

# The ***SPOKES***

*Founded 1958*



Volume 44 Number 7

July 2002

Official Publication of the MG Car Club Western New York Centre



**So Carl Says “I was up all night getting my GT ready for the show!”**

*July Meeting*

**July 18 at the Burgundy Basin Inn 7:30 PM**

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**Dinner before the meeting 5:30 at Tom Wahl's,  
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# MG CAR CLUB WESTERN NEW YORK CENTRE

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The SPOKES" is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

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Articles, anecdotes, stories, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of a month to be included in the next issue. Contact the editor directly for additional information. Send all correspondence and material to:

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**DEADLINE FOR SUBMITTING TO THE August SPOKES IS Thursday, July 25, 2002**

SEND TO Leon Zak, EDITOR, 411 Seneca Parkway, Rochester, New York 14613, (585) 647-6382

**PREFERABLY – Email to [spokes@mgcarclub.com](mailto:spokes@mgcarclub.com)**

Copies of "The Spokes" are sometimes available, please write the editor with your request. "The Spokes" is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. "The Spokes" is also available electronically to non members for \$10 per year. Contact [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com) for more information.

Sneaky cover picture by Elaine & Allen Hess

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George Haynes

Alex Kopan

Joe Tierno

George & Nancy Herschell

Gil & Betty Langswager

Richard & Bethel Powers

Dave & Barb Wild

Steve Fitch

Jim & Wendy Priestley

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### MEETINGS

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534 Board meetings are held the first Thursday of every odd numbered month, please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.

# From Your Editor

Leon Zak

*In my drives to and from Home Depot and Lowes (they now know me by first name) I've had time to think about all the things I've learned rebuilding this house, but first, for those that don't understand what this house saga has to do with cars and in particular MGs, let me explain: Over the past year or so Barbara and I have had this conversation about how large our current home is and how much it is to keep up. I've been complaining that the garage is too small. (duh, which one isn't?). Anyway, we hit on this agreement - we'd move on the condition that the house was smaller and the garage larger, which leads me to the connection of the house to MGs. The smaller the house, the bigger the garage, the more MGs you have room for. A very simple system. Only catch was the **house** has to be finished first. (That obviously not MY priority.) So that's the tie in.*

## **Well I've learned a lot. I now know:**

*If the roofer says he'll show up Saturday, he won't.  
If you want some of the heaviest rains to hit the area that have been around for a long time, take your old roof off.  
If the roofer says he'll show up Tuesday before rain, he won't.  
You can count up all the 2x4s, you won't have enough.  
If the roofer says, "I'll be there Wednesday", He won't.  
The new jam proof nail gun isn't.  
If the roofer says "I'll be there Thursday", He won't.  
The plumber has the roofer do his scheduling.  
Multiple Ant colonies can live in the same dwelling.  
If the roofer says "I'll be there Friday", He won't.  
If you buy 12 1x2's, you'll need 13, buy 13, you'll need 14, you get the picture.  
If the roofer says "I'll be there next Saturday", He won't.  
If you want it to be over 90 degrees, plan on working on your roof, on the chimney.  
If the roofer says "Sunday for sure" - make other plans.  
A 40 yard dumpster is not so big after all.  
The guy across the street will help you out and cut your grass for you. Of course he says "It's worth it, watching you guys over there is great entertainment."  
My 67 GMC Pickup gets 9.5 MPG - empty or loaded.  
Someone passed out cards to everyone that says "When you look at Zaks house the first time say - Boy, you sure got your work cut out for you."  
June is one short month. And July is kicking butt also.  
A 67 GMC clutch will last 44,557 miles.  
Virgina Creeper has 5 leaves, Poison Ivy has 3 leaves.  
If the roofer says "Monday". Poohey.  
**AND then the things I don't or won't know:**  
I will never know where the sump pump stuff goes.  
I don't know what that hole is in the back yard under the cement thing.  
How to pile wood up so it's pretty enough for the town truck to pick it up from the side of the road.  
Why I keep forgetting to add 3 inches to my measurements with the tape.  
And the Number 1 thing I DON'T know: When the roofer really will show up.  
Later, Leon ...*

*P.S. - With moving, rebuilding a house, running my business, enjoying the summer, trying to drive my MG once in a while, getting the Volvo on the road, doing the SPOKES and remembering who that other person in the house is - I decided I should make a time to handle complaints about mistakes in the SPOKES. And I've decided it should be as we load the SPOKES stuff in your car on your first day as the new editor. ( Just joking, it could wait until the 2nd day.)*

# EVENTS FOR

## July

7 Autocross II  
13 Picnic  
18 Meeting  
25 Kids Day  
26-28 Grand Island -

All British Gathering

## August

4 Steak Roast & Funkana  
13 Meeting

## Minutes of the MGCC Meeting on June 20, 2002

*by Joe DeBlaere*

Tonight's meeting started off at about 7:45 (it was a sunny day and many great looking cars were in the parking lot).

Minutes were accepted.

No new members or guests were introduced.

Regalia, Dave Chase has the new Midget shirts available. Pick up your name badges from him, if you ordered them and haven't already—you know who you are. MG tent did well at the car show this month.

SPOKES, Leon Zak needs articles which are always due to him one week after the meeting.

Activities, Joan Heaney led the discussions on upcoming events:

Garden Tour (see SPOKES)

Museum Tour (see SPOKES)

Aug. Steak Roast & Funkana (see SPOKES)

Grand Island (see SPOKES)

Bake Off-TBD

45<sup>th</sup> Anniversary at Burgandy Basin details to follow

Cruise to Bahamas-TBD

Autocross, 7/7 starts at 11 (see SPOKES)

Treasurers report, John Baum says "We are in good shape to date (w/o the car show results). Details of cash flow are available from John at the meetings.

Car Show, Charley Searls summarized—before the show downpours caused havoc with the plans and ground layout. We moved the show to the blacktop with much negotiating with the track. THANKS TO ALL. Please return the radios to Leroy Hokenson. We had 935 cars on display and made some \$\$\$\$\$\$. John Manuele asked for a replacement trainee for next years car show layout.

Web site, Scott Perry reports all is well, see site at [www.mgcarclub.com](http://www.mgcarclub.com)

Cars & Parts for sale: see want ads.

Meeting closed at 8:55 PM

*Respectfully submitted,  
Joe De Blaere, Secretary*



# Activities

*by Joan/Paul Heaney*

One of the nicest things about being activities chair is being able to arrange for the club to acknowledge that two couples from our club have celebrated 100 years of marriage and 80 years of club membership collectively. At the June meeting the club presented George and Nancy Herschell, and Gil and Betty Langswager with anniversary cakes to share with the membership in recognition of the Langswager and Herschell's 50 Wedding Anniversaries. Club members, in an unusual fashion, stayed on after the meeting and while enjoying the cake, they visited and had some social time. It was a very special time, sharing this moment with both couples. When the announcement of the two anniversaries was made the club responded with a standing ovation. A very touching moment!!!! It would be wonderful if we could recognize all club members' anniversaries, but since this was a combination of 180 years it was something very special to be acknowledged.

Also, hosting events such as the tailgate picnic was fun. We had 9 vehicles arrive. Actually Paul and I were the only true tailgaters, using a pick up truck, but our spread did not hold a candle to the others who participated. We had 7 actual entries. The BEST OF PICNIC was the Langswagers with the beautiful candle chandelier and the wonder spread of dishes with the pictures of their car on each plate. For those of you that are not aware, they did the same setup in Stowe one year and the picture of their tailgate made a national publication. The Hess's were very CREATIVE using car parts for their service places and vase to hold flowers. Then the Hokenson's were the COMEDIC group with a newspaper tablecloth, an empty jar of peanut butter and jelly. Dick Powers won for the most AUTHENTIC. His set up was the most in keeping with the MG style car. Wild's took most ELEGANT with a beautiful formal style set up. Dave Chase was the most COLORFUL, with a red umbrella, a blue car and something white, but I can't remember what it was, maybe a tablecloth or blanket. Most MODEST was the Herschell's with a nice picnic basket filled with goodies. All in all it was a great time and everyone enjoyed looking at each other's setups. Now for the piece d' resistance.....The Hess's had a pie to share that was so tasty, and Dick Powers had a cheesecake to die for. They shared their goodies with the group and this has inspired an event with cheesecakes and goodies of that nature. We are not sure at this time if it will be a bake off, raffle, or something else, but we will plan something the club will enjoy. And the best part is eating the goodies. Pictures are on the web site and I am hoping that Leon uses some for this newsletter.

The car show was great and as activity chairs we don't have to do a thing for that event as far as planning goes. All we do is show up and work and not worry, so for Paul and I the show was fun. Actually, (here I go again with the word actually) Paul and I are of the mindset that we plan events for the club, we go and have a good time, if others join us that makes the icing on the cake. Planning for this group has been fun so far. I anticipate the balance of the year being enjoyable also.

We completed the well-attended Garden Tour today as I am writing this. We left home at 7am and did not return here until 6:30 pm. A long hot day for driving in a convertible, but a lot of fun. Rhonda was right the fire hydrants in Aurora are made to look like Fisher Price Toys. The dogs in that town must be real smart in order to distinguish between the toys and hydrants. The conservatory was very interesting. I never

realized how many different types of plants I have killed over the years. The Hess's and the Rizzo's did a great job planning this very nice event.

The next event is the Museum Run and Picnic. This should be a great event. Carl Webeck and his Dad are planning it and he promises good day weather wise. Be sure to check this newsletter for details, as it looks like it could be a great tour and well as fun for all attending.

## Members Attending the June Meeting

Dave Wild	Barb Wild	Betty Langswager
Gil Langswager	Paul Heaney	Joan Heaney
Bob Abels	Georgean Abels	Tim Paul
Dave Chase	Elaine Hess	Allen Hess
Dick Manca	Dave Asmuth	Rich Shineman
Lane Boughton	Don McConnell	Pat Sangster
Phyllis Wagner	Allyn Wagner	Nona Kraus
John Manuele	Carol Manuele	Marilyn Bieck
Lenny Bieck	Mark Rossel	Anne Faust
Gene Faust	Steve Sangster	Joeanna DeBlaere
Joe DeBlaere	John Martin	Paul Wheeler
Jim Hogan	Brian Fallon	Steve Stewart
John MacDonald	Mabel Case	John Thompson
Bev. Mack	Mike Mack	Sharon Perry
Scott Perry	Alan Costich	Jim Priestley
Tom LeStrange	Charles Searles	Marlene Rzepkowski
Wes Pittenger	Sue Pittenger	Bob Tescione
Doug Scribner	Laurie Scribner	Rhonda Rizzo
Tim Rizzo	Vivienne Rizzo	Chris Baum
John Baum	Bev. Barlow	Ted Hershey
Bess Kopen	Chris Williams	Dick Rzepkowski
Jim Davis	Dan Suter	Arnold VanDenBurgh
Lee Blair	Mary Blair	Leon Zak
Barb Zak	Gwenn Poulton	Nick Poulton
George Haynes	Dave Eagdahl	Dave Ott
Dick Powers	Kathy Hershey	Burt McMann
Shirley McMann	Gary Agosti	Rob Houseknecht
Bob Harris	Bill Glanville	Al Fink
Jeff Kath	Nancy Herschell	George Herschell
Ellen Baxter	Carl Baxter	Dorrie Roworth
Wally Roworth	Carl Webeck	

## A SPECIAL THANKS TO A SPECIAL FAMILY\_\_\_\_\_

We would like to extend our most sincere thanks to all those in our Special MG Family, for all your good wishes, congratulations, and surprise celebration for our 50<sup>TH</sup> Wedding Anniversary.

We truly have been blessed with two families, our biological family, and our MG Family. We cherish the fact that we have become "Mom and Dad" to a group of Mountain Adventurers and rarely does one have the opportunity and honor of being chosen to be "parents". We find it hard to believe that 50 years has gone by so quickly and with so much joy.

We have been asked many times, what is your secret. First, we have always believed you have to be friends first, and second, always remembering to say "I'm Sorry" but the real secret is. . . knowing when to say that. . . . and by whom.

Again our thanks and love for your friendship.  
Nancy and George Herschell

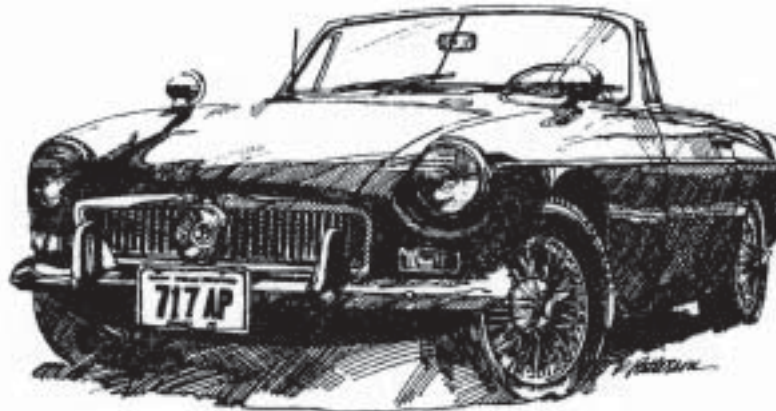
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Chairman Tom Sergent reported that the Car Festival in June had a 21 minute period of unplanned drizzles. This did cause a reduction as compared to 1991. 981 cars against 1100.

Still a good year. Still having problems with the Ukrainian Home meeting room. It was too small for the size of our group, then 170 Family memberships. They still promised additional room.

The editor, David Weiss, was involved with restoring his '75 MGB but did take a lot of pictures of the Victor Car Show and they were placed in an album, for viewing.

On May 10<sup>th</sup>, in a letter from the MG Motorists Group, the rumor was that a major overseas club was going to set up a competing club on these shores which would directly compete with all of the existing Clubs and Registers. To that end they offered to coordinate an MG Leadership Council, at zero charges. The council would be formed by the Clubs and Registers and would be advisory only and any recommendations would not be binding on any Club or Register.

At that time The Home Club in England was proposing a North American MG Car Club. On June 8<sup>th</sup> WNY officers and interested parties met to discuss this proposal with Phil Richer, the Overseas Director of the MG Car Club of England. The proposal was presented at that time. On June 15<sup>th</sup>, a special meeting was called so that the membership could question Phil about the NAMGCC in person. The goal was to provide an umbrella organization for all the NA Clubs, to be run by them, and supported by them. A vote totally approved this proposal.. At our June 18<sup>th</sup> regular meeting, the vote was made and again overwhelmingly supported the proposal. On June 24<sup>th</sup>, Tom sent a Fax to Chairman, Malcolm Lawrence in England indicating the MGCC WNY Centre overwhelmingly and enthusiastically supported their efforts.

A June 23<sup>rd</sup> letter from the MG Motorists Group had these two items: One: First, I want to report that through the untiring efforts of many clubs and registers, the MGCC North America has gone back to England. The climax came at a June meeting of the MGCC directors in Abingdon. Eleven clubs got together and sent Mike Leckstein, a New Jersey enthusiast, to speak for us. He was well received, and the directors were shocked to hear our side of what had been taking place over here. As a result of this presentation and the countless letters from many clubs and registers, the directors decided to cancel the effort and to call their representative home. At no time was it envisaged as an attempt to recolonize the Americas. Two: Second, Thanks for the excellent response to the first mailing on the subject of an MG Leadership Council. The first meeting was to be on July 11<sup>th</sup> in the North American MGB Associations hospitality room, at MG Canada.

The July 16<sup>th</sup> meeting brought forth an "Unnamed" check of \$299.52. I don't think Joe

Tierno ever solved that one.

Steve Fitch set the Summer Solo at Spencer -2 Gymkhana for July 19<sup>th</sup> with 6 classes and 30 cars, anticipated. First place plaques will be awarded each class. The Capaccio's had a picnic after the runs and awards. Anne Faust reported that the Pig Roast lost out to a Skinless Chicken BBQ and Rally. The Rally started at Long Pond and Latta Road, had three check points and had a 20 question quiz upon completion. It wound up at Gil & Betty Langswagers home on Atlantic Ave. In Fairport.

Dave Chase set up a Wine Tour in September.

Some MGCC members talked to Phil Richer and the Nuffield Trophy is at the Toronto Centre. Phil reported that the NAMGCC plans were on hold.

Marilyn Sergent put together coffee and "Sweet stuff" enjoyed by all.

It is to be noted that Jim and Wendy Priestley joined the MGCC at this meeting. Congratulations on your tenth anniversary.

Charlie Conrose, guest speaker, told us about the many ways to provide security for our vehicles: Sensitivity, motion systems, wheel clubs, remote controlling and monitoring. The more you pay the safer your car. He also mentioned a product that stops rust from forming but not after it gets started.

Various ads presented themselves: Jazz & Jags II in Orleans (Amberg Wine Cellars), Gourmet Brunch and Winery Tour to Genny Lee Cafe and Wagner Winery (Seneca Lake), Jag-Buffalo 13<sup>th</sup> Annual Car Show (Akron NY), 16<sup>th</sup> MG University Motors Summer Party (Grand Rapids, Mich.), Genesee Vale Antique Car Society's 32<sup>nd</sup> Antique and Classic Car Show, WNY SCCA 6<sup>th</sup> Annual Vintage Tour and four cartoons. A look at LeMans (From Sports Car Graphic): Car on trailer, race started. "I left my keys I my other pants"; Texan talking to a frenchman. Twinstack pickup trailering a race car. Le Mans, France! Man, I must have made a wrong turn somewhere;

Race Car tangled with a tree. Vendor, "Fealthy post cards, Monsieur?"; Driver of a steaming race car talking to 2 mechanics, "It began to overheat as I went down the Mulsanne Straight".

Jay Lockrow's Bury Me in an Old Mowog Parts Box told of the history of one of his TC's

First saw at Grand Island Grand Prix in 1952 at 13 years old. He sat on a Tow Truck and watched the cars go by (Public road course, 7Miles). The TC was Black and driven by a young oriental-American- Tommy Hoan. It had the oil cooled rear brake and had to have a tie rod replaced. That fall at the Glen the car was driven through a store window on the original road course. In 1958, at Harewood Acres in Jarvis, Ontario, he was fascinated by an ugly blue TC that was cleaning things up- picking up a place every he came around. 1965, just out of the Navy, Jay wanted a TC. Of the several found he and his father went to Detroit to see one. On examination they decided they weren't interested- it had a TF 1500 engine, 16" rear wheels and some kind of a funny aluminum racing cylinder head. Besides 1/2" dust and bird dung it was painted an ugly shade of blue. Still later on they called and found it was still available. They went to Detroit and picked it up after having the engine run for a bit. While getting the car ready to trail back home

the owner mentioned that he had purchased it from an oriental chap in Canada, and yes, the name was Tommy Hoan. He purchased it in '54 or '55 and campaigned it for several years, one time winning SCCA class in 1957. On cleaning up the car he found the antennae hole which was plugged and also the car was originally black. They had owned the car for about 20 years but it was sold into Texas that August. At that time he was still interested in contacting Hoan or Bradley. Maybe even today.

An interesting month.

## 4th of July Parade

*Reported by Joe Fazio*

The MG Car Club was well represented in the Ironduquoit 4th of July Parade (the 2nd largest in Monroe county). There were 4 of our best:

Joe Fazio's 76 TR6, Tim Rizzos 76 TR 6, Dave Chases 59 MGA Coupe and Carl Baxters 56 Jaguar.

Also attending was a guy that doesn't know which end the engine goes in - Dick Powers with his Corvair.



Car Show 2002

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# MG Restification 101

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**Ten helpful hints to get you through this course, along with quotes of wisdom from former students.**

1. Sense of Humor-Box of Kleenex  
Be ready it could go either way  
“We have to do that all over again?!”
2. Be open to making new friends - UPS Delivery man, Fed Ex person, Postal Employee -  
you will see them often “Can you get it here any faster you know where I live”
3. Sharpen your memory skills  
Put parts in a safe, organized place  
“Don’t worry, we took it apart I’m sure it’s here somewhere”
4. Camera  
A vital link in the “where does it go chain”  
“It can’t be extra, let’s look at the pictures....”
5. Sensitivity reduction and awareness  
Someone will notice hours spent on polishing that chrome piece...just not everyone  
“Look, look closer, way down there, no not there, under that part.”
6. Be prepared  
Nothing fits like it used to  
“Just because it came off the car doesn’t mean it won’t need modifications”

7. Make your garage comfortable  
You will spend a lot of time there  
“1 A.M., 2 A.M., 3 A.M., ...does it work yet?”
8. Censorship  
Profanity wafts like the wind.... be mindful of mixed company  
“@!\*%# now it has to fit!!”
9. Rubber stamp with your name on it  
Makes numerous check writings a lot easier  
“We can’t stop now!” or “Do I look like I am made of money?”
10. Optimism  
Always be hopeful in times of adversity  
“Trust me it *will* work this time, let’s take it for a test drive...”

## **Suggested Additional Courses**

Marriage Counseling I, II, III, IV, V  
Anger Management  
Financial Planning-Before and After  
Disappointment Therapy  
Basic First Aid  
Time Allotment  
Organizational Skills and Strategies

*Student Author Marlene Rzepkowski*

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## **A Special Thank You to All**

### **MG Car Club Members -**

Gil and I want to thank the Board members and all you club members for a great surprise at our last meeting. A Big Beautiful cake honoring our 50th wedding Anniversary. It was delicious and a big beautiful card with all your sincere best wishes for our future.

We loved you all before as our family and it seems its an admiration society on both our parts. Thank you all again so very much -

*Betty & Gil Langswager*



**Car Show 2002**

Jim Ottman, winner of the Novice Class at the 1952 Grand Island Grant Prix, remembers the race during a conversation with Dick Powers.

**DP** Jim, when did you become interested in sports cars?

**JO** In 1951, I had a troublesome '29 Ford convertible and traded it for a new Renault CV4 convertible that was fun to drive and I could get 3 kids in it and 40 mpg. too. In January or February of '52, I traded the CV4 for the Singer. Drove it year round. Never put a heater in, so you had to dress warmly during the winter.

**DP** What did you have to do to go racing?

**JO** Living in Kenmore, NY, I joined the Western NY Chapter of the Sports Car Club of America and that included Rochester as well as Buffalo. You had to have a simple physical, apply to the competition Board and be approved to go racing. At your first race, you had to be *observed* and the Grand Island GP was my first race. That's why I was in the "novice", under 1500cc, class.

**DP** Did you modify the car and was there much safety equipment?

**JO** I did take the muffler off, tape the lights and put numbers on with tape too. No safety equipment like a roll bar or fuel cell. I did take the back seat out so it wouldn't fly away during the race and on the Singer you could lower the windshield, which I did and put a small piece of curved plexiglass in front of me to keep the bugs out of my teeth. Got Air Force surplus seat belts for \$5.00 and put them in.



Jim recalls passing the Jag



The Singer

As far as the driver is concerned, I borrowed a helmet with leather ear flaps. No Driver's suit. I wore regular pants with a golf shirt. The only problem with the golf shirt was that during the race the collar was flapping in the breeze and kept hitting me in the face!

**DP** George Herschell told me that there were 27 MG T series entered that weekend. I count 14 MG's in your Novice Race, 6 TD's, including 2 MK II's and 8 TC's including one with a Ford v-8 60 flat head. That one wasn't in your class. What are your memories of the race?

**JO** Passing all those MG's! I wasn't sure I could pass all of them. I must have been gridded back in the pack, because it took me a few laps to catch and pass all of them.

I remember coming down Whitehaven Rd. Flying past Start/Finish and the pits and looking like a real hero. As I was taking Turn One on to East River Rd., a Jag 120 suddenly appeared. He had spun out and I didn't see him till I started my turn in. I had put Dunlop motorcycle tires on the Singer and they really dug in and I was able to avoid the Jag.

Grand Island was a nice course for the Singer because of the long straights. Brakes had time to cool before the next corner and you had time to check gauges too. I think my fastest speed was 75 or 80 mph.

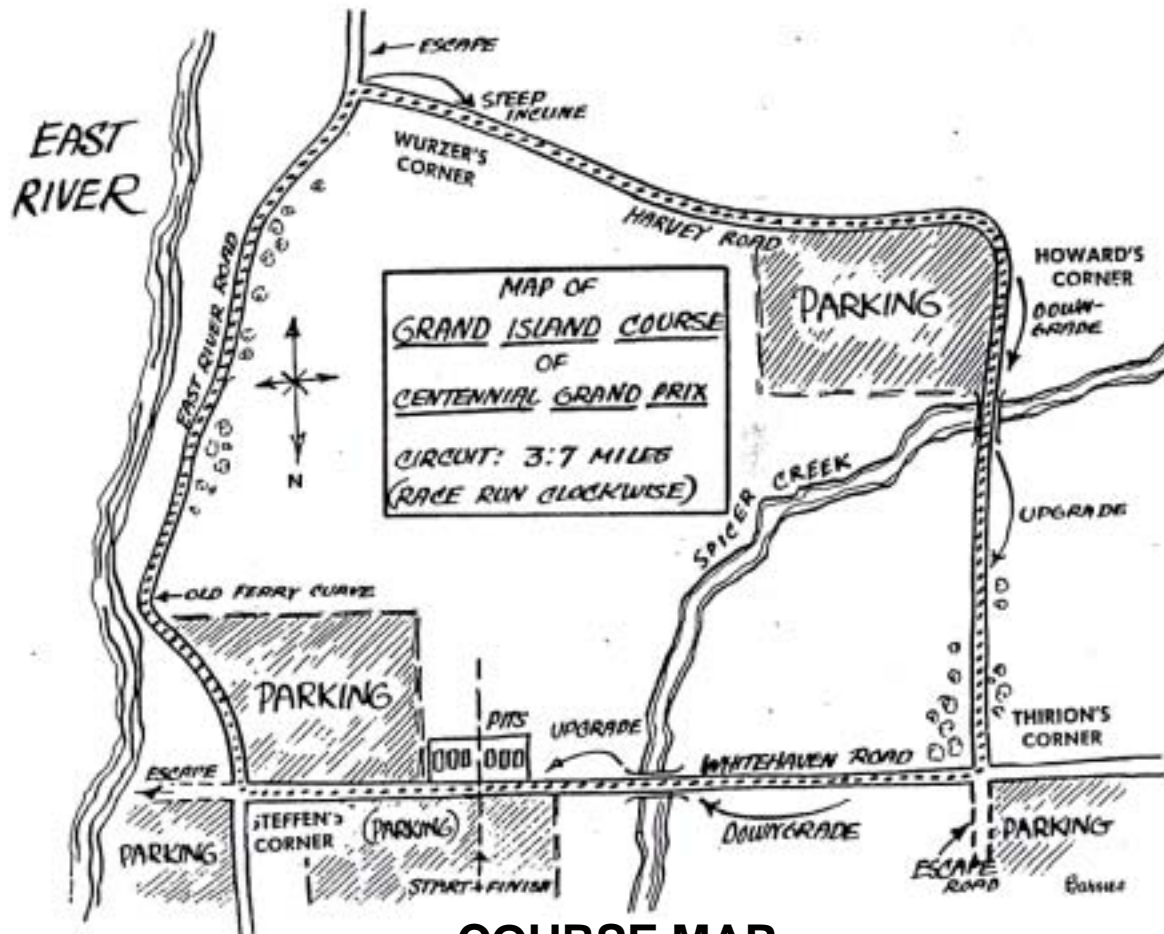
**DP** Did anything happen to the Singer during the race?

**JO** Well, not any real mechanical failures, but when I checked things after the race, I found the rear axle had shifted to the right. The right rear wheel was nearly aligned with the edge of the fender and the left side had about 1.5" clearance. After the race the Singer went down the road a little sideways.

**DP** Any last thoughts?

**JO** We were all sitting on the lawn after the race. I didn't know I had won my class in the Novice race and when I went up to get my trophy, a 120 driver, Bill Pierce, said he never saw a Singer win anything.

**DP** That's because he never saw you drive a Singer before. Jim, Thanks for sharing those wonderful memories with us.



COURSE MAP



Jim and whats left of the trophy

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# MGCC AUTOCROSS I May 26, 2002

WX: 55 degrees, 20mph very cool breeze, Cloudy in am and then sunny.

## MGB

David Avery	67 B	112.75	OOOc	114.09c	112.75
Phil Parisi	69 B	115.25	116.47	115.50	115.25
Bill Glanville	67 B	115.7 8	115.78	114.97c	116.97cc
Alan Hess	71 B	115.81	115.81	119.56c	116.38
Julie Hess	71 B	124.69	125.28	124.72	124.69
Al Wagner	67B-GT	124.63oo	118.50oo	119.06o	

## UNDER 2L STOCK

Shannon Glanville	91 Acura	112.62	112.62	113.82	115.03
Beverly Hayes	98 Acura	115.25	102.03o	118.28	115.25

## OVER 2L STOCK

Anthony Magagnola	97BMW	109.59	111.10	109.59	109.91
Mark Cardon	71 Datsun	114.40	118.09	116.25	114.40
Kim Carden	88 300ZX	115.88	121.19cooo	120.65c	115.88

## OVER 2L PREPARED

Alex Horvath	80 Porsche	107.18	107.56	107.63	107.18
David Palermo	73 Datsun	107.44	107.00oo	110.16	107.44

## UNDER 2L PREPARED

Tom Glanville	80 B	110.31	111.34	110.60	110.31
Jonathan Manuele	87Spitfire	110.57	115.09	113.53	110.57
Steve Stewert	95 Miata	110.78	112.37	110.78	117.46
John Manuele	87 Spitfire	111.40	126.81cc	111.40	116.59c
George Haynes	67 MGA	111.41	115.68cc	111.41	111.50
Julia Glanville	72MG Midget	114.21	117.87	114.25	114.21
Bob Harris	76 Spitfire	114.28	125.34	118.44	114.28
Brian Fallon	92 Miata	113.18	113.18c	116.68ccc	114.03ca

## MINI

Doug Scribner	67 Mini Van	109.60	110.50	109.78	109.60
Laurie Scribner	66 Wolesley	119.66	125.25	122.32	119.66

c - cone

o - off course

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## FIRST TEN AUTOCROSS

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Alex Horvath	107.18
David Palermo	107.44
Anthony Magagnola	109.59
Doug Scribner	109.60
Tom Glanville	110.31
Jonathan Manuele	110.57
Steve Stewart	110.78
John Manuele	111.40
George Haynes	111.41
Shannon Glanville	112.62

Above figures include the 2 point penalty. Above figures are as driven, the figures do not count.

Note: The box part of the course caused most of the cone problems.

Single cones	8	Single off course	2
Double cones	3	Double off course	3
Triple cones	1	Triple off course	2

No Penalties: Julie Hess, Phil Parisi, Shannon Glanville, Mark Cardona, Anthony Magagnoli, Alex Horvath, Steve Stewart, Tom Glanville, Jonathan Manuele, Julie Glanville, Bob Harris, Doug Scribner and Laurie Scribner.

## Truly the Marque of Friendship

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As many of you know, I have been a member of the Surgery of the Month Club this past year. And now that I have been given the OK to autocross again (which, since all this began with an auto accident is probably an ironic marker of recovery ), I want to say thank you to all the members who have been so helpful and supportive.

Perhaps it is just that English cars attract special people. Or perhaps it is as a dissatisfied member of the Corvette Club stated about our group's attitude, "Well, in the MG club you know that you will need help yourself sometime." But I have come to know first hand how thoughtful, helpful and charitable everyone in our group is, and that the caring extends well beyond fixing cars - although my clutch is a testament to that. Lest I forget anyone I won't list names, but you have all helped Allen and Julia and I through what has been a very difficult year. Certainly we would been fine, but knowing that people understood the frustration of being incapacitated and were willing to help in any way they could, made all the difference in the world.

I never expected that buying an MG would also connect me to some of the nicest people I have ever met.

*Elaine O'Neil-Hess*

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# The All British Gathering / Grand Island Sesquicentennial Automotive Events.

The currently planned agenda for the July 26-28 weekend:

## Friday July 26

### ARRIVAL

Arrive to the hotel or residence of your choice. Register with the GI Automotive Events organizers at the Holiday Inn. Friday night is the mixer in a to-be-determined location within the Holiday Inn.

## Saturday July 27

**ALL EUROPEAN CAR SHOW & PARADE**  
**CRUISE-** 10am-4pm-Grand Island Rod & Gun Club, 1083 Whitehaven Rd., Grand Island, NY 14072. Pre-reg. \$10, \$15 @ gate. 1st, 2nd, 3rd place awards all categories, best of show, long distance and others. Winners determined by popular vote. Festivities to follow at the Holiday Inn.

## Saturday July 27

**"THUNDER ON THE ISLAND."** We are requesting that All participants in the above 4 events join us in a "Parade Cruise" of the Island. The cruise will start promptly at 4pm and last approximately one hour.

## Saturday July 27

**GRAND ISLAND GRAND PRIX RE-ENACTMENT-**  
Pits/Staging area at the Grand Island Rod & Gun Club, 1083 Whitehaven Rd., Grand Island, NY 14072. Come join us for a re-enactment of this historically significant automotive event that drew over 100,000 people to the Island in 1952. No entry fee for qualified Cars (1940's thru & incl. 1962) Entries must be in "race" trim. First 50 cars will receive commemorative grille badges, free entry to Euro Car Show and other gratuities. "Parade" lap(s) of the original racecourse and the Island will take place.

## Saturday July 27

**AUTO EVENTS BANQUET-** Brock Yates is the guest speaker for the evening at the Holiday Inn banquet.

## Sunday July 28

**SOLO 2 Cancelled** As the SOLO 2 has been cancelled, Sunday is wide open. Other import car clubs will be represented at the Import Car Show. The comradery between clubs is sure to produce some ideas as to what and where we can gather on Sunday. Other ideas to consider; the boat cruise on the Niagara, a visit to Fort Niagara, or a picnic in the Beaver Island State Park. I will gladly entertain suggestions at our July meeting.

Also check out the history links at ->

<http://www.isledegrande.com/preservation.htm>

<http://www.isledegrande.com/gihist.htm>

**Safety Fast**  
**~~Scott**

## From your Chairman

*Steve Sangster*

Let's thank our lucky chickens we didn't have rain for the Car Show this year. Attendance by entrants and spectators appeared very good. Thanks to all club members who made this a successful show and to Eileen McMahon and Chris Williams for hosting the post-show party at their newly completed home. Regretfully we did not experience Chris' generator being put to the test. Barb and Dave Wild were able to relax a bit more this year being guests instead of hosts. The Wilds have hosted the post-show party many times over at their home. Thanks Barb and Dave for all your hospitality.

The following weekend Pat and I attended the Hildene Car Show in Manchester, Vermont. The show was as big as ours and included many unique and antique cars. Dave Chase's MGA earned a second place trophy in the MG class. Congratulations, Dave. The voting and award presentation held on Sunday, the second day of the show proved too much "car" activity for Pat and Nancy to bear.

With a quick, "Where's reverse?" (drawing gasps from the spectators) they headed for the outlet stores.

The weekend proved enjoyable for everyone. If you haven't experienced Hildene before, consider the Car show for a fun weekend getaway.



*See you on the roads.*

*Steve*





Parts for Sale, all good condition: MGA crankshaft, -0.010" on mains and rods, \$100; MGA 1500 cylinder head, still full thickness (has not been shaved) \$50; MGA 1600 gearbox, (high starter, tailshaft flange version), \$125. Also MGB valve cover, \$5, MGB roadster sway bar, \$15. Call Dan 377-1877 or e-mail dmesmg@juno.com.

Car for Sale: 1974 B GT, one owner, maroon (damask red) with navy interior, rostyle wheels, 70K miles. Interesting history including purchased new as Personal Export car direct from British Leyland in UK. Tremendous history, UK reg number, records, books come with car. Chrome bumpers and chrome overriders (early '74 preceeded the rubber overriders, etc). Some rust in body but is well worth redoing. Overdrive, new stainless steel exhaust, new radiator, rebuild carbs, alternator. Engine compartment detailed. Interior also very good. Excellent example to fix and then enjoy. \$1100. Call Dan 377-1877 or e-mail dmesmg@juno.com."



Car Show 2002



## On Collecting

by Chris Williams

"I think this represents the culmination of a long-term ambition," I said, enthusiastically. We were in the new shop, surveying the carnage of downed vehicles, unstartable or unrunnable yard equipment and "guaranteed for life" tools that had recently broken, and I was at risk of waxing eloquent. "I've always wanted some place to be able to start something "big" like an engine teardown, and then get distracted, and be able to come back some time later and find things exactly where I left them." Eileen's eyes were just beginning to glaze over, so I hurried on. "And look! Here we are! See how that rocker assembly is just exactly where I left it two months ago?"

Eileen's eyes slowly rolled back into her head. It was an eloquent comment on the state and current contents of the shop, and explicitly included was the observation that once again we had evidence that the number of "projects in progress" will expand to fill the shop space available. Not to be ignored, however, was also an indulgent implication that maybe my activity profile over the last few weeks had been a bit "one sided." Yeah - OK, but I thought I was trying to do the "right thing." Big Sigh.

There are some inescapable facts in this world. For what it's worth, here are some I discovered or re-discovered this year.

1. Small gas engines which are ignored for about 3 years will typically dare you to make them start without first disassembling some critical component like the carburetor and possibly removing the fuel tank as well
2. When you discover that the string trimmer isn't getting gas, and you enthusiastically pump on the priming bulb to see if you can correct the problem, the priming bulb will reward you for your efforts by developing a significant split in one side.
3. You can lay out parts on the shop floor until the cows come home, but that doesn't mean that you won't open up the shop some day to find them awash in cottonwood seeds.
4. Fluids which leak out during disassembly will run under the vehicle where you can't reach them without cracking your head on something sharp at least once.
5. Old belts on power lawn equipment will last just about long enough to ensure that it's a long, lonely drag back to the shop from wherever in the middle of 6 acres you really, really needed that belt to hold together.
6. A worn belt, slipping because the mower blade just sucked up the biggest rock in the world which immediately jammed the blade to the "full stop" position, can make almost as much smoke as a dragster doing a burnout. But not as long.
7. At the precise instant you realize you need a belt, the size you need is not in stock. The special order, by the way, will take about two weeks.
8. If, in your infinite boldness, you attempt to restore a lawn tractor without electrical drawings, and in your boldness you connect what should be a hot lead for the key switch directly to something which is well and truly grounded, sure enough the lawn tractor will be a candidate to support the fuse industry until you figure out what you shouldn't have done.

9. Engines which are opened up and then ignored will develop rust in places they shouldn't because you "knew you were coming right back" and thus failed to take extraordinary steps to protect them.

10. Finally, if one devotes most of their time on weekends to responding to the effects of all of the above inescapable facts one could inescapably be at risk of "not spending enough time doing other things."

To which I can only respond: Guilty as charged – but fraught with good intentions.

When I find myself faced with a high number of things which need to be fixed, and they're important things that I want to depend on, and to make matters worse I find myself "sliding backwards" because things are failing faster than I can fix them, I get to be like a caged tiger. I pace, I fret, I make faces and I even (rarely, but on occasion) get grumpy. More importantly, there is this strong urge to spend every waking hour (and maybe some asleep) in the shop, because I need every available second to try and catch up.

This of course, leads to a strong bonding effect between a man, his machinery and his tools. Tools are good, and I count heavily on my tools. Machinery is good, and I depend heavily on certain machinery like daily drivers. On the other hand partners are also good, and I would be one to readily testify that man can live without woman – but not nearly as well. Thus it seems important, even though machinery is virtually crashing into the shop with astounding frequency and velocity, to maintain some sense of balance.

Therein lies the challenge, of course. After all, fixing the tiller so the garden can go in, and getting the generator on-line so we have standby power if we need it, and getting mowers up and running so the weeds which pass for grass don't engulf the house, seemed important. And in fact they are, but as someone once observed, any good thing taken to the extreme usually winds up less good.

So it becomes more important to ease the pace back, accept that the workload is not insurmountable but is going to take some time, and "get philosophical." A strong sense of priorities is also pretty useful.

So I ramped the pace down a bit . It seemed to me, with a little "guidance," that although yard machinery wouldn't necessarily be my first choice to work on, it might be an important priority. So I tore the carburetor and the gas tank off the tiller, marveled audibly at the amount of varnish and gunk in the tank, managed to clean most of it out to the point that the carb would draw fuel again, and hung it up for one weekend. The next weekend I managed to get the spare mower running, and mowed with it until the tiller broke a belt, causing me to stop what I was doing and work on the tiller again. The next weekend I tore down the carburetor on the string trimmer, replaced the priming bulb, dissolved some additional varnish to the point that it would also draw fuel, and did some trimming. The next weekend I got the main mower and tractor up and actually decreased the mowing time. Or maybe it stayed the same but I mowed more.

I think maybe I missed a weekend, wherein I did nothing in the shop but we had a great time going "out to play." Wouldn't have missed it for the world. So here we are in early July and "almost" all of the yard machinery is fixed. I think there's one chain saw I haven't had to use yet and I'm scared to see what shape it's in. I might let that one slide for a while. The good news for me is that I'm back wrenching on cars and trucks again. The bad news, of course, is that there's a lot of wrenching to do. I'm kind of hoping the light I think I see at the end of the tunnel isn't an on-coming train.

Eileen has, of course, been extraordinarily supportive and even tolerant, as I appear every weekend late in the day, black to the elbows and flushed with the thrill of victory while leaving distinctive handprints on most everything I touch. I suspect that this process will continue through maybe Labor

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Day, since the “major” work list includes getting the ’84 back on line, and then significant shop time for the plow truck (brakes and re-mounted turn signals in front,) and the Mercedes (wheel bearing and rear brakes.) After that, there’s the Midget to get ready for the Vintage Weekend, the Z needs a seat belt retractor looked at, and (oh by the way) I should get the shop actually wired for outlets and some insulation in the ceiling before the snow flies. (And no, I haven’t forgotten about the B and the Healey, but all things in good time.)

When I began to really think through the “caged tiger” thing, my response to it and the secondary reactions as well, it struck me that maybe this was a case of playing in the “Mars – Venus Boundary.” Physicists will hasten to explain that behaviors in “boundary conditions,” where two unlike substances interact, tend to be quite different than how things are in any pure (or almost pure) substance. Thus, I assert that there is a Mars-Venus Boundary wherein Men and Women interact, and behaviors in the boundary conditions tend to be different then when fully immersed in one side or the other. Skeptical? Envision “just a bunch of guys” watching a football game – and then envision the same guys seeking dates for the weekend. ‘Nuff said.

So my problem this time was that I failed to realize I was operating in a boundary condition. Once I tumbled to this realization, the answers became obvious – slow it down, do it right and take more time to have fun. OK, I got it.

Just to add perspective, though, I have on more than one occasion heard laments that the new house couldn’t be fully decorated over one long weekend. So I have to ask – was that induced by operating in a boundary condition?

Everyone have a great Summer.

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## **NEWBEE’S**

*by Don McConnel*

Television provides us with entertainment and also a new catch word here and there, such as “NEWBEE”. Scrubs is a show about first year resident doctors. On the show one of the older more established resident doctors calls these first year residents NEWBEE’S.

One day it occurred to me that I am a NEWBEE, in the MG business, that is. I used to own a motorcycle but had to trade it in to obtain better transportation. After several years of being without a bike, I was thinking about getting another one. My better half is not one who likes motorcycles, so I got thinking about how I could get the open air feel and be able to take her along on my excursions, you know that Sunday afternoon summer drive. I thought that a convertible would be the way to go. But what kind!? AH! The uncertainty of a NEWBEE.

After much pondering I came to the conclusion that I would like to find a project convertible car. It would satisfy two issues. One the open-air thing and two wanting to learn a little more about the mechanics associated with a car. I happened upon a project car, a 77 MGB roadster (you know setting in a barn etc). As I started working with this project car that preverbal question reared its ugly head **WHY!!!!**. That question must be a NEWBEE thing because the doctors on Scrubs often find themselves in a situation of asking the WHY question.

We NEWBEE’s have a tendency to look at the total amount of work required to be done and become overwhelmed. I found myself doing that a lot, then it’s a slap up the side of the head and say one small part at a time.

NEWBEE’s find that their ideas and plans of how to get that project completed may need some midstream adjustments, like using a tool that almost works, but not quite.

We NEWBEE’s are more than willing to learn some new tricks like the one, if it’s rusted and will not come off **HEAT IT OFF**, it works. We can also cover our mistakes by claiming it as “a Newbee thing”. That works for awhile, but then what?

There are lots of us NEWBEE’s out there. I hope your project doesn’t discourage you. Remember to **KISS** the project “Keep it Simple Stupid” and remind yourself it’s for fun, don’t get too serious.

Those doctors, celebrated for having completed that first year of residency with a look back and good laugh at how they got there. Oh yea, you are no longer a NEWBEE when the first project leaves the garage (under it s own power of course). As you drive that project car, look back and remember how you got there. Then think I am not a NEWBEE any more, I am a full-fledged car nut, a “**British Car**” nut.



Car Show 2002



**“Ladies (young) are not expected to, but every other MG driver should.”**

---

*by Doug Scribner*

Ah, Spring. My favorite time of year. “Our” cars come out of winter storage and take to the roads in the warm sunshine, driven by people with smiles on their faces. “Look! An MG!” (wave) “Hey! Another Mini!” (big wave). And so it goes. We greet each other, our kindred spirits, with a little wave, a nod, smiles, thumbs up—you know the drill. It doesn’t matter what particular piece of automotive history we’re driving, we acknowledge

each other; some might even say salute each other.

I grew up with this. Sports cars were scarce at first, so waves between their drivers were almost expected. Then the roads began filling up with Volkswagens and such, and the waves became more infrequent and selective. There was an unofficial, but widely observed, pecking order: a Fiat was expected to wave first to a Healey, that had to wave first to a Jaguar, that had to wave first to a Ferrari, and so forth. Sometimes, cars in head-to-head competition in the show-rooms had loyal owners who extended the rivalry to the roads, thinking the other guy should be waving first, so you’d see drivers of MGA’s and TR3’s ignoring each other. But this was the exception. And all part of the fun.

Today, the “Wave of Friendship,” as the greeting is sometimes known, is a reflection of enthusiasm. We’re enjoying ourselves with our cars, and welcome seeing someone else sharing the experience. It’s even nicer when we recognize the other car, being driven by someone we’ve come to know through the club.

And where do you suppose this “Wave of Brotherhood” idea really started? Why, with the MG Car Club of course! Both the headline of this article and the picture come from an article in the September, 1939, edition of *The Sports Car*, the official magazine of the MG Car Club.

“MG owners are not snobs” maintained the contributor. “The jealous, petty, ignoble, uncaring attitude of other road users is not shown by MG owners, let us thankfully say. Rather do they seem keen on meeting their brethren and passing the time of day—or at any rate conveying something which can be taken for a cheerful greeting. The MG Salute is a definite part of the MG owner’s equipment...”

So, what started as a strange highway ritual is part of the heritage we continue to honor in our everyday lives, part of what makes the MG Car Club members so special. I salute you!

## 50th Wedding Anniversaries



**George and Nancy Herschell**



**Gil and Betty Lanswager**



**Endowment Basket Raffle**

Last month we helped Gil and Betty Langswager celebrate their 50<sup>th</sup> Wedding Anniversary a week after celebrating our own 50<sup>th</sup> Anniversary. This year is also our TD's 50<sup>th</sup> birthday so in recognition of these events I would indulge in a little reminiscing of how we met and how this all began for us. To do so I am going to repeat an article I wrote for The Autosporter Magazine which was the newsletter of The Genesee Valley Auto Sports Club Inc. for their **February 1961** Issue, Edited by Bernie Weis.

### Beginner's Luck

What is this game called rallying that Bernie Weis is always talking about? Well on February 12th, armed with an invitation from Bernie, a pad and pencil, a new (to us) MG-TD, and much enthusiasm, we headed for Wegman's on Fairport Road to find out first hand the answer to that question. This was to be our first time out and we were more than a little nervous as to what to expect. We had heard stories from Bernie on just what some of the rallyes involved: - - "at 6.8 minutes from the start, turn left", or - - - "after passing the gas station turn Mommy's way", - - - "make a sharp left at Buckingham Palace" etc and although we were assured that this was a simple rallye, we were still a little apprehensive.

We signed in, received our instructions for the mileage check and ran this part of the event not too sure what we were supposed to be looking for. We did discover however, (by accident or otherwise) that we had to go about 4 or 5 mph faster on the speedometer than what we wanted to average (a fact that proved very helpful, but how much we were still to learn).

After lining up, we met Gil and Betty and had a very informative talk on the idiosyncrasies and Councours grooming of our new pride and joy. After thanking Gil, and drooling over the other cars in attendance we settled back for the long wait until our starting time of 2:06 P.M. It was at this time that Bernie and Lew Wallace came along and taped off our odometer, adding to our apprehension.

At 2:00, the other cars started to move out and six minutes later we were on our way to a very enjoyable, yet hair raising, afternoon. We managed to stay on course, we thought for at least 10 or 15 minutes, but we kept driving and driving without seeing a checkpoint. We were having of trouble holding the MG on a steady average speed due to the fact that our speedometer is a "wobbler", but kept blindly going forth in search of what we thought was the lost first checkpoint. After what seemed like half the afternoon, we spotted the first check point, and adjusted our average speed accordingly.

Everything was going fine until we missed Pond Road.

We went straight instead of turning and this put car #5 ahead of us into the second check. We boosted our speed (just how far do you have to travel and how fast to make up three minutes of lost time???) and eventually passed car # 5 to put us in the correct order.

From here we seemed to be doing quite well until that "first dirt road" instruction. (which proved to be to be our downfall in one respect) We decided to see if the "first dirt road" wasn't really the second dirt road, and when we found that it was, we promptly turned right and awaaay we went. It was on that road that we encountered our "handicap" for the rest of the rallye. We hit one good bump and

whoooooosh—the door on the drivers side flew open and scared the h \_ \_ \_ out of me. This door had given me trouble in the past and I thought I had it fixed but, . . . . Well to make a long story short, we drove the balance of the rallye with this #%&\*?#! door flying open at the most inopportune times. I ended up with one hand on the door, and the other on the steering wheel and gear shift lever. Somehow we managed to finish the first half of the rallye, and we headed for Mill Road, and the second half. We, went through the "trap" at what we thought was 10 mph, and then headed for the Country House for something to quiet our jangled nerves.

We were just getting back to normal after the meal, when the awarding of trophies started.

" . . . in 39<sup>th</sup> place car number . . . ." and so it went. When the announcer got to 10<sup>th</sup> place we were positive our score sheet had been lost, and when he read off 5<sup>th</sup> place we no longer had any doubt of it. " . . . In 4<sup>th</sup> place car number 4, George and Nancy Herschell with 22 points". (I believe it was at this point that Lynn Reynolds must have given me water for I'm sure I must have fainted). How did two such green rallyists with practically no idea of what was going on ever manage to finish 4<sup>th</sup> out of 39 (experienced) entrants?

This question we asked ourselves at lest a hundred times on the way home and could only come up with the answer, Beginner's Luck.

**A Footnote:** This all happened 41 years ago and the Langswager's and ourselves still have the same TD's, are still friends, and still travel together to events. Also on that rallye was Burt Patenall (the only member of Western NY Centre ever to be awarded Life Membership by the MG Car Club UK), and Brian Fallon.

So if you do the math, this year for the four of us, it totals 100 years of marriage and 80 years of membership in the MGCC. And this was just the beginning.

**And what a beginning it turned out to be .**



Car Show 2002



# GIGP- *The rest of the Story*

as told to Dick Powers

This is from an interview I did with Jay Lockrow and an MG Vintage Racing buddy of mine, Jack Archibald or “Olde Arch” as we call him. FYI, Jack won the Collier Cup in 2000.

**DP** Jay, I know it’s 50 years ago, but do you remember the GIGP?

**J** Yes I remember it very well. I had just turned 13 a few days before and it was a very warm day. So warm that after the race a number of us went swimming at a friends pool on Grand Island.

**DP** Your dad was an official with SCCA and at the race. In the program he is listed as a Co-Chief Marshall. What did he do at the GIGP?

**J** He was a Safety Marshall in charge of keeping people off the track and got a motorcycle club, made up of local patrolmen to help keep people back from the track. Every time the race ended, these guys would take a couple of laps. Not bad! At home he made a map of the track and marked the danger areas in RED. The main objective was to keep people out of the Red areas. It was a difficult task to accomplish, because people want to be up front.

**DP** Organized racing was very different then from what it is now. What did you have to do to go racing?

**J** About that time, my father was Contest Secretary for the SCCA and you just mailed in an application and he sent you a license. It was that easy. Ask Archibald. He still has an original license signed by my dad. We would license cars too and send a metal plaque, with car owner and number, that went on the car. They were “Certified SCCA Competition Cars”. Didn’t have to be set up in any special way either.

**DP** What about the races on Grand Island 50 years ago?

**J** The one I remember was the big Grand Prix and the 2 Ferraris [4.1 liter]. I think they were the first Ferraris I ever saw. Bill Spear had the white one with blue stripes and Jim Kimberly, of Kimberly-Clark Corp., had a bright red one. [According to George Herschell, Kimberly also had matching Red helmet, clothing and even Red shoes]. Those are now \$1,000,000 cars! Spear won the race.

**DP** The race between Spear and Kimberly was really close. After racing for an hour, the two Ferraris were just 30 feet apart at the finish.

**J** There was another good race back in the field between my old friend Tommy Hoan and a Lea Francis or Frazier-Nash. Tommy won his class going away, but he was trying to catch this guy. (TC was in the under 1500cc class the others over 1500cc).

He never caught him because he had problems with the famous TC “oil cooled” rear brakes. That Hoan TC could fly and the famous Walt Hansgen finished second to him in a Siata Gran Sport.

**DP** Jay, as president of the British Car Club of Western NY are you helping with the re-enactment in June?

**J** I’m helping with the Import Car Show and as of now we have over 70 entries. We expect much more. There are 4 shows, Hot Rod, Corvette, Motorcycle and Import. I know Olde Arch has many stories he wants to tell, but be sure he gives the details about the Hoan TC/Porsche 356 incident.

**DP** Arch, how did you become Technical Inspector for

the Grand Island GP?

**A** I got “hornswaggled” simply because I didn’t have a car running. At Bridgehampton in ’51, the stupid car [a TC he still has], got upside down. In ’52, my TC was still largely under construction. Basically what I did, being very clever for my age, was to “invite” a good buddy, Stan Knapp [TD racer] to help. I did all the paper work and he did all the Work work. To me the most interesting part of my tenure as Chief Inspector was when we inspected the Hoan TC. I took one look and rejected it. I said “no way”! Tommy apparently had run into some bales somewhere. There was like a 30 degree kink just before the tie-rod end. I had visions of the tie-rod parting company and Tommy having a BIG off course. Because of this Tommy never got any practice as they took the TC back to Canada to work on it.



He showed up just before the race and was gridded behind all the other under 1500cc cars and by the time the first lap was over, he was ahead of all of them. Second was Dick Thery in the new Porsche 356 coupe entered by Hoffman Motors in New York.

Just before Start/Finish, there was a dip or “thank-you-mam” in the road. When the 356 went over this, it got airborne, nose up and drifted to the right into a deep ditch where it did the first of 11 end-over-end flips. At one point it ended up on the hood of a spectator vehicle. I looked up just in time to see this thing in the air. The car was totally destroyed, every panel was bent. Dick Thery wasn’t a very happy camper either. Because of this, everything was stopped for quite a while. After the re-start, Tommy won his class easily.

**DP** Will Tommy be at Grand Island in July?

**A** Absolutely! And he’s going to drive his old car. Jerry Dryer of Buffalo, now owns the car and has consented to let Tommy drive it in the re-enactment. [At one time, the Hoan TC was owned by Jay Lockrow’s dad]. Dryer also owns an Allard that raced in the GIGP and he will be driving that in the re-enactment.

**DP** Why did they have the Grand Island GP?

**A** It was the 100<sup>th</sup> Anniversary of Grand Island. This year we are celebrating the 150<sup>th</sup>.

**DP** Jay and Arch, thanks for sharing your memories and experiences from the ’52 GIGP. You, Jim Ottman and a big gang from the Western NY MGCC will get together for a great time July 26-28, for the Sesquicentennial of Grand Island.



# Forty Years Ago

by Mr. Gil

July 22, 1962 the MG Car Club Autocross was held. Now this was a first for us, and we believe, the first of its kind in the area. It was laid out on 30 acre pasture lot near Ionia. It was not just run over the existing pasture. Chuck Heindl and his crew used heavy equipment to grade and smooth out the course. It was challenging in full competition style with many test runs made to insure safety.



Full race control was provided by Fred German and the Race Communications Association. The course was 1.15 miles long and not suitable for large sedans. All cars entered had to undergo a rigid technical inspection just as they would at a race program. Roll bars

were not required, but approved helmets and seat belts were. It was not reported in "SPOKES" how many cars were entered or what they were. It does show that there were nine classes and gives the winner of each class and their time which is as follows:

Class	Driver	Car	Time
1	H.G. Hanson	VW	2:38:34
2	Doug Wiley	Austin Cooper	2:26:10
3	Dick Barton	MGA	2:30:24
4	Mike davin	MGA	2:30:24
5	R.Harrison	Corvair	2:27:56

6	Ken Mass	Austin Healey 3000	2:21:29
7	Bob Siggelow	Porsche Super 90	2:21:87
8	J. Tim Welch	Corvette	2:24:87
9	W. S. S. Gard	Crosley	3:12:61

That resulted in the Austin Healey coming in first overall with the Porsche second and the Corvette third. You enthusiasts can look at the numbers and do the math to see how they compared with your times at our current autocrosses. It was very interesting day. We received many favorable comments on the event with people wanting to know when was the next one. Unfortunately, there are no photos so we have no way of knowing what it looked like. I remember a fairly smooth, dirt track with many tight turns. A few got a little too enthusiastic and went off course. One new Corvette hit a tree, which we thought was well out of the way. It was hot, sunny and dusty, but we all had a ball! There never was another one. Now days we couldn't think of holding such an event on private property because of liability concerns. I briefly thought of it when we bought the 7 acres on Atlantic Avenue and then thought of all the lawyers I might meet and my irate insurance man and decided it just wasn't worth it. What a pity!

Oh, something that happened 40 years ago, June, was that Betty and I celebrated our tenth anniversary by driving the TD down to Split Rock Lodge in the Poconos. The weather was perfect for top-down driving the whole four days. We were startled one day by a terrific loud noise and the sky turning black. It was a swarm of locusts. Apparently this happens every ten years. I wonder if it happened this year? I didn't hear anything about it.

Well I'm rambling, so let this be enough said about what was going on forty years ago.

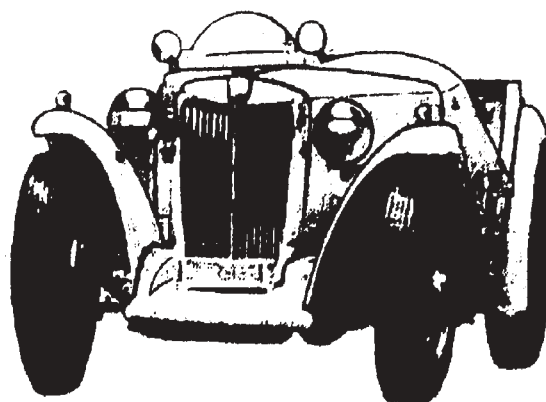
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# 2002 Garden Tour - Cupids Dart

*By: Elaine Hess and Rhonda Rizzo*

The 2002 garden tour, Cupid's Dart started appropriately with sweets. Joan Heaney brought delicious homemade chocolate covered biscotti attractively arranged on a tray. To passers by we must have still looked like a hungry crowd since a van pulled up selling Krispy Kremes. We were eager customers, buying 3 boxes and leaving him 97 more to sell as a Greece Youth Soccer fundraiser. To our credit, when he returned in 15 minutes offering more, we declined.

New members Rich Shineman, Nora Kome, and Dick and Eve Manca [forgive us if Iwe didn't read your signatures correctly] were on their first social outing with the club, plus we had a guest who is interested in English cars and gardens. Welcome and hope you all had a great time.

We started off under a beautiful blue sky and as we soon find out, in relatively cool temperatures. [As always with events in which Tim is involved it was a perfect day for a drive. E.H. ] Along the route we passed some wonderful old farmhouses as well as the always-fascinating cobblestone houses, the historic Quaker Meeting House and Darian Lake. [ The Rizzo's directions were perfect - as usual. When Allen would ask about my navigation, I could fearlessly say, "That's what is written here so don't worry." E.H.]

The morning break was in East Aurora, birthplace of the American Arts and Crafts movement and The Fisher Price toy company. We saw a number of people painting the fire hydrants to look like Fisher Price toys in preparation for the festival and parade in August. (For more information on the festival check [www. toytownusa.com](http://www.toytownusa.com).) Most of us stopped on Main St. to sample the coffee and treats at the Exquisite Taste coffee shop. Any place that is decorated with flamingoes is a must. The remaining Krispy Kremes were passed around while we socialized and enjoyed the town.

Then it was a short drive to the Buffalo Botanical Gardens where Jay Lockrow and his daughter, happy to have an event on his side of town, joined the group. The newly renovated glass house, modeled on the one in Kew Garden's near London was an wonder in itself. While the palm house had not been completed, there were plenty of other interesting exhibits. Who knew there are 500 of varieties of English Ivy and a seemingly equal number of different Coleus? Those of us who visited the Botanical Gardens now know since they were all on display and labeled. Orchids brought visions of tropical places as did the papayas trees in full fruit. There were shrubs trimmed as dinosaurs and carved wooden animals. The humidity of the tropics was a bit much for a hot summer day and many of us passed some time outside enjoying the perennial gardens and the lovely shade trees. The plantings of foxglove taunted those of us that have no success growing it in our own gardens and there was a most magnificent example of a sieboldioana 'Elegans' hosta.

Since the group switched to 'Directions By Elaine', the next leg of the trip to Darcy McGee's Original Irish Pub was more eventful than the trip to Buffalo. It was hardly a drive through the more bucolic sections of Buffalo, but thanks to cell phones, eventually everyone arrived. The cool, dark tavern with its great Irish atmosphere was most welcome on what had become a very summery day. The outside tables were huge glider seats that sat 6 comfortably. The corned beef was indeed famous. All at Rhonda's table agreed it was the best they ever had.

We were greeted at the Buffalo Transportation - Pierce Arrow Museum by owner Jim Sandoro, who gave us a personally guided tour. You could feel his pride as he described the history of many of the items on display and told

the story of how some of the most rare pieces were added to his collection. In addition to his personal holdings, there were items such as a one of a kind Pierce Arrow on loan from the Smithsonian, which until he ferreted it out had been in storage and never displayed. The period clothing on display with the cars made it very easy to imagine the cars being driven. Everyone said that the Museum was far more than they had expected and clearly our visit only allowed us to really look at a fraction of the holdings. The museum has plans for numerous additional exhibitions and the club might want to arrange another trip in the future. You Elvis fans will be happy to know that Elvis is alive and well and living at the museum. To find our more please visit the museum or check out the website, [www.Pierce-Arrow.com](http://www.Pierce-Arrow.com).

As we prepared to leave, the Manca's found out about the George Tennant's famous glue. Dick's Midget wouldn't start. Luckily, Dick Rzepkowski, who we all know has just finished assembling a prize winning Midget was there and he quickly discovered the problem. Much to his 'dismay' he had to go over to Jim Sandoro's workshop to get the necessary part - torture I am sure. The Manca's Midget started right up and ran perfectly all the way home.

Thanks to all who helped with the tour. Thanks to all who participated. And a special thanks to those who helped with the car repairs.



**6 CYLINDER COURTSHIP and MOTOR CAR DIVORCE - sound like great summer reading.**



**Dick Rzepkowski checks out a possible new**





Elaine Hess and Rhonda Rizzo at the end of the day and already talking about next year's garden tour.



Exquisite Taste in East Aurora!



Non Skid - Yeah right. Can I find some that say "autocross winner?"



The good thing about Midgets is that if there is only one parking space its not a problem.



It said turn at the Domes, but I haven't seen them.



The white roof was easy to see in the distance.





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Financial Advisor

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## **Museum Tour & Picnic July 13**

We will be leaving the McDonalds at the Clifton Springs/Manchester (Exit at the corner of Rte's 96, 21, Interstate 90) at 8:00am sharp!! We will head east on 96 to rte 20 into central NY. We will enter Norwich at 10:00 - 10:20. We will have our own tour guides and will be visiting for 2 - 2 1/2 hours, or as long as you like. There will include a special exhibit of cars built in NY State.

The Discount will be included in the prices of \$6.50 - Adults and Seniors, \$3.00 - Students, Children under 5 free.

They have available a motorized wheelchair, and one conventional wheelchair. After we tour through the museum, we will be able to use the pavilion at St. Barts Park for a picnic. You may head home at your leisure after we picnic.

Call Carl Webeck 585-288-3612 or carl@mgarclub.com

# SUNSHINE PAGE

## JULY BIRTHDAYS

1 Jim Colegrove  
1 Claudia Kennedy  
2 Lex Sleeman  
2 Barb Fink  
2 Pat Sangster  
3 Carol Newman  
4 Peggi Heissenberger  
5 Mark Mallory  
5 Enid Ryen  
7 Tom LeStrange  
7 John Spencer  
7 Robert Welch  
8 Shirley Mallory  
9 Tim Rizzo  
11 Dan Burke  
12 Mark Cleary  
14 Dave Wild  
17 Sharon Perry  
18 Peggy Haefner  
18 Judith Ruston  
19 Jeffery Geddis  
20 Beverly Haynes  
21 Kevin Lenander  
21 Gwenn Poulton  
22 Tom Lenweaver  
22 David Schindler  
22 Carol Garner  
24 Donna Pritchard  
25 Ferny Lovell  
25 Elmer DeTiere  
26 Gerard Odenbach  
27 Clifton Jenney  
28 Bob Harris  
29 Jerome Doyen  
29 Susan Goodridge  
30 Rory Raymond  
30 Cheryl Asmuth  
30 Suzanne Trask  
31 Don Stahl  
31 Lynne Schindler

**HAPPY BIRTHDAY EVERYONE!!**

\*\*\*\*\*

## JULY ANNIVERSARIES

1 Allyn & Phyllis Wagner  
8 Bob & Wendy Austin  
12 Peter & Tracy Harvey  
13 Bill & Sue DeVos  
17 Mike & Fran Marsh  
19 Bob & Pamela Houseknecht  
19 Paul & Linda Lytle  
19 Don & Linda McConnell  
23 Elliott & Marla Eklund  
23 Donald & Mary Sweeney  
24 Bill & Kay Johnson  
25 David & Kim Avery  
25 Bill & Linda Bethune  
25 Jim & Kathy Walsh  
27 Eric & Dawn Mehserle  
31 Pete & Tarr Fazio  
31 Paul & Fia Lilley  
31 Arne & Nancy Lindquist

**CONGRATULATIONS**

## AUGUST ANNIVERSARIES

2 Bob & Susan Cooley  
4 Tom & Mary LeStrange  
5 Al & Mary Isselhard  
6 Jon & Rebecca Van Dorn  
7 George & Kay Curtis  
7 Jay & Beverly Lockrow  
7 John & Patricia MacDonald  
9 Gregg & Grace Gleba  
10 Bill Clicquennoi & Donna Pritchard  
16 Richard & Ann Coleman  
16 George & Peggi Heissenberger  
17 Harold & Christine Rodman  
18 Gary & Ellen Agosti  
18 Peggy & Ed Haefner  
21 Jim & Pat Dix  
21 Nancy & Roger Least  
21 Jim & Jean Riley  
23 Wes & Sue Pittenger  
26 Bob & Kay Johnson  
28 Jim & Sue Herschell  
29 Lane & Kathy Boughton  
29 Tim & Rhonda Rizzo  
30 Mathew & Barbara Zabinski

**CONGRATULATIONS**

## AUGUST BIRTHDAYS

3 Mary Brophy  
6 David Engdahl  
6 Paul Lytle  
7 Pete Fazio  
7 Chris Hershey  
7 Wes Pittenger  
7 Sherry Corcoran  
7 Mary Costich  
8 Mary Isselhard  
8 Charleen Riexinger  
9 Jeffrey Kath  
11 Pamela Slack  
12 Susan Lenander  
14 Scott Perry  
14 Elaine Hess  
14 Marlene Rzepkowski  
16 Wendy Priestley  
17 Patti Schultz  
18 Tom Bailey  
18 David Lucchesi  
22 Jay Lockrow  
22 Linda Stewart  
25 Linda McConnell  
27 Doris Roworth  
29 Joe Tierno  
29 Anne Faust  
31 Kathy Hershey

**HAPPY BIRTHDAY EVERYONE!!**

## WELCOME NEW MEMBERS

**Richard & Eve Manca**

1920 Sherburne Road

Walworth, NY 14568

315-986-1487

1976 MG MIDGET

**David Nelson**

34 Whitehouse Drive, Apt. #3

Rochester, NY 14616

**Nick & Amy Masi**

326 Grand Circle

Caledonia, NY 14423

585-538-9703

1970 MGB GT

# Bury Me in an Old Mowog Parts Box



*Jay Lockrow*

Car Shows... We have all been to them. We love some and hate others. We

like some of the cars and could care less about others. We look at good cars, bad cars, rusty cars, beautiful cars, clean cars, dirty cars, ugly cars, magnificent restorations, average restorations, cars in original untouched condition, cars that are so over restored it is ridiculous, cars that should be broken up for parts, and cars with so many modifications it is hard to tell what it started as. We see cars that we vote for and cars that we judge, and this fans of MOWOG is the dilemma that faces the ordeal of putting on automobile shows. In the past several weeks the attendance to car shows has been paramount. Any weekend in the summer you can take your pick of probably half a dozen car shows on the local front. If you wanted to travel even farther it could number in the hundreds. One of the worst things is that there is a certain sameness to the whole affair. IT'S TIME TO DO SOMETHING DIFFERENT!

Now I know I'm opening a Pandora's box here but I have been quiet on this subject far too long. Car shows need something besides giving out prizes to the best cars. I have judged at shows more years than I care to remember and I will be the first to admit there are times I would like to award a prize to a car that just does not come up to standards.

Why? because it may be unusual or something not seen everyday and I would like to make the owner happy and see him come back, or better yet join the club. But it does not end here. In a popular vote show I have seen substandard cars win over a better restoration because they are "pretty" or maybe the color is more likable for the masses. This is one thing I dislike about popular vote shows plus the fact that politics enters into the act. If you don't like Joe Smith you don't vote for his car. If Jenny Jones is your good buddy she gets your vote. Some poor guy that just finished his car and does not know anyone and has a beautiful car gets nothing. A judged show eliminates this but then again I have seen unqualified judges judge cars they know nothing about. Even I am guilty of this but feel I have a good enough eye to spot the best car out of the pack. Then I have seen such chicken droppings as whether the split pin is put through the correct way or if the valve caps have the right knurling on them. This can get ridiculous to the point where some people just don't come back. On the other hand if that's the way that show is run you have to play with their rules. But wouldn't it be better if there were more than one criterion? One for show quality car and one for ordinary cars, maybe even one for cars in daily use. We need something to bring out drivers...possibly split the class or make an extra award in each? As it stands now people are becoming tired of the old first, second and third awards. Let's reward people for coming and bringing their cars and take the edge off the competition.

But even here it does not end. Just recently the AACA (Antique Automobile Club of America) has instituted a class or award for unrestored cars. This subject has been mentioned before and I am totally for it. It is at least a beginning for recognizing great cars that don't need restorations. (If you think I am vying for an award for my cars I will gladly pull them from competition for several years) It is time to recognize cars that are preserved or conserved instead of restored.

I was looking at a Bentley at Lime Rock one year and this car had the most beautiful patina that no restorer in the world could duplicate. The leather had that warm glow and the paintwork had a few nicks and scratches in it; just enough to show use but not abuse. Would this car take an award at your car show? Probably not, but I as a judge or voter would give my all to a vehicle like this for no other reason than to try to bring him back again.

What about that car with so many modifications that you can hardly tell what it starts life as? Chrome plated engine parts, braided radiator hoses, air dams, spoilers, neon plug wires and pleated upholstery. A little is nice and I like it but excess is just plain tacky. Then of course there is the old problem of how many times a car should win? Two, three, six or even more? Three is a good number and after that the car would go to a different level or put in display only. If we are not careful, Jenny Jones mentioned earlier could have all the first place awards for ten or fifteen years. Would you go to a show with a car in the same class as Jenny Jones? Is it not time to share the bounty? Also, as far as bounty goes why not something useful like a set of screwdrivers, a dinner certificate, or car cleaning materials. Plaques and cups are great but they do collect dust.

To vote or to judge will probably be argued about after I'm long gone. At present I prefer judged shows but I attend both. Of course procuring judges is a big problem. People want to judge their own classes because that is what they know, but that just does not work. I attend shows that are geared to the cars I like, basically sports cars of all ages. I tend to stay away from the custom car and hot rod shows because they just don't interest me. The popular vote shows are fine but we have already mentioned the problems. The procuring of judges is eliminated but you have people voting that know nothing. Why not a system similar to a judging sheet? Points for paint, interior, engine room, suspension and maybe points for the way the car is presented. I have seen models of the same car, teddy bears, Kermit the frog and dozens of other ideas. Let's try something new. There has to be something better than just voting for Jerry Jones. If you were not interested in voting for Ferraris and, Aston Martins or Isettas you just would not. If you just want to vote for Morgans and MG Bs so be it.

Finally after you have judged or voted what do you do? I have had people come up to me that are at their first show and ask when things are going to be wrapped up. This I feel is one of the biggest problems of the entire event, boredom. I have seen bands, trivia questions, bicycle rodeos, flea markets and things I have long forgotten. There needs to be something to encourage participation. Possibly some event on the field where you use your car. Prizes for the best era costume, best picnic lunch display, whatever. This area needs work and the whole car show routine needs to be rediscovered. Let's get started before it's too late!



# THE MG CAR CLUB, WESTERN NY CENTRE, INC.

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State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New or Renewal? \_\_\_\_\_  
Cars Owned & Yr. \_\_\_\_\_

**INTERESTS:** Racing \_\_\_\_\_ Gymkhana \_\_\_\_\_ Rallye \_\_\_\_\_ Restoration \_\_\_\_\_  
Car Show \_\_\_\_\_ Social \_\_\_\_\_ Touring \_\_\_\_\_ Other \_\_\_\_\_

Hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_ E-Mail Address \_\_\_\_\_

Roadside Help? No \_\_\_\_\_ Yes \_\_\_\_\_ Days \_\_\_\_\_ Evenings \_\_\_\_\_ Nights \_\_\_\_\_ Weekends \_\_\_\_\_

**MAIL APPLICATION WITH CHEQUE PAYABLE TO: MGCC OF WESTERN NY, INC. TO:**

**Jim Priestley  
251 Bronx Drive  
Rochester, NY 14623**

### MG CAR CLUB of WESTERN NY CENTRE -REGALIA-

Cloisonné Pins	\$ 2.00	Mylar Decals	\$ 1.25
Six-pack Cooler	10.00	Fleece w/emblem	22.00
Antenna Flags	10.00	Fleece w/emb. (XXL)	24.00
Name Badges w/MG	10.00	Log Book	6.00
Leatherette Key Tag	3.00	Car Badge	25.00
Luggage Tag	1.00	Bumper Stickers	1.00
Badge Bar Clips	5.00	Old Fashion Glass	4.00
Sweat Shirts	15.00	Polo Shirts	18.00
British Style Cap	5.00	Color MGCC Decal	1.25
Ladies Pendants	15.00	Club Emb. Patch	2.00
MGB Badge Plates	7.00	Tee Shirts	12.00
Sport Cap w/ emb.	12.00	Club Jacket	36.00
		Club Jacket w/name	39.00

**Dave Chase  
689 Erie Station Road  
W. Henrietta, NY 14580 (716)334-6826**  
Call or write for details on mail orders

# WESTERN NEW YORK CENTRE MGCC

## CALENDAR OF EVENTS 2002

January	February	March	April
17 Meeting 20 Wine & Cheese	17 Valentine Brunch 21 Meeting	3 Steak Roast & Auction 21 Meeting 24 English Pub	18 Meeting 28 Brunch Run
May	June	July	August
11 Tune Up Clinic 16 Meeting 17-19 Carlisle 25 Tailgate Picnic 26 Autocross I	2 Vintage Car Show 20 Meeting 23 Garden Tour	7 Autocross II 13 Picnic 18 Meeting 25 Kids day - Glen 26-28 Grand Island - All British Gathering	4 Steak Roast & Funkana 13 Meeting
September	October	November	December
5-8 Watkins Glen 19 Meeting 21 Tune-up Clinic 22 Autocross II	13 Fall Foliage Tour 17 Meeting 25 Halloween Party	3 Nov Brunch 10 Garage Tour 21 Meeting	14 Holiday Party No Meeting

For more information visit our web site <http://www.mgcarclub.com>

The Spokes  
Leon Zak, Editor  
411 Seneca Park  
Rochester, NY 14613

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