour in 2018 and I planned to participate for 2019. Well, I did participate, if only by being at the send-off dinner and driver's meeting. For the 2020 version, I renewed my vow to join the tour all the way to Florida. To prepare, I sent it to Ed Sweeney's Proper Noise for the crew to crawl over that car. I gulped when I saw the invoice, but that was just

(article continues next page)

Amelia Island and We Didn't Bust

(continued from previous page)

part of the tour's entry price. I wanted to be sure the car was truly ready.

Next, I called Dan Suter and when I invited him to join me he was excited the way small children or Golden Retriever puppies get excited. He was happy making lists of all the spares we should take and planning out as many details as possible.

Ed finished the car, in plenty of time, but I couldn't pick it up because of poor weather. Once it was home, I waxed it, treated the glass with Rain-X™, pulled out my spares and started packing the interior.

Dan drove down to Reading from Rochester the day before our departure for the Gettysburg starting point. That night, we packed the spares and fluids and arranged to stop at a friend's very cool collection.

Mid morning we departed, filled with Ethanol-free fuel, visited the collection in York and continued on to Gettysburg. Over the course of nine days, we drove the car hard, splashed through torrential rains with our laughable wipers, and did our best to keep up with much more modern machinery. We had minor issues with the new Pertronix electronic distributor, but we made the entire trip without drama, unlike the Daimler SP250 that had a wheel bearing fail or the Ferrari 308 that shredded one of its belts.

Along the way we toured private collections, a classic car dealership and the amazing Michelin Test facility near Greenville, South Carolina. We even had the chance to drive the track, before having one of the best meals of the trip.

We finally made it to Amelia Island with a filthy car and damp carpets. During the entire round-trip journey of some 2,300 miles, we added a single quart of oil and washed the car once. Most importantly, though, Dan and I took away a fantastic memory that we're going to cherish forever, and, we're still speaking to each other.



DAN THIEL

Owner

1315 HUDSON AVENUE
ROCHESTER, NY 14621
585-266-4992 • FAX 266-0942
dan@kurtsgarage.com



Sunshine Page



April Birthdays

	Anita O'Brien
4	Anthony Rosati
6	Penny Heusler
7	Beth Richard
7	John Schwelm
10	Elton Schulz
11	John North
12	Janice North
13	Jane Hamilton
14	Joe Rubino
14	Phyllis Wagner
17	Steve Melcher
17	Marsha Osborne
20	Ronald Coyle
21	George Haynes
21	Dawn Priestley
21	Frank Stepanik
28	Patrick Ayres
28	Joe Giovenco

April Anniversaries

3	Latty & Dan Goodwin
8	Joan & Lawrence DiGiovanni
19	Rosemarie & Frank Stepanik
30	Barb & Al Fink
30	Suzanne & Robert Keppeler



Congratulations!



Happy Birthday, everyone!

Charles Addams (1912-1988), CARtoonist and Car Guy

By Annabelle Tescione (reprinted from a Morgan Club Newsletter of 2012; illustration used with permission)

He was kind of a nut and a kook, but in that “good way” that makes life interesting. While a lot of his cartoons were just plain funny, many had a macabre slant and he was best known for his grim, dark humor. His work was broadly published in The New Yorker Magazine and others of the time and he had many books out there, too. And he was a car guy.

Of particular interest to us, he had great taste in cars, frequently featuring them in his drawings. He owned a 1926 35C Bugatti (bring to mind Isadora Duncan, her scarf caught in the spokes of a rear wheel) 1933 Aston Martin, a gleaming 1960 Bentley, and a 1927 Amilcar — “the poor man's Bugatti,” Addams called it. In 1948, he restored a beat-up Mercedes –Benz to its original beauty and qualified for the Watkins Glen road race – he raced in the 1948 Junior Prix, the Glen’s very first, at 117 MPH. How dear to our hearts is that!?

He reveled in the image of the loony eccentric, too. His home was filled with bizarre items, like a polished human thigh bone; a full suit of armour (which he sometimes tried on); many were gifts from loved ones and fans. His coffee table was a bit off the beaten path, too – an antique autopsy table with holes in each corner for draining the fluids, a rusted adjustable headrest, and a mechanism for raising and lowering the neck. It had, Addams genially pointed out, “a rather sinister stain in what would be the region of the kidneys.” No wonder that cemeteries were some of his favorite places to joyfully, jestingly picnic in!

His own family looked very much like the ones in his cartoons and, in turn, the Addams Family TV and movie characters....picture Gomez, Morticia, Uncle Fester, Lurch the butler, Thing, etc. In appearance, Addams most resembled his Uncle Fester character and, in real life, looked very much like Walter Matthau. As you read this, can’t you picture them all and hear the opening TV show music, with the finger snaps at the end....da da da dum....*snap, snap!*

Sometime when you are in the mood for some reading or web surfing, do a search for “Charles Addams” and enjoy a fun ride....and don’t forget to look for “images”, too, so you get his fantastic artwork, photos of him with his cars, and a sure good laugh. Here are a few starters:

The Addams Foundation website: <http://www.charlesaddams.com/>

Interview: “The Father of the Addams Family” on NPR.com, listen or read the story online

Pick up a copy of the 2006 biography ‘Charles Addams: A Cartoonist's Life’ by Linda Davis

At the end of 2009, the Arnot Art Museum in Elmira, NY had a nice exhibit of Addams auto related artwork, in conjunction with other automotive racing pieces. Dick Powers attended that exhibit and got to see one of Addam’s best – a hearse pulling a race car, a true classic!

In 1988, when Addams died in his car as he was parking it, his wife told the *The New York Times* “He’s always been a car buff, so it was a nice way to go,” Our kind of car guy, to the very end!

Our thanks go out to Kevin Miserocchi, Executive Director of the Tee and Charles Addams Foundation for permission to reprint the artwork in our newsletter.

And, mostly.....thanks to you, Charles Addams. Well done!



Road to the MG Collier Cup

By Alan Costich & Greg Prehodka, reprinted with permission of Alan Costich

Road to the M G Collier Cup

Article and images provided By Alan Costich & Greg Prehodka, MG Vintage Racers

My story starts in the mid-60s. My brother bought a Triumph TR3. I loved that car! Back then I was attending high school in Watkins Glen, New York, and went to the race track there to watch Can-Am, Trans Am, and Formula One races. Years later when I returned from

Vietnam in 1971, I asked my brother for advice on buying a car. Apparently he and his Triumph did not part on friendly terms! He suggested that I look for an MGB instead, because it had a more sophisticated suspension. So I bought a used chrome bumper MGB. That MG stood me in good stead until I got married.

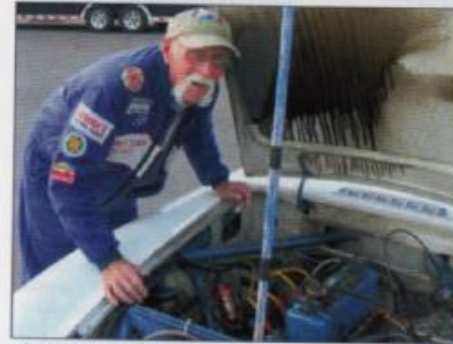
After my marriage was concluded, I got a well-used '73 MGB/GT. With it, I learned how to weld by replacing the sills and passenger floor, as I also garnered some mechanical abilities by replacing the clutch and various other bits and pieces it needed. Meanwhile, I volunteered at SVRA's tech inspection during their vintage race weekend at Watkins Glen every September. On those race weekends, I would spend Saturday evenings on the cabin porch of the nearby historic Seneca Lodge, with members of the MG Car Club - Western New York Centre, where



some us would share a few drinks and bench talk about "What car would you build and race if you had the financial wherewithal?"

For those ten years or so I had been badgering one of their members to cut loose a MGB/GT that he was holding hostage in his barn. Long story short - he needed money for a new well pump and I had just been laid off from Hewlett Packard with a wad of cash in my pocket! A deal was struck and I now owned a bare-bones MGB/GT racecar tub with a roll cage welded in it. It took me the better part of a year to source the parts that I need for it, and to build a race motor, as I transformed it into a real race car.

Then it was off to a two day drivers' school with Track Time at the Glen, followed by my first race there with it in June of 2001 with Historic Sports Racing. I've raced it many times since then and these days I do maybe



Alan Costich

three vintage races a season with it. I keep trying to race at the many different race tracks that I use to read about in Sports Car Graphic magazine back when I was a kid in high school.

The first MG Vintage Racer's (MGVR) Focus Event I raced in was at Virginia International Raceway in 2003. When I heard that another MGVR Focus Event was going to be held at Graton, Michigan, in 2012, I knew I had to be part of it too! I had watched racing at that track for a number of years. In October 2013, I journeyed off to the new mega Circuit of the Americas vintage races in Texas. What an extravagant event that was!

Earlier last year I followed up with a trip to the famed Indianapolis "brick yard" race track - for another spectacular vintage race event! Then this September was the very special US Vintage Grand Prix, with it: All-MG Collier Cup race, held by SVRA at Watkins Glen, and supported by MGVR, that I just had to make!

SVRA's Watkins Glen vintage race weekend in September is always my favorite event of the season. It's a time for me to renew old acquaintances and

see some more interesting and beautiful cars in a race venue, which is where they deserve to be viewed, as well as interacting with such a large spectator crowd. It is indeed heart-warming how MG racers are so willing to help each other out in the paddock with each other's MGs, and socialize together, and yet be so competitive and gentlemanly towards each other while racing on the track! I just wish I could have spent more time this year neighboring with some of the other racers there.

Not to be overlooked this year was the special police escorted trip for selected race cars - especially the featured MGs - from the track back over



(article continues on next page)

Road to the MG Collier Cup

(continued from previous page)



Manley Ford, MGT, race award 1st Kurt Byrnes, MGT, race award 2nd Ed Cronin, MGT, race award 3rd Alan Costich, with Collier Cup award.

the original 6.6 mile old street race course to downtown Watkins Glen on Friday afternoon, where the town held a fantastic street party for everyone!

Almost 100 racing MGs – including 30 MGBs – came to compete at Watkins Glen for four days in September. The event included a special MG Vintage Racers' banquet Saturday evening. For me, being able to race with five other MGB/GTs was indeed a rare and special treat! But my biggest highlight, and total surprise, was being singled out by my fellow MG racers to be honored with being awarded the prestigious Collier Cup on Sunday, right after my Collier Cup MG race! This cup has been awarded each year since 1985 to one MG racer in the

Collier Cup race, as voted by the MG racers in that race, as "Best Representing the Overall Spirit of MG Vintage Racing" and is unrelated to winning any race!

I've raced at many tracks, and every season I try to add a new one that I haven't raced at before, but Watkins Glen is always a must on my schedule! Next year I'm looking forward to trying Elkhart Lake's Road America in Wisconsin with the VSCDA. I've never won any races, but I'm not out there to win. I'm there for the cars, for the camaraderie with other MG racers, and for racing our valiant steeds with each other. I love racing my MG! (Not to mention that my everyday car is a '71 MGB tourer.) 🏎️

[Editor's Note: Chad and Lisa D'Angelo did a great job designing this and the following page to be a front-and-back printout that would be available for handout at MG Car Club meetings. Since there are no meetings in the near future, it is being presented here. If it were to be printed and folded, the score sheet would be inside, and the Challenge Guide would make up the front and back. We're sure you can figure it out!]

2020 MOTORING CHALLENGE

PHOTO AND POINT GUIDELINE

To earn points, a permanently posted sign or landmark must be in many of the photos identifying your location. Identifying signs are required where noted with an asterisk (*). Also, some photos could be challenging to come by and, although this is a Motoring "Challenge," be safe out there!

We want you, the Challenger, or a willing accomplice, to be in as many pictures as possible. Be creative and have fun. (It could earn you bonus points with the judges!)

Motoring Challenge judges may award up to 5 total additional points for any number of creative, clever reasons. The more fun you have, the more everyone will enjoy your Challenge photos!

POKER RUN GUIDELINE

- + Standard 5 card poker, best hand wins.
- + For every category that has a minimum of 2 completed- 1 card to your hand (only one card can be purchased per person/place)
- + Each establishment will receive the same number of decks based upon registration numbers.
- + You must participate at least 5 categories in order to form your hand.
- + Envelopes with cards will be given the night of the holiday party based on submissions received through December 1, 2020.

All participants of the poker run must attend the annual MG holiday party or hand assign designated club member to verify their hands to finish participation. Please be respectful to the businesses, as they're playing host to us. Also, don't disrupt their normal flow of business

SUBMITTING YOUR PHOTOS

Submitting your Challenge photos may be done in many ways: you may submit them via email, upload to the MG Car Club Western New York Centre facebook page or mail your photos on a CD or Flash Drive, along with your point sheet (no later than December 1, 2020) to:

Chad D'Angelo
43 Linden St.
Livonia NY 14487

MG Car Club of Western NY reserves the right to use the photography—and looks forward to doing so!

WINNERS

Winners will be announced at the annual holiday party on December 2020

HAVE QUESTIONS?

Write to us at: MyMGChallenge2020@hotmail.com



2020 Motoring Challenge



MG Car Club – Western NY Centre

Getting Started

The motoring challenge has two challenges in one! Earn points by traveling with your car and taking photos. Participate in the poker run. Or do both and get bonus points.

SIGNING UP IS EASY:

- First chance to sign up is at the pancake breakfast, March 15, 2020
- You can sign up anytime throughout the year
- Sign up via email or text (see back page for contact information) with your name, make/model/year of the car you registering

HOW TO PLAY

Take a photo at the destinations listed on the Point Guide with:

- Your car in it
- Yourself or a traveling companion – when possible
- The 2020 Point Guide
- Proof of your location such as signs or landmarks

See additional rules on the back page.

Inside:

Getting Started 1
How to play 1
Point Guide 2-3
Additional rules 4



Ice Cream Shops			
Place	Area	Point value	Date Completed
Minnehans	Lakeville	1	
Lugia's	Spencerport	1	
Brusters	Webster	1	
Abbott's Frozen Custard	Charlotte	1	
Sharks	Bloomfield	1	
Ice Cream Factory	Fairport	1	
Kits Ice Cream	Hilton	1	
Burnap Farm	Sodus	1	
Gift Shop	Letchworth	1	
Total Points			

Wineries or Breweries (up to 3 each)			
Place (You Choose)	Area	Point value	Date Completed
	Winery	1	
	Winery	1	
	Winery	1	
	Brewery	1	
	Brewery	1	
Total Points			

Roundabouts			
Place	Area	Point value	Date Completed
Kendrick Drive & East River Road	Rochester	1	
Caledonia	Caledonia	1	
Route 65 & 251		1	
Total Points			

Monuments			
Place	Area	Point value	Date Completed
Emmeline the Bear	Geneseo	1	
Frederick Douglas	Rochester	1	
Wallace-Jeffers Memorial (Doughboy Monument)	Castile	1	
Total Points			

Lighthouses			
Place	Area	Point value	Date Completed
Charlotte-Genesee	Rochester	1	
Sodus Bay	Sodus Point	1	
Braddock Point	Parma	1	
Total Points			

Random			
Place	Area	Point value	Date Completed
Jello Museum	Le Roy	1	
Erie canal Lift Bridge	Brockport	1	
Hartwell Hall	Brockport	1	
Cobblestone Church	Childs	1	
Culvert Road Tunnel	Medina	1	
The Windmill Farm & Craft Market	Penn Yan	1	
Total Points			

People			
Place	You define age	Point value	Date Completed
Picture with 3 old Men		1	
Picture with 3 old Women		1	
Picture with 3 children		1	
Total Points			

Car Show or Cruise			
Place	Area	Point value	Date Completed
MG car show		5	
Other		1	
Out of state		2	
Total Points			

With...			
Place	Area	Point value	Date Completed
Garbage Truck	Any	1	
Food Truck	Any	1	
Fire Truck	Any	1	
Vehicle older than yours	Any	1	
Sailboat	Any	1	
Train	Any	1	
Sunset or Sunrise	Any	1	
Total Points			

Waterfalls			
Place	Area	Point value	Date Completed
She-Qua-Ga Falls	Montour Falls	1	
	You choose	2	
	You Choose	2	
Total Points			

Restoration/Repair			
Place	Area	Point value	Date Completed
Smalley's Garage	Watkins Glen	1	
Picture of you doing restoration/repair		1	
Garage specific to MG repair *		2	
Total Points			

At...			
Place	Area	Point value	Date Completed
Clock tower	Any		
Courthouse	Any		
Old (former) train depot	Any		
Electric Car Charging Station	Any		
Tattoo parlor *	Any		
Barn with silo	Any		
Total Points			

Here is a story written by the late Bill Close for the Grand Island Centennial featuring the Grand Prix that ran in 1952. Since we are all "Camping Out" in our homes I was looking for something for Spokes and Bingo, Here it is. Most of the members were not around in '52 but take note of some of the interesting cars and drivers like Frazer Nash, Lea Francis, Singer and more. I was there that day and recall most of it including the Porsche. I saw it when it was dragged in. Any questions give me a call. Excuse my lack of knowledge on these (^%\$*^%(& computers I'll never get used to them.

Jay Lockrow

GRAND ISLAND CENTENNIAL GRAND PRIX by Bill Close

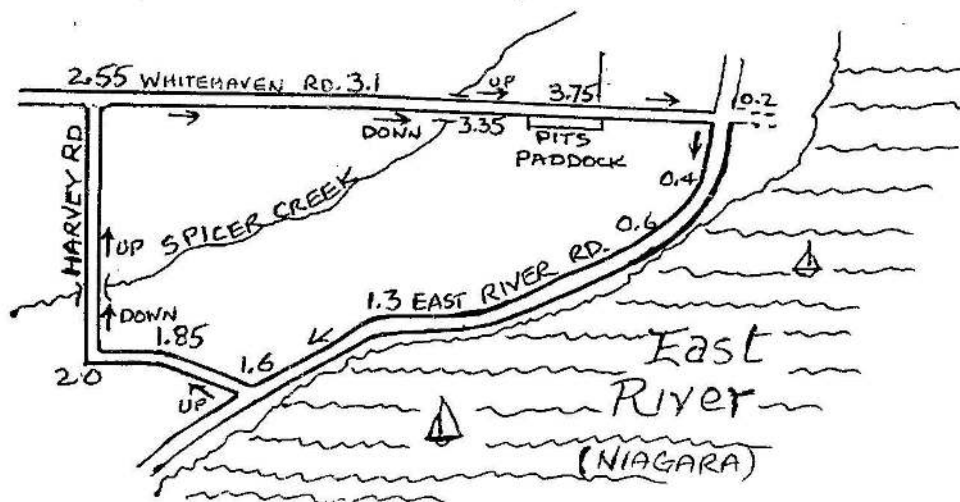
Aug 1980

The Centennial Grand Prix of Grand Island organized by the Western New York Region, SCCA, took place twenty-eight years ago on 30th August, 1952. Less than four years before, in 1948, road racing in the U.S.A. had been re-born at Watkins Glen which then lay within the territory of Western New York Region. After that first Watkins Glen Grand Prix there had been a rapid growth in SCCA membership and a still more rapid growth in interest in sports cars and road racing. The Watkins Glen races were the first races in the club of national caliber but in 1952 the SCCA racing calendar was not exactly crowded. The Grand Island event was of regional caliber with one race set aside for Novice drivers. Nevertheless entries were received from an area bounded by Chicago, Ottawa, Boston and Washington, D.C., i.e. an area considerably larger than the present North East Division of SCCA.

In 1952 the town of Grand Island was celebrating its centennial, and the Grand Prix event was the highlight of the celebrations. Thus, the Centennial Committee was a co-sponsor with Western New York Region Members of the Red Jacket Motor Club were also involved in organizing the event. Incidentally, that club is named after a Seneca Indian Chief famous in western New York history and not after the sartorial wear of its members.

The course used public roads which had to be closed for racing. It was three and three quarter miles long on Whitehaven, East River and Harvey Roads. Though fairly level, there was a short steep uphill at the beginning of Harvey Road and "down and ups" in the two areas where the circuit crossed Spicer Creek. Because the one and a quarter mile long straight on Whitehaven Road was narrow, bumpy and heavily cambered the fastest section proved to be the East River Road. The escape road at the first corner after the start line was the driveway into the Mesmer Supper Club which was also Race Headquarters. The Holiday Inn now stands in that area.

Not many names of the officials will be familiar today but they



were well known in 1952. Members of the Centennial Committee included the late Michael Steffen, well known in Buffalo aviation, motor boat racing and antique car circles: Jerry Thirion, sales manager at Glen Campbell Chevrolet in Williamsville for many years and Ollie Howard from Radio Station WGR. Co-chief Stewards were Michael Steffen and Bill Milliken, founder of Western New York Region and chairman of the SCCA National Contest Board in 1950. Bill Infantino, whose fatal accident at the 1958 Holland Hill Climb put an end to Solo I events there, was assistant Pit Steward. Fred German, one of the founders of the Race Communications Association so well known at Watkins Glen, was in charge of Course Control assisted by Paul Stroman who for a number of years served as WNY Region treasurer.

Race Chairman was Frank O'Hare the R.E. of the region that year. Frank and Bill Milliken drove the former's M.G. into sixth place at the very first Sebring race, the December 1950 Six-Hour Sam Collier Memorial event. The Timing and Scoring team were installed in a tower built of construction scaffolding with no weather protection and adjacent to the start/finish line. Fortunately it didn't rain. Chief of T&S was Gifford Bull, a pilot-engineer from the Cornell Aeronautical Laboratory, who had worked at Watkins Glen and had run the T&S at the first Sebring race. Among his team was a young lady named Virginia Grist who from her lofty perch could look down on the Starter, Bill Close. Maybe she was impressed: eight months later she became Mrs William Close.

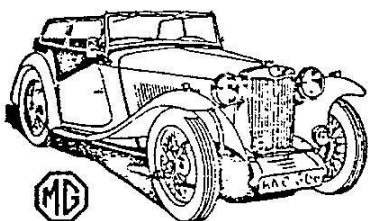
Outside organizations provided assistance. The 106th Field Artillery Battalion provided phone service; local amateur radio operators helped with short-wave radio equipment. The Niagara Falls U.S. Army Air Force base and other groups provided course police. The list of helpers is long for this was a community project. Twenty-seven trophies were donated as prizes. Race publicity was good because of Ollie Howard from WGR.. An estimated 100,000 spectators came on race day. I believe this was an exaggeration but it is true that the traffic crossing the South Grand Island Bridge (a single bridge in those days) was jammed for hours after the races were over. Certainly the crowd was much too great for the available police force to control and great difficulty was experienced in keeping the course clear of wandering spectators. Probably the least troublesome were spectators watching from boats anchored just off shore in the East Niagara River.

Being run on public roads it was not possible to close them for long periods of competition. There was a single two-hour practice period from 6 to 8pm on Friday evening for ALL competitors. The four races planned for Saturday were the 10-lap Niagara Frontier Trophy event for Novice drivers. (no driver's schools in those days); two 10-lap Qualifying races for sports cars under and over 1500cc respectively; finally the feature race was to be a two-hour Centennial Grand Prix for all sports cars which qualified from the shorter races. In 1952 SCCA racing catered for two categories of cars, namely, "sports cars" which complied with FIA regulations and were classed by engine size, and, "unrestricted" which was a catch-all for everything else. The Grand Island races were limited to "sports car" class cars only which meant they ran with lights, fenders, self-starter, windshield, doors, a minimum of two seats and so on.

Over seventy entries were received. No complete records apparently survive so I don't know how many did not start. Twenty-seven were M.G.'s of TC and TD types varying from standard to highly modified conditions. One TC was powered by a Ford V8-60 engine. There were seventeen XK120 Jaguars, five Allards, four Austins, three Siatas, two each Crosley,

Ferrari and Nash-Healy, one each Lea Francis, Frazer Nash, Morris, Singer, FM (a modified Morris), Ford-Duesenberg, Ford-Riley (the car with which Miles Collier won the 1949 Watkins Glen Grand Prix), Bandini and Porsche. Three of the Austins came from Canada and were new A35 two-door sedans with 900cc engines. This team was managed by Doug Cramb of Toronto. It was Doug who, four years before when I was living in Toronto, had casually asked if I was going to see "this race in the States". It was the first Watkins Glen event. I did go and in so doing set in motion a series of circumstances which led me to move to Buffalo three months before the Grand Island race and to my marriage eight months after the race. The moral of all that is, I suppose, that if you are a confirmed racing nut treat casual remarks with caution for they may lead to big changes in your life.

The fourth Austin was an A90 Atlantic convertible of the type which had covered 11,875 mile in a week at the Indianapolis Speedway in April, 1949 averaging 70.54 mph over the distance including all stops for repairs and servicing. The Atlantic in the Grand Island event was driven by Lester Smalley of Watkins Glen making his racing debut. Les was then a member of the Watkins Glen Race Committee and later became a Director of the Watkins Glen Grand Prix Corporation. For a number of years the Technical Inspection for all the Glen races took place downtown at Smalley's Garage with the late Florence Smalley presiding.



The Novice race produced a number of spin outs and damaged mailboxes. Overall winner was Bob Ryberg in an XK120. His time for the 10 laps was 30 mins. 45.4 secs. an average speed of slightly under 50 mph. Second and third overall were Bruce Kerr and Steve Spitler, both in XK120's. Class 4 was won by Chuck Dietrich of Sandusky, Ohio, who is still racing in 1980. Chuck still has his trophy from Grand Island and prizes it highly for it was his first win

The first Qualifying race, for cars under 1500cc, was red flagged just as the leaders completed their second laps. I can still remember looking down the road towards the approaching cars, seeing a car flying through the air off course into the crowd and reaching instinctively for the red flag even before the Chief Steward had time to say anything. The car involved was the only Porsche in the race, a coupe driven by Dick Thierry from Connecticut. He was attempting to pass another car when he hit the dip in the road over Spicer Creek, bounced, hit the ditch, became airborne, turned a somersault over the spectator fence and landed on top of a spectator's car twenty feet behind the fence. The Porsche was demolished, the driver suffered a broken arm and leg among other injuries and it was quite a task to extricate him from the wreckage. Amazingly, only one spectator was injured, a lady from Toronto, and her injuries were not serious though she had to be taken to the hospital.

After a long delay the race was restarted. The winner was Canadian Tommy Hoan in a modified MG-TC. 2nd, 3rd and 4th respectively were Walt Hansgen and D. Hugus in Siatas and Chuck Hassan in a Bandini.

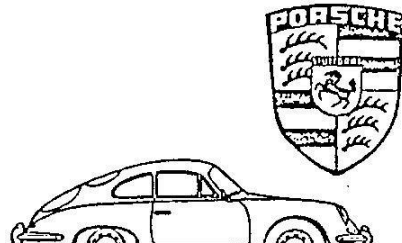
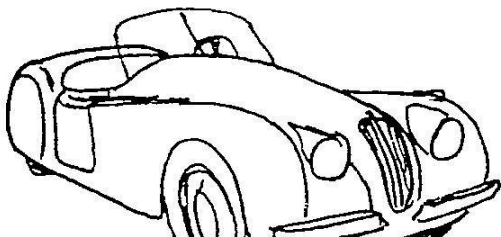
The second Qualifying race, for cars over 1500cc, was shortened to eight laps. Jim Kimberley in his blood red Ferrari led for seven and a half laps then was passed by Bill Spear in his blue and white Ferrari. Both cars were Ferrari America models with 4100cc V-12 engines. Spear led Kimberley across the finish line by one car length. Time for the eight laps was 23mins 42secs, and the average speed for the 30 miles was 76.4mph. 3rd and 4th were John Negley and Geo. Harris in J2 Allards

5th overall and class 3 winner was Roger Wing whose XK120 took 25mins. 11.2secs.

Before the feature race was started a driver's meeting was called at the start-finish line. Drivers were informed by the Chief Steward, Bill Milliken, that it was necessary to reduce the duration of the Grand Prix from two hours to one hour. Also, for safety reasons, a no-passing zone was instituted at the Spicer Creek dip where the Porsche accident had occurred. The race started some two hours late. Bill Spear led from the front row outside position all the way for the hour and covered twenty laps in that time, a distance of seventy five miles. Kimberley trailed him by thirty feet at the finish. All other cars in the race were lapped by the two Ferraris who were exceeding 115mph along the River road. Third home was Don McKnought, Steve Spitler, Charle Wallace and Ed Tobin, all in XK120's, and Bob Grier in a Frazer Nash. Tobin's performance was particularly notable as his car had been loaned to him by George Lenz off eorge's Niagara Falls used car lot. Class 4 win went to Tommy Hoan and his fast MG-TC who completed 18 laps with Walt Hansgen again second in that class and Jim Fergusson of Toronto third in his FM (a Morris 1000 sedan fitted with a Morris engine of the same type used in the MGs). The three Austin A35 sedans finished 1,2,3 in class 7 driven by Charles Wheaton, Peter Dillnutt, and Dick Williams respectively. They completed thirteen laps in the hour and were peaking at 70mph on the River Road. For most of the race they ran together in single file formation keeping well over to the side of the road out of the way of the faster cars. Incidentally, Peter Dillnutt driving a Mark III Cooper-JAP finished second behind John Fitch in the first 500cc Formula III race ever run in the U.S.A. That was at Bridgehampton in 1951 on the first course there over public roads.

The Grand Island race generated a lot of enthusiasm among the sports car fraternity. There was talk of making it an annual affair. But, the course on the island was not really suitable. A month later a fatal accident at the Glen Grand Prix led to a ban on using state roads for racing. In March 1953 Fred Mesmer, owner of the supper club which had been race headquarters, announced a scheme for a million dollar race course on 155 acres next to Whitehaven and East River Roads. A winding circuit was actually bulldozed out. However the local residents very strongly opposed the rezoning which would have been necessary and the project was dropped.

It was not until 1957 that Western New York Region organized its next Regional race. That was the first Lake Erie Invitational and the new course was at Dunkirk Airport, N.Y. The LEI was held there each year until 1963 after which it was no longer possible to close the airport for racing. In 1964 it was necessary to move out of New York State to a then little known course at Nelson Ledges. Since then all our Region's races and Driver's Schools have been held there. But, of all the races organized by the Western New York Region there is no question that the Grand Island Centennial Grand Prix rates a very special place in our Region's history.



1952 Grand Island Grand Prix
(photo submitted by Jay Lockrow)



“I did find one picture but there are several more but who knows where. This is a picture of Tommy Hoan in his MG TC just entering the River Road section of the course. He wound up winning his class as this car would GO! Note the compressed chassis on the left and the slight drift. This car was later owned by my dad, then to two different friends and now it is back in Canada still being campaigned in Vintage Racing.” – Jay Lockrow

From the Chairman:

I hope everyone is well and staying close to home. The month of April looks like it is going to be little chilly and rainy so it still might be early for the cars. I spoke to the Board and based on the continued CDC guidelines about distancing and staying home, we have decided to cancel the April meeting set for April 16th and the Tune-up clinic on April 25th. At the present time we will wait to see what's happening concerning May's activities. Please refer to the Web page for information concerning all activities call/email any of the Board members.

Let's not forget that we will get through this crisis together and will be the stronger for it. Contacting club members to see how they are doing is a great way to reinforce that the MG is the “Marque of Friendship”.

Please stay safe and healthy,

Ted Hershey



Official Regalia

MG Car Club Western NY Centre

Some of the Current Items Available



50th Anniversary Badge	\$20.00
50th Anniversary Pin	\$3.00
51st Anniversary sticker	\$1.50
MG Stickers Black / Silver	\$1.50
Sticker - front adhesive	\$1.50
MGCC Mug	\$5.00
Car Badge	\$20.00
Badge Clip	\$5.00
Patch Embroidered	\$2.50
Key Fob, large Leather	\$4.00
Pin, Cloisonne	\$3.00
Dash Plaque - Last years 2019	\$3.00
Dash Plaque - 40th Ann	\$2.00
Sign Magnetic 10"	\$15.00
Bumper Sticker	\$1.00
Club Name Badge (to be ordered)	\$20.00

Notes Also available a large selection of clothing items (shirts, jackets, caps, etc) with our club logo embroidered on them, by letting us know what you would like. Most specialty items are available with a small order of only a dozen. Please contact Joe Bellizia with any questions by calling (585) 749-9263 or emailing me at blitz7711@gmail.com

Our new(ish) regaliameister , Joe Bellizia, has been working behind the scenes (where else does anyone work these days?) to put together some interesting possibilities for nifty regalia for the 2020 season and beyond. He'd love to have your input and suggestions – particularly for ideas for items that a BUNCH of us want (even if we don't all know it yet)!

Some great ideas are on the next page!

MG Club Members Personalized Items we can Order if we have enough interest!

Would You Order One of These??



Customized Water Bottle approx. \$20.00
(includes Shipping & NY Tax)

MG Club New Era Cap \$25.00
(Embroidered w/ our logo as shown)



MG Club Member's Personalized Water Bottles
(W/ Club Logo & Your Name & Individual Picture)
25oz Stainless Steel Bottle with Screw top & Carabiner

Notes I am including a New Feature in Spokes showing New Items we could order if we get member input and start a pre-order commitment list started. Bottles have a (48) Minimum Order and hats (12) minimum as they are Custom to our Club and YOUR Car!

Contact Joe Bellizia with any questions by calling (585) 749-9263 or emailing me at blitz7711@gmail.com

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MULCONRY'S IRISH PUB

17 Lift Bridge Lane, Fairport
Sunday, May 3rd

4PM start time

Social Hour before 5:00 Dinner



Swinging into

Spring

Shepherd's Pie

Ground beef baked in casserole with peas, onions, carrots, topped in homemade mashed potatoes. \$14.00

Fish & Chips

Atlantic cod filets beer battered in Harps Ale and served with french fries and cole slaw. \$15.00

Corned Beef & Cabbage

Tender corned beef brisket served with steamed cabbage, carrots and potatoes. \$15.00

Chicken French

Boneless chicken breast battered in egg, pan fried and finished with a sherry, lemon, butter sauce served with mashed potato and seasonal vegetable. \$18.00

Bangers & Mash

Irish pork sausage served with homemade mashed potatoes and Irish baked beans. \$14.00

Irish Curry Chicken & Mushroom Pie

Curried chicken and mushrooms, stewed with root vegetables in a rich curry broth topped with a flaky pastry. \$15.00

Prices DO NOT include tax and gratuity.
Separate checks available.

Complimentary Cake for Dessert

Sign up
and
Order
by April 26

Dick Powers
mgahmogca@rpa.net
585) 410-4500

Laurie Scribner
minicityus@aol.com
(585) 244-2993



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MG Car Club Western New York Centre Membership Application

Annual family membership dues \$30
All memberships run calendar year January – December

Name: _____ Birthday: _____

Spouse / Friend: _____ Birthday: _____

Wedding Anniversary (if applicable): _____

Address _____ City _____

State _____ Zip _____ Phone: _____

E-mail: _____

Today's Date _____

New _____ Renewal _____

Make checks payable to: MGCC of Western NY

Mail form and payment to:

Paul Osbourne 7379 E Main St Lima NY 14485

Classified Ads

(Please inform the editor when your ad should be removed)

For Sale: 1994 Morgan Plus 8 5-speed V8 approximately 5,000 miles, two-tone color Bordeaux & Beige. Asking \$65,000

2012 American Hauler Trailer, 8.5 x20 ft. ,all aluminum, steel frame, twin extra-heavy axle, top all one piece of aluminum, headliner & walls all finished off. 2-12 volt lights inside. Ramp on stern. Asking \$5,000

Contact Ginny Fowler 315-945-4390 or
JD Fowler 315-945-4197

For Sale: 4 MGA 15" wire wheels, the wheels are powder coated the correct warm silver and still in good shape. Three of the wire wheels are mounted on Kuhmo 16580R15 tires that have tread left. One wheel is mounted on a Michelin XZX 16515R tire. The matching Kuhmo tire is available. Asking \$40.00 for each wheel/tire combination. **Price Reduced to 20.00 for each wire wheel/tire combination.**

Please contact Jeff Langswager:
cell: 585 727 7129 or
mgamaniac@gmail.com.

For Sale: 1969 Spitfire Mark III roadster. Barn find after 25 years. Clean title. 1300cc engine runs; Solid body, with some work needed to repaint. Will need the usual brake hoses and hydraulic work. Has wire wheels. Missing ts seats and front bumper. Inexpensive starter project for \$1000.

Call George at 585-872-6536

For Sale: 1952 MGTD, it does run repainted white; Estate of past member Charlie Elam.

Call Doug Elam at 319-654-4007

If unable to reach Doug, call Charlies's wife
Norma at 585-346-5044

For Sale: Miscellaneous XPAG engine parts and 2 hub caps for MGTD. Intake and Exhaust manifolds. Both cleaned and painted. - \$20

Starter motor. Working but could use a rebuild. Moss Motors gets a \$200 core charge for a new motor. - \$100

Hub caps are original/not replacement. - \$30

Contact allyn@mgcarclub.com 585-924-5251

For Sale: 1973 MGBGT

Solid car with overdrive. In storage for 20+ years

Call Gary: (585) 464-9482

For Sale: 1967 MGB GT. Overhauled engine and body. 4-year old restoration. Runs better than new. Headliner is all that's left to repair. Dennis Gaebel.com"

For Sale: 1976 & 1977 MGBs, both need work to start them

Contact Claude Fedele @ sfedele@rochester.rr.com
or 585-899-9388

For Sale: 1974 6 JENSEN HEALEY, California car, 53,000. Mi.



Runs great, no rust, never seen salt, undercoated, Recent tires and tonneau cover. As is \$6,000.00, Located in Clayton, NY 13624. We have lots of pictures

Contact: my3crows@hughes.net
or 1-315-408-1836

For Sale: Special frame designed for all MGB components. This frame was originally designed for the TF 1800 that was made in Farmington. All MGB mechanical components fit the frame and I was going to make a "Special" with all the extra MGB parts I have and fabricate a Lotus 7 type body around it. Asking \$150.

Contact Dick Powers: mgahmogca@rpa.net or at
585-410-4500.

For Sale: Completely restored 1973 MGB Tourer. Black Tulip exterior with light grey interior and top. This MG has a Borg-Warner automatic transmission like the factory produced in the 1972-1974 period.

Call Bill Rampe at 330-1661 or wrampe@yahoo.com

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95. Further details at
www.colorwiringdiagrams.com

For Sale 1979 MGB convertible, British Racing Green, 4cyl/4speed. New tires and brakes last season. Runs good an drives good. Solid, tight car.

Asking \$6,500 or Best Offer. I have owned it for 17 years and live 1/2 mile from British Auto so they took good care of it. 120,000 miles. I can be reached at
kester05@aol.com or 585.784.0072.

and live in West Walworth, Macedon NY

For Sale: 1962 MGA 1600 Mark II

This car is in very good condition located in VA..

Verona Red with tan top and interior, no rust, original 1622 motor, good tires, mechanically sound. Asking \$25K.

Contact: Dick Powers 585-410-4500 or
mgahmogca@rpa.net



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2020 Calendar of Events

For the latest information and details visit
<https://mgcarclub.com/calendar> or
 see elsewhere in *Spokes*.

<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>
16 - Meeting 26 - Robbie Burns Day	16 - Wine & Cheese and Valve Cover Races 20 - Meeting	3 - What if Cats and Dogs Had Opposable Thumbs Day 15 - Pancake Bkfst. 19 - Meeting 22 - Steak Roast and Auction 26 - Board Mtg.	11 - AYCE Pancakes @ Cartwright's 16 - Meeting 25 - Tune-up Clinic
<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>
3 - Swing Into Spring 9 - Hammondsport Tour 10 - Garage Tour 14 - Board Mtg. 21 - Meeting	7 - Summer Cruise 14 - Euro Car Day, Williamsville 18 - Meeting	9 - Board Mtg. 16 - Meeting 19 - MGCC Sports Car Festival	16 - American Legion Car Show and Chicken BBQ 20 - Meeting 23 - UK Car Day at Genesee Valley Pk.
<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
3 - Board Mtg. 11 - 13 Grand Prix Festival and Racing at Watkins Glen 17 - Meeting	15 - Meeting 24 - Fall Foliage Tour	12 - Board Mtg. 15 - Garage Tour 19 - Meeting	T.B.A. - Holiday Party