

# The ***SPOKES***

*Founded 1958*



Volume 44 Number 10

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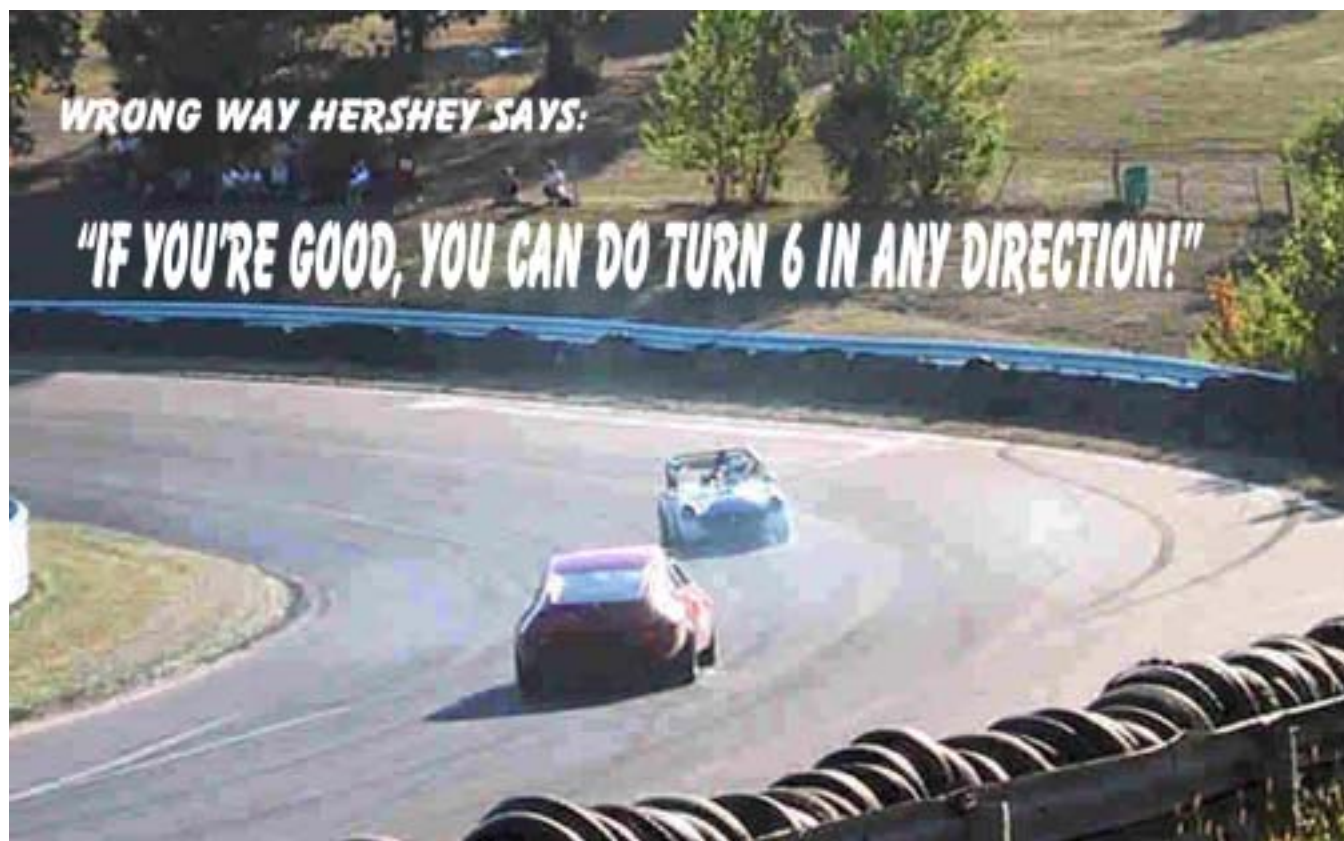


Photo Sequence Inside!!!

**6 TURN IN HERSHEY GET**

*October Meeting*

**October 19 at the Burgundy Basin Inn 7:30 PM**

1361 Marsh Road, Pittsford, NY

**Dinner before the meeting 5:30 at Tom Wahl's,**

**Bushnell Basin, Pittsford, NY**



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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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<b>Half Page</b>	\$27.00	\$110.00	7.5 x 4.8
<b>Quarter Page</b>	\$16.00	\$65.00	3.6 x 4.8
<b>Eight Page</b>	\$11.00	\$44.00	3.6 x 2.3

**DEADLINE FOR SUBMITTING TO THE November SPOKES IS *Thursday, October 25, 2002***

SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

**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.

Photo by Scott Perry

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Tim Rizzo with his mini at Seneca Lodge



When there are this many together, Are they still mini?

---

## BRUDNO AWARD/LIFE MEMBERS

Desi Benet	George Haynes	Alex Kopon	Joe Tierno	George & Nancy Herschell
Gil & Betty Langswager	Richard & Bethel Powers	Dave & Barb Wild	Steve Fitch	Jim & Wendy Priestley

---

## 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

*This month we have made visible milestones with the house: I've cooked on the stove, baked in the oven, used the dishwasher, the washing machine, the dryer, sat in the living room and watched TV - just like a real house. It's been an amazing transformation. Now I'm getting quotes on the foundation for the garage/rec room/office/car storage building.*

*When the infamous roofers started to do around the chimney, I didn't like the way they were going to do the flashing, the reliance on tons of tar as the seal didn't work for me. I figured there was a better way and told them to just leave the flashing up to the chimney and I'll finish it. Well, that was a few months ago. During the dry summer, I've had a few things on my mind and a couple slipped out the back of my head, finishing the chimney being one of them. So now the rains of the Fall come and guess who still hadn't done the flashing? Bingo! I can now attest to the fact that "Nothing done to attach flashing leaks more than anything done to attach it." Fortunately there was no damage and it's now attached.*

*While we had the Bobcat here last month we cleaned up all the rocks around the yard. Or so I thought. I'm out there with the hose and see the edge of what I think is a small rock. So I spray around it so I can pick it up and move it over to the pile. And I spray, and spray, and .... Well you've probably heard about the Rock of Gibraltar - I've found the Rock of Chili. I reached just over 3 feet long and decided that maybe this would be a good spot for a rock garden.*

*I think Puppy, our dog, has finally excepted the fact that this is now Home. He's stopped getting up and going to the door every time I move toward it. He also has started barking when someone comes to the door which is nice seeing that it is one of his jobs along with eating anything within 3 feet of the floor that may be remotely edible. (For those that have not seen him, 3 feet is what he can reach standing on all fours.)*

*The weekend at the Glen - what a great time! If you've not done this, make plans for next year. I love the fact that members of our club are out there racing. It's one of the great things about our club - there's competition on the track, but if help is needed, they're there helping each other. Excluding the fact the Joe Tiernos car and Brain Fallons car must have made an agreement to finish no race with out breaking something, the rest of our racers did pretty well. Newbie Dick Rzepkowski showed the old hands the way it should be done, as the cover shows Ted Hershey get the "most exciting" prize for doing turn 6 backwards and the Glanville Pit Crew has no clue how to quit, they get the "Ener-gizer Bunny" award - blow an engine, change an engine, blow a clutch, pull the engine, change the clutch, install the engine and get back in the race. I'm not sure what I enjoyed more - the racing, the flashers at turn 6 or the impromptu clam bake!*

*I bought a Hammond organ through Ebay and had to take the GMC to Dayton, Ohio. I did points and plugs and it's up to 12 miles per gallon empty or loaded and I haven't had to put water in it since we Bars Leaked it in Carlisle.*

*I wrote about taking by brothers big step truck up into Canada to get stuff for the house - well, he loaned it to someone else and they found out that a 10'9" truck will NOT completely fit through a 7'2" bridge. The chassie will, but the truck body will crunch up and stay outside the bridge. Very, very messy. The down side is it was a 1983 aluminum body with only 32,000 miles on it. Ouch!*

Later, Leon ...

# MGCC Meeting Minutes September 19, 2002

The September meeting was called to order about 7:40 pm. The minutes from last month's meeting were accepted. New members and guests were introduced.

**TREASURER REPORT** - John Baum gave treasurer's report. Finances are solid. John has printout showing figures.

**REGALIA** - Dave Chase not here.

**SPOKES** - Leon Zak suggested all articles be due one week from tonight.

**ACTIVITIES** - Joan Heaney reminded members sign up sheets are on a table by the door. She discussed the many activities coming up. People interested in attending Fall Foliage tour must send in payment by October 4<sup>th</sup>, see Spokes for details. Missing from October calendar is the last autocross of the season - October 27<sup>th</sup>. The October Halloween Rally should be great time, Jeff Langswager family with help from Betty and Gil are organizing it. Joan has promised all deer are restricted to Mendon so everyone's car should fare well. Scheduled for November is a brunch and the ever popular Garage Tour. December is the Christmas party. Details for all events are in Spokes. Plans for the 45<sup>th</sup> anniversary have started. The event will most likely be held in August, 2003. Joan shared a copy of the Model A's newsletter featuring a picture of members John and Karen Martin's car.

The entertainment book will continue to be on sale for the next two months. \$22.00 to Joan Heaney and all proceeds go to the MG Endowment Fund -quite a good investment.

**VICE CHAIR COMMENTS** - Al Costich introduced Dick Powers to give a complete report on vintage racing at the Glen. Many members participated as drivers, mechanics or spectators. 2004 will be big racing weekend with an MG focus. Dick Powers will be looking for some help with this event.

**CAR SHOW REPORT** - Charlie Searles was not available to give car show report. It was mentioned a critique meeting will be held this month to discuss results of this year's show. Steve Sangster and John Baum have agreed to co-chair the show next year with help from George Herschell.

**WEBSITE** - Scott Perry reported Grand Island pictures are on the website as well as pictures from the Funkana event. Please take a look.

**WATKINS GLEN** - Dave Wild gave a review of the Watkins Glen vintage racing weekend. The concourse had a great turnout. The committee will be looking into some traffic issues. Dave gave rundown of concourse winners.

**OLD BUSINESS** - Members were asked for any more nominations for the Board. None were given. Currently the slate is present board. Voting will be held at November meeting.

**NEW BUSINESS** - Board will purchase endowment plaque in Steve Brown's name (deceased member) The board suggested the club buy plaques for deceased members in the future - approved by membership. Board made recommendation to move \$1000.00 from checking to endowment.

Comments: What about Donations committee suggestions? Should use more scrutiny on donations made by club

and report should be given on endowment fund status. Let committee get information from members to make suggestions to board. Last year's chairman asked two times for donation suggestions from committee and no suggestions were given. Also a report on endowment fund was given last year (the first year of the fund. Ted Hershey will contact Donations committee and report back next meeting.

Dick Rzepkowski had been asked to present an update on Silverback Venture. He reported being unsuccessful contacting someone from Silverback in time for the meeting. He hopes to have information for November meeting. He believes the club has been operating and is still running, giving driving instructions.

It was suggested Elaine Hess oversee the MG Endowment Fund. The members unanimously agreed. She has accepted this role and will be contact person until further notice.

John Baum made a motion to give \$1000.00 donation to endowment fund due to the positive bank balance of our checking account. Motion was seconded. Comments – The Endowment Fund was explained. What is balance club can have without having to pay taxes? Questions arose around the MCC Scholarship not being given out the past year. Paul Heaney will oversee the award. He will contact MCC to see more interest and applicants are aware of scholarship. Ted Hershey explained the origin of the Bob Phillips Award (said MCC Scholarship) Motion was called to vote and unanimously passed.

Suggestion was made to move funds over to rainy day fund increasing balance to \$5000.00. Regarding the Rainy Day Fund limit - The treasurer proposed to change the balance limit from \$4500 to \$5000.00 which would require

membership approval to go below that limit. Comments: When was fund established? (Answer in the 1990's) Amendment was made to table discussion, form committee to look at everything and report back. This was discussed, then the motion was withdrawn.

#### CARS and PARTS

Brian Fallon knows of someone selling TD – See him.

Alan Costich has Volvo for sale – contact him.

Ted Hershey spoke of racing at Glen, thanked his supporters

MISCELLANEOUS COMMENTS: none. Door prizes were awarded. FINALLY the meeting ended at 9:15 pm.

*With Joe DeBlaere off on yet another vacation (they're taking this retirement thing WAY to seriously), Pat Sangster provided this months minutes.*

## Activities

*by Joan/Paul Heaney*

Well, Fall is upon us and with it brings some fun filled events for the club. The Rizzo's have planned a very spectacular Fall Foliage Run and the Langswager's have planned the ever popular Halloween Rallye both to take place in the month of October. In previous years these events have been well attended with everyone having a great time. I have it on good authority that these events will continue the tradition and the weather will cooperate???

In November, Al Costich will host a Garage Tour. This has also been a well attended event in the past. Al always makes sure that he has a great run planned with stops at some very interesting places. One never knows until they get going, but he never ceases to surprise and please the group.

It is also that time of year when we begin to think of Christmas. Used to be that you did not see Christmas decorations and stuff in the stores until after October 31, but now it seems to start in July. The way the days fly by and each day shrinking quickly, (mine are down to 19 and 1/2 hours), so I have much to my unbelief started to work on the Christmas Party set for December 14.

Plans for 2003 are in the making. If anyone has any ideas or events they would like the club to run, we can be reached at (585) 624-8182 or pheaney@att.net

## CLASSIFIEDS

For Sale - 1969 MGC Roadster Body stripped with most work finished. \$3500 Call Scott Bingham 585-704-7423

Wanted: Winter storage for my MGA.

Frank Testa 784-7454 (work) 223-9574 (home)

For Sale - 1. Master Cylinder for TR-6 Girling Brand, needs rebuild kit, excellent condition, \$25 or B/O. 2. Igniter Electronic Ignition \$20 or B/O. 3. MGA Gear Shift Knob \$5.00. Call Joe Fazio - 248-8117

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## GARAGETOUR 2002

November 10<sup>th</sup>, 9am



Start at The  
Heaney's

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Road  
Honeoye Falls  
624.8182

Rt 64 south to 20C  
left on 20C to Church St  
left on Church to Meadow View

Contact: Alan Costich  
@ 482-2695  
for details or suggestions

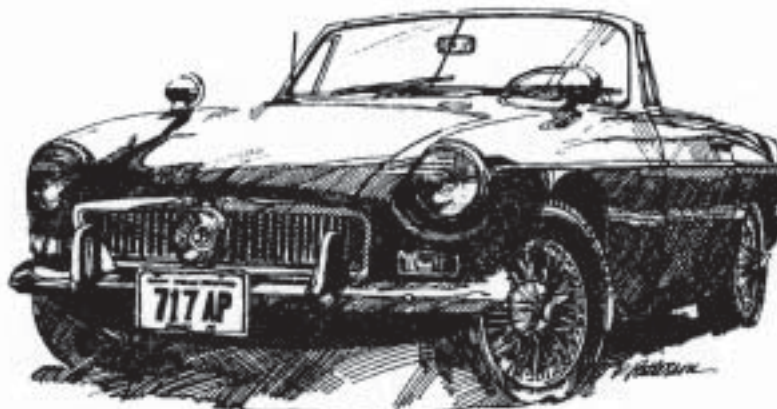
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# MG Car Club Western New York Center, Inc. Endowed Scholarship Fund

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At the September meeting I agreed to oversee donation activity to the MCC Endowed Scholarship. I thought it would be good to begin what I hope will be monthly reports with a short overview of the scholarship fund and how one might contribute to it.

About three years ago the club voted to extend its scholarship activities for the benefit of the automotive technology program at Monroe Community College through the establishment of an endowed scholarship. An endowed scholarship is one which has a principle amount which is invested by the board of trustees of a college. A percentage of the rate of return on the invested principle is awarded as a scholarship, while the rest is reinvested in the scholarship fund allowing it to continue to grow. Scholarships may be awarded when a \$10,000 minimum for an endowment account has been reached and interest has accrued for one year.

This type of scholarship differs from others that the club has funded in that it is permanent. Once the principle has been donated, an award will be made annually. Therefore, should we have a year in which our income falls short, an MG Scholarship would still be distributed. However, our scholarship activity does not need to be limited to this fund and we could fund additional scholarships if it was determined that the club could afford to increase its donations in any given year. Money placed in the fund is tax deductible and is a permanent donation to the College. Should programs in automotive technology or automotive related subjects be closed, the money would remain in the MCC Endowment. The club could re-designate the department.

About two years ago, in order to foster donations from the membership in addition to the money donated by the club, a challenge program was created by then Vice President Scott Perry. Paul Heaney was asked to create a commemorative plaque with spaces for a limited number of donors names. An engraved nameplate is to be added to the plaque in recognition of donations of \$25.00 or more. Once all the available nameplates have been purchased, it will be presented to the Automotive Technology Department for display. Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club. If you wish to have your name included or if you wish to purchase a nameplate for someone else, your donations should be sent to:

Elaine O'Neil-Hess  
17 Sandpiper Lane  
Pittsford, NY 14534

Please indicate exactly how the name which should appear on your plaque. Also please note that there is a fee of \$5.00 in addition to the donated amount to cover the cost of engraving the nameplate.

If you would like to make a donation directly to MCC, and desire recognition directly from them for your tax records, your donation should be sent directly to the college:

MCC Foundation  
Damon City Campus  
228 East Main Street  
Rochester, NY 14604

Make Checks Payable to: MCC Foundation and designate the MG Car Club in the memo field or in a letter.

If you would like information about opportunities for planned giving please contact MCC directly.

Elaine O'Neil-Hess

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## EDITORIAL

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Dear MG Car Club Members,

Last night on my way home from the club meeting I was very upset because I thought the September meeting did not go smoothly.

It started with my suggestion for a discussion of how to handle the increase in the clubs treasury. When elected to the board, we took over at a time when our finances were shrinking. We took our role seriously and put into place methods to conserve until our financial situation improved, and it has. Your board members meet regularly and they are very aware of the clubs finances and circumstances. The topic of what to do with excess funds created by a very successful car show was thought over and discussed at two consecutive board meetings.

The club established the Philips Scholarship fund years ago to be helpful to deserving students at MCC. Our club has a great relationship with MCC, they provide us with many perks that all other clubs in our area should be extremely envious of. We have a high-tech facility for our tune-up clinics, and a very good location for our Autocross.

To insure that our MG Car Club leaves a permanent positive mark within our community the endowed scholarship was established.

There was no forthcoming recommendations from the Charitable Gifts Committee, so why not support the MG Car Club Endowment fund and the Philips Scholarship? I was upset that we have these established paths yet we had to rehash them yet again.

One of the jobs of the Board is to guide the club through good and bad times. This board has gotten us through a bad time and a lot of work was put into the recommendations for the good times (the donations) and nesting a bit (the increase of the rainy day fund) for any future bad times.

I apologize to the new members and guests for having been caught in this. When we are not talking about money we are a really fun club, with a membership that has much activity with our common thread, "the cars".

**John Baum**  
**Treasurer**

# MGCC AUTOCROSS III September 22, 2002

by Wally Roworth

## MGB

	Best run	First	Second	Third	Fourth
Dick Powers(Phil Parisi'sB)	151.69	203.85o	154.49oc	151.69	149.53o
David Avery '67 B	151.90	156.72o	155.59	151.90	153.63
Alan Hess '71 B	156.75	161.13c	156.75	157.50	157.31
Phil Parisi '69 B	000.00	211.94oocc	152.34o	000.00o	
Steve Sangster '70 B	000.00	000.00ooc	000,00o		

## U2L Stock

Kirk Joy '01 Honda Civic	148.04	158.66o	152.50	152.38	148.04
Dennis Costich '96 Miata	153.15	200.25oo	153.15	202.03	154.22oc
Nancy Least '76 MG Midget	207.31	134.21o	222.81o	212.34	207.31
Pat Sangster '02Maz Protoge	207.72	229.49oo	217.41o	213.25	207.72
Micah Schmidt '96 Miata	000.00	205,41o	202.16oo	000.00oo	

## U2LPrepared

George Haynes '56 MGA	143.93	147.57oo	146.47	144.28	143.93
Tom Glanville '80 MGB	144.40	145.88oo	145.13	144.63	144.40
Dennis Gorlick '92 Miata	145.44	204.78	150.00c	153.03	145.44
Bob Harris '76 Spitfire	157.34	201.??o	159.40o	157.34c	000.00o
Brian Fallon '66Porsch912	158.87	220.47oo	209,—oo	158.56o	159.87

## O2L Stock

Bret Fryover'00 ChevCavalier	147.94	153.85	149.15	147.94	149.21
Jeffrey Roberts'88ChevCmero	152.44	200.22	157.63c	155.04	152.44

## O2LPrepared

Anthony Magagnoli'97BMW	134.47	139.22	135.66	136.28	134.97
Alex Horvath '80 Porsc91SG	140.34	144.07c	140.34	146.59oc	149.03cv

## MINI

Ben Barlow '62 Mini	157.31	158.41o	159.94o	158.84	157.31
Alan Costich '62Mini	158.28	000.00oc	208.00	158.28	
Micah Sehmidt'62Mini	210.50	217.15o	212.59	210.50	

## RESULTS BY BEST RUNS - ALL CLASSES

1 Anthony Magagnoli O2LP	134.47
2 Alex Horvath O2LP	140.34
3 George Haynes U2LP	143.93
4 Tom Glanville U2LP	144.40
5 Dennis Garlick U2LP	145.44
6 Bert Fryover O2LS	147.94
7 Kirk Joy U2LS	148.04
8 Dick Powers MGB	151.69
9 Dave Avery MGB	151.90
10 Jeffrey Roberts O2LS	152.44
11 Dennis Costich U2LP	153.15
12 Alan Hess MGB	156.75
13 Ben Barlow MINI	157.31
14 Bob Harris U2LP	157.34
15 Alan Costich MINI	158.28

c These runs, as recorded, include the 2 second penalty.

o These runs are the off course(s), times are of interest only.

Note: A couple of drivers stopped the clock by breaking the feed wire. This appeared to be a simple course. It turned out not to be. It was fast

No penalties: Anthony Magagnoli and Bret Fryover.

# Feel The Love

By Stacey VanDenburgh

Those of you who only attend the MG Car Club monthly meetings are really missing out on the heart and soul of this organization. When Arnold and I went to Watkins Glen for the Vintage Auto Festival, we had no idea we would be so touched by the members of our wonderful organization. For the first time, we decided to put the TR4 through its paces and do the Glenora Rally. It was the first time Arnold really drove the Triumph hard and we were having a ball until we realized we had only received one of two pages of instructions - whoops! So we tried our best to keep up with a Porsche 911 in front of us (they had the whole route on paper, but no odometer or turn signals!) When we finished in downtown Montour Falls, we paused for a half hour to do some shopping, only to discover that the car wouldn't restart. So the kind organizers push started us. Then we paraded with the rest of the participants through a retirement community and on to the lunch site (we got lost again, but that's a long sordid story). When we found the lunch site and had eaten, of course, again, the car wouldn't restart! But did this stop us from doing our two laps in the reenactment ceremony in downtown Watkins Glen?

Of course not! After that, we parked the car on the main street in Watkins Glen for the rest of the afternoon, and enjoyed the various festival activities. After a nice supper at the Wildflower Café with Allen and Elaine Hess and Doug and Laurie Scribner, we had to be pushed again. Unfortunately, this time the car died 200 yards later. Arnold was totally depressed and disconsolate. Laurie took me back up to the log cabin at the Seneca Lodge and went back downtown to help put Arnold's car in the handy Mini City trailer and haul it back up to the Seneca Lodge.

All night long I could tell Arnold wasn't sleeping and for good reason? the TR4 is, in a way, his baby. In addition, we were 69 miles from home and this was our only car for the weekend! How would we get to the track? How would we get home? What was wrong with the stupid car, anyway? However, when we woke up to discover that the car fairies had come in the middle of the night? on the porch we discovered that the battery from the TR4 had been removed and was already plugged into a battery charger (thank you, Allen & Dave Wild!) and a spare battery had also magically appeared (thank you, Gil!). Best of all, Elaine and Allen, our cabin mates, who had to go up to the track at 6:30 am had left us the keys to their Audi Quattro so we could join them there.

Elaine and I came back to the cabin at 2 pm to set up the traditional Saturday night MG Car Club Party. Later in the afternoon, Arnold got to work on his car with some other car club members. I kept telling him that there were worse places to have car problems - here there were at least 700 car enthusiasts, all willing to give advice and lend a hand, and if worse came to worse, there was always AAA! Well, when Leon Zak diagnosed and fixed the problem with his handy voltmeter, Arnold spontaneously hugged him. They made him do it again so they could get a picture for the newsletter.

Arnold and I wish to express our deep, heartfelt appreciation to all of the MG Car Club members who made our weekend at Watkins Glen a very memorable and pleasurable experience.

*(editors note: The picture mentioned above was too fuzzy to print.)*

# Afterglow

by Dick Powers

## September SVRA Vintage Races at the Glen

It's been about a month since many of us were at the Glen for the vintage races and 2002 represents a new high in racing activity for our Western NY Centre, the most racers from the Centre since the All MG Races of 1959 and 60. This year the Western NY Centre had 7 drivers racing. Six MG's and one Porsche, the latter thanks to Brian Fallon.



It was great to see Joe Tierno back on track with his MGA, #029. This historic car won many races in the 50's and 60's when owned by Spanky Smith and

driven by the great Bob Bucher. Even though Joe had many problems, he drove with great verve and in a sporting manner that honored the memory of Spanky and Bob. It was good to have Joe back racing at the Glen, his 50<sup>th</sup> anniversary of going to races, a passion that started when his dad brought him to the Glen in 1952.

Then there is the Taj Mahal Gang aka: Tin Cup Racing. Al Costich (BGT) and Ted Hershey (Midget) along with a crew of thousands, indicative of the MG Factory Sebring efforts of the 50's and 60's, had a great weekend as only they can. Many adjustments led to faster lap times and a few surprises in turn 6 on Sunday. Alan got "flashed" by the guys as he flashed us (headlights) and Ted found himself looking into the headlights of his competition as they flew by.

One of the "flyers" was Dick Rzepkowski, a man possessing the wings of Mercury. This was Dick's first race weekend ever and in an unfamiliar car (Midget) too. He consistently turned fast laps and was the equal of many more experienced drivers with highly developed and sorted cars. Dick does have a secret, his lovely wife Marlene was there turning the wrenches and helping him in every way possible. It doesn't get any better than this, a great natural driver, capable car and a team that's really together.

The hardest working award has to go to Bill Glanville and his crew. They had just put a bigger and more powerful 1275 motor into the Midget for the horsepower hungry Glen track. During practice, things were fine at first. As they increased the RPM's into the 5,000 range, the engine began to run lean and they eventually cracked a piston. Usually this is the end of the racing weekend for most vintage racers. Not for them, because they brought their nearly stock 1100cc motor and Bill, his brother Tom and Peter Pegoni swapped engines with the speed and precision of a heart transplant team. What an effort and even with the 1100, Bill ran well, I can attest to that, because he and I had a good dice during the Collier Cup race and if it wasn't for his gearbox going bad, our placing would have been

reversed. What a class act these guys are.

Our Porsche team, with Brian Fallon doing all the driving this weekend, didn't fare much better. The 356 is being developed into a powerful vintage racer and with that, a few surprises happen. Brian had some rocker problems and made a trip back to Rochester to get another set. At \$200/rocker, it was worth the trip, but unfortunately the Porsche continued to have trouble during the weekend.

Oh yes, there was another WNYMGCC team there, Shoe String Racing. Team owner and driver, Riccardo d'Solane has patterned his "have fun" efforts after the Formula-1 team of Lord Heskith. Chuck Woodworth came in from North Carolina to crew along with new crew member, Allen Hess. Allen, not aware of the Heskith philosophy, proceeded to check and adjust everything on that lovely old patina covered MGA. The crew even got the driver to a level that produced the fastest lap ever at the Glen for SSR. This happened during the Collier Cup race for all MG's and that was a great accomplishment for the team. Another surprise appeared during the victory circle celebration after the Collier Cup Race. Three lovely ladies were seen wearing shirts with the #222 MGA and a suggestive message on them. Riccardo was heard to say, "Groupies at my age, what a blessing". Heskith would have loved it.

All in all we had a wonderful weekend at the Glen. Drivers and crews did well and thanks to all you WNYMGCC folks for being there. Your presence and words of encouragement made this one of the best vintage race weekends I can remember. And yes, I'm sure some are still basking in the . . .Afterglow.

## BRUNCH RUN

November 3, 2002

## FLAHERTY'S

Route 31, Macedon

12:30 PM

**Meals to be paid for at the restaurant,  
But I must have a count of those attending  
Cost to be \$10.95 plus tax and tip**

**Please either sign up at the meeting or call or email**

**Joan Heaney**

**585 624 8182**

[pheaney@att.net](mailto:pheaney@att.net)

**Activities to follow include either/or**

**Guided Tour of Lollipop Farm**

**Guided Informative Tour of Wayside Gardens**

**Times of each tour to be announced at the brunch**

## ATTENDANCE:

Anne Foust	Joe Fazio	Stacey
Gene faust	Shirley McMinn	Vandenburch
Lny Smith	Burt McMinn	Tim paul
Roger Gunther	Scott Alberti/Flora	Al Fink
Bob Ables	Steve Sangster	Susan Kath
Georgian Abels	Joe Schultz	Jeff Kath
Dave Wild	John Coleman	Ted Hershey
Barb Wild	Richard Powers	Bill Glanville
Ellen Baxter	Rachel Wilson	Bob Tescione
Carl Baxter	Mivienne Rizzo	John Baum
Pat Sangster	Rhonda Rizzo	Marlene
Brian Fallon	Tim Rizzo	Rzepkowski
Alan Costich	John MacDonald	Dick
Jim Hogan	Matthew Callahan	Rzepkowski
Allen Hess	Bruce Freeland	Joe Tierno
Elaine Hess	Liz Freeland	Leon Zak
Nick Poulton	George Haynes	Lane Boughton
Gwenn Poulton	David Avery	Bob Harris
Richard Coleman	Susan Krobusek	Ken Heusler
Leroy Hokenson	Bruce Krobusek	Dorie
Harriette	Scott Perry	Rowworth
Hokenson	Paul Wheeler	Wally Roworth
Tom LeStrange	Bob Dupre	
Norm Wright	Dan Suter	Guests
Char Wright	Brooks Schneider	Douglas A.
Jim Priestley	Paul Heaney	Jack
Jeff Miller	Joan Heaney	Dick Giambro
Linda Fazio	Dave Ott	
	Arnold Vandenburg	

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The colored cover showed Mark Kaplan's 58 MGA body being lowered onto the restored chassis. Helping were John MacDonald, Ian MacDonald, Al Costich, Dave Schindler, George Haynes, John Thompson and Bob Tescione.

Tom Sergeant, President, commented on: Packett's Landing-that it was accepted and the meetings were to be held there for the balance of the year and 1993. He was and felt that you would be pleased with the accommodations. Food and drinks were available. Officer candidates were announced, in the meeting, for the 1993 year. The election would be held in the November meeting. George Haynes was the nominating committee chairman. Humor-Plenty of good driving time left with your hood down as long as you wear a warm bonnet. Or is that bonnets down and a warm hood? Sue Warner was thanked for her interesting and useful talk on how to survive in a MG on a longish trip. Tom admitted that he would have never thought about a extra spark plug! The October Program was "How to Winterize your car for Winter Storage" - Mark Kaplan.

Editor Dave Weiss commented on how nice it is to drive in the fall especially in the New Hampshire mountains. He got his MGB engine installed with George Haynes help. And he asked if George (Herschell) was yet aware of the fact it would be ready for the Spring New England Tour. He commented on Elderberry Wine and cheese cake. Elderberrys were abundant in Missouri where he grew up.

Minutes recorded by yours truly included the following: Guests: E.J.Bareham and Gary Gottschalk. Treasurer Joe Tierno said the finances were adequate. Steve Fitch was reported as the biggest spender. Worth every penny, too. The mystery deposit was found. Old Business.

Tim and Tina Burgess have moved to S. Carolina. The BENT CAMSHAFT Award was bestowed on Dave Leete. Desi Benet reported no words about the MGNACC. Home Club is a small state of chaos. Watkins Glen had buck passing problems. Jim Dix, Ford Group, had been running the show but were completely shut out this time. "Fury" was growing in many of the Car Clubs at the Glen's cavalier attitude. The Ford Group should have had first 'crack' at it with the help of many clubs, including ours. Watkins Glen-Joe Fazio won his class again. Vintage Car Fair-MGCC won the club award for having 3 cars present(9/8/92). Steve Fitch and Joe Tierno did an excellent job in finding and making reservations at the Snug Harbor on October 11<sup>th</sup>. Wi out a doubt it would replace the Applegrove fall trip and brunch. New Business. George Herschell reported that New England Tour II was full for the week but had 6 spaces for first weekend. It will wind up in Alexandria Bay, Thousand Islands, N.Y. Jerry Daloia brought in and made available many sizes and types of Buss fuses. It was appreciated. Nominations Committee of one, George Haynes, reported the present board accepted the 1993 obligations with 2 exceptions. Anne Faust asked to be relieved of Activities Chair and Bob Welch asked to be relieved of Show Chair. Article 21 Section 2 was suspended, for another year, so Secretary Wally Roworth continued recording minutes for 1993. All of Bob Phillip's cars are up for sale, including the TA and TD basket cases. George Haynes GT is up for sale. Mark Kaplan told of his "Bedding Down" procedure:

Wash & Wax and de-mud.

Drive for 30 minutes to warm all systems.

Change Oil and filter. The new oil will emulsify the water.

Check gearbox and differential levels.

Anti Freeze is a bi- yearly procedure.

Grease all points.

Fill or Empty Gas Tank. Dry-Gas or Isopropal Alcohol for water.

Remove Battery. It loses 1% of its charge each week.

Move the controls at least once a week.

Copies of procedure were available but disappeared quickly.

In October there were several well written articles. I will try to briefly present the gist of them. Copies can be obtained if they are desired. Activities reported that our Club was well represented and a big thanks was due the Fitch/Lombino team for keeping their house well stocked for everyone. On September 20 Dave Case led a top down meander to the Genny Lee Cafe and Waynen Winery for lunch and tour that were enjoyed. We ate on the deck overlooking sparkling Seneca Lake and ate at octagonal tables on octagonal chairs. Dave Chase, as the Galloping Gourmet, told us about one of his favorite spots-Valley Inn in Warsaw. He feels that the 45 minute run is worth it. The restaurant has had the same owner for 49 years and chef for 15. The bad news is that it is up for sale and may not stay the same. The menu sounded great.

Jay Lockrow's "Bury Me In An Old Mowog Parts Box", wrote that while he was leafing through his files he was stopped short. A beautiful rendering of a front wheel drive Miller race car, one of the famous Packard Cable Specials that ran at Indianapolis in the mid twenties. He went on to question why there was so little presentation of automotive technical renderings and

and automotive art in general. It takes hundreds of hours to produce a rendition as opposed to most art that only requires about 3 hours to do. The car magazines do a good job but that is to a special audience. This kind of art is not easy. Just ask George Herschell. Just try, for example, to draw an automobile in perspective. If the ellipses are not correct and the shape of the windscreen is off, the automobile will never look right. He said he had unsuccessfully dabbled in art but felt he would be better as a full time writer. I'm pretty lousy at that too if you could see the misspellings and punctuation errors on my proof sheets. (I think he does a great job, and Im not alone.) The rendering by Kimble was printed backwards (ODD-Tyre lettering is backwards).

The Revenge of 1776, by free-lance writer Chris Christianson, is a small typed three page article of interest. It told of purchasing an MGB because it was snappier than his fathers Ford Station wagon and the Volkswagen Beetle. Drawbacks-when it rained, snowed or got too cold(20 below)the convertible top had to go up. But it was still fun if you like driving around in a motor-ized pup tent. It went on and on, very interesting, through his trials and tribulations. He got completely frustrated after replacing the new Zenith-Stromberg carburetor..He sold the car, his wife sat down on the front steps and she removed the top bill from the stack and pocketed it. She had invited the purchaser to look. "See? Easy. Now, start looking for another car. New or used. But if you bring home another British car, start looking for another wife.

Then Mark Kaplan went through all of his problems in restoring the 58 MGA and the previously indicated group helped him settle the body on the frame. George Haynes persuaded it with his feet and back (He had done this a few

times before) and the holes started lining up and the bolts found their new homes. 22 months and now it looks like a car again. His comment,

“Victor 1993, here I come.

Mark Kaplan wrote about the trip to the Second Annual British Invasion at Stowe, Vermont with his wife, George and Nancy Herschell. What a car show! There were about three hundred British cars of all types ranging from prewar Bentleys (3) and Rolls Royces (17-28) to a Morris Minor pickup truck. When was the last time you attended a show that featured Aston Martin, something like 17-20 Morgans including a three wheeler, loads of MGs Triumphs, Healeys, a sprinkling of race cars and more. Even British military vehicles showed up and they had a low altitude flyover by a British Military jet. He went on to describe the field and comment on the magnificent scenery. It's a great place to spend 3-4 days in the early fall. The car corral contained a Triumph Mayflower, TR3A, MGA, a few Jags, a couple of Healeys (one @ a good price) and even a 1970 Land Rover. Prices ranged from ridiculously high to reasonable. There was one beautiful Jag that George ALMOST took home, but that's another story. The show is reasonably priced, an 8-9 hour run through the Adirondacks on 2 lane highways. He was hoping for a large group to do the same thing in 1993.

George Haynes wrote about his trip to the University Motors Ltd's 1992 Summer Party in Grand Rapids Michigan. He became aware of it when the TC's (Like the 47 TC he had just completed) were the featured Model in 1988. He went alone and had a great time-over 300 people and 27 TC's. He has been attending this party every year since and it gets bigger and better each year. Dave Chase drove his MGA coupe, Gil and Betty Langswager drove their MGC-GT, Gene and Anne Faust drove their Oldsmobile (they didn't wimp out; Gene brought his TD rear axle along, for a ring and pinion change at UML). Activities Friday noon until Sunday afternoon. A 500 mile run on Thursday. Fausts left very early, delivered the TD axle to UML (it and was promised by Friday afternoon). Gil and Betty drove out on Friday. This turned out to be fortunate for him, because a rocker arm broke in Canada, requiring his MGA to limp 250 miles into G.R. on 3 cylinders. A couple of phone calls resulted in Gil bringing a rocker shaft assembly from Mark Kaplan along, allowing the MGA to function on all 4 cylinders for the weekend and trip home. He was thankful for all of the help. 1992 was the MG-TF year. Also there was a 90 car collection at a private location (mostly American but some Jags and a Rolls). All were operating and licensed. The “Beaters” class had a ratty MGB which had just been pulled from a barn, licensed and driven 3 miles to the show. A 5 Foot group photo (Dave ordered one). John Twist and his wife Caroline Robinson said that there were 550 MGs which made it the biggest all-MG show in the USA and slightly bigger than 1991. Class winners: Dave Chase MGA coupe (First), Langswagers' MGC and his MGA (Sixth). Sunday the Fausts headed home and the rest of us went 20 miles south to Gratten Raceway for a two lap parade around the track and a day of sports car racing after breakfast. The course is shorter and twistier than Watkins Glen. Since Joe Tierno didn't make it there was no one to cheer for. Gil and Betty went to Wisconsin to visit son Gary and Dave and he headed East. John and Caroline and the UML staff organize a Super Weekend and it was all sun. The Fausts wondered about a 500 mile trek and now they know why.

On September Joe Fazio and Linda went to the Solomone Island in Maryland for a TR6 Triumph Meet with the 6-Pak Club. This club is similar to the MGA Namgar. They were surprised but they won 1<sup>st</sup> Place Concourse Judged Award. An enjoyable trip over 1200 miles no with no leaks and roll up windows!

The October Halloween Rally had some miserable person squirting people in the face at a cemetery/ HOW RUDE! It's amazing what grown people will stoop to. Retribution- the perpetrators were ‘busted’ by the County Sheriff just before removing the ‘hanged man’ and unloading the super soaker. Tom's glib tongue and baby face got them off. Dave hid in the bushes. A special thanks go to Annabelle Tescione and Sue Keppeler for their usual and unusual frightening contributions to the party.

Dave Chase wrote about the popular Roadster Factory Summer Party at Armagh, Pa. George Haynes had attended the party for many years and finally talked him into going. George Haynes in his TR4A, Jim Hogan and Steve (Fitch?) And him in his first out of town trip in his MGB. Eating supper away from the party they were a little late for the fast becoming famous Coventry Inn Reception. This is an old building in downtown Indianola that Charles Runyon is someday going to complete and it will be an authentic copy of an Inn in England.. Right down to using post and peg construction. It was a sumptuous meal- shrimp, beef, snacks and all the beer and wine you want. Food disappeared quickly but the liquids remained plentiful. It was a pretty sight with all the MGBs and Triumphs parked on Main St. under the street lights. Activities included a rally, flea market a 100 mile mountain tour and a well attended Autocross. George and he took the tour and enjoyed the real neat back winding country roads. The Saturday night dinner party had 1200 attendees. A Rock band, partying and dancing. They were caught in a thunderstorm on the way to their motel. Next days report was that the main masts were lifted off the ground, campers in Tent City were washed out and that Ohio and Western Pa had had tornadoes. Sunday was clear and Sunny and a perfect car show. 450 cars mostly MGB's and Triumphs, but a few Healeys, Jags and other MG's. A great event and like all of the events he went to with George he had a great time. The MGB acted so well he will take it out more often.

New members: Jim & Gail Colegrove, Allegany, NY 14706, 1969 AH Sprite Mark 4 and

Dick & Gail Warner, Rochester, NY, 1958 Triumph TR3A.

Steve Fitch started having the regalia at a local level and at the meetings.

Well.. There is the end of a very busy October.



#37 coming into turn 6, everything looks good, Ted spies the MG Car Club Fans in watching from the sidelines.



Wanting to impress us, he pulls a Starsky & Hutch turn around. Something the guy behind him really appreciated.



The Glanville Brothers posing with #91.



What you don't see in this shot is Allen Hess - he was standing just behind the tires taking pictures - you never saw someone move so fast when the Triumph decided to kiss the wall.

### Tin Cup Racing Panarama by Elaine Hess





**Finally Ted decides to join the crowd and go forward through the rest of the race.**



**Here Bill Glanville tosses the Grey Poupon to Ted on his way by...**



**Dick Rzepkowski and his #74.**



**Sure we went to watch the race, but we had to eat, so we decided to cook a couple hundred clams on the grill. The guy on the right is John Duclos, the soon to be member that snapped the photo of Ted just at the right time.**

**Photos by Elaine Hess, Allen Hess and John Duclos**



# On Collecting

*by Chris Williams*

OK, the really good news is that we did it this year! “It,” by the way, being doing something more with the Vintage weekend at the Glen besides making a bunch of reservations and then canceling at the last minute because my employer and my boss at the time viewed a “sudden” business trip as far more important than immersing ourselves in old sports cars and celebrations of same. We thought that was a somewhat narrow-minded approach at the time.

Despite the fact that we had planned to do this for almost two years, and that the Midget was the “baseline” vehicle for the plan, there remained a nagging question we needed to answer. “How light can we really pack?” we asked ourselves. “Can we really fit everything we’d like into a Midget?” It was a somewhat theoretical question, since the plan, like any good plan, included contingencies, up to and including opting for the Saab-with-the-trunk-that-swallows-anything. On balance, however, this seemed like a rather pivotal question. We tend to include more than a few things in the “necessities for travel” category. Sure, we can make sacrifices, like leaving out a bottle of wine or two, but hey – there are limits here, so it was with some trepidation that we approached the problem as the appointed day drew near. Despite our best efforts to arrive at a conclusion, we had no positive proof, and no empirical evidence suggesting we could actually pull this off.

“Well then,” we concluded, “if Betty and Gil can tour the Great Lakes in a TD there is absolutely no reasons we can think of for why we can’t do a weekend in a Midget. We’ll just have to figure out how to do it.” Thus it was that we reinforced and validated our selection of the Midget, all 1275 cc of it, as the Wheels of Choice for the run to the Glen and for weekend transportation. It would be a nice easy outing for the car, I thought. We’d booked a B&B right in the Village, and for the most part we’d really be just running up to the track and back, with maybe a jaunt to some farther reaching place for dinner on a night or two. A medium-hard run down, some easy cruising in the village, and a run home. Piece of cake, and well within the design envelope for the car. In support of this conclusion, we had the evidence of our successful completion of the Fall Foliage Tour in the car last year, albeit with some minor and since corrected damage resulting from a too-close encounter with a downed tree branch.

It didn’t seem to me that the car needed much preparation. It had been running great, and we weren’t going that far. I checked oil and water, and looked underneath to be sure the pinion seal on the differential, which is getting old, hadn’t started to leak yet. A few weeks back I’d replaced the muffler and tightened up a muffler mount which had introduced a really annoying resonance during last year’s Fall Tour. Seemed to me like we were ready to go. I packed an extra quart or two of Castrol 20-50 in the trunk, checked the tools and pronounced us ready. I contemplated throwing in a jug of water and anti-freeze mix just in case, but the level in the expansion tank was good and the top hose felt full when I squeezed it, so I concluded the cooling system wasn’t leaking, and with such a short jaunt or two in mind we’d be OK. Uh, right.

I like how I can get smarter through experience. As I get older, I find increasing evidence that I could be a little “slow.” I just hope I continue to be “trainable.” This year’s “Experience” began early.

“Hey – it’s Chris Williams calling. How are you guys? I

just wanted to see if 6:00PM is a good check-in time tomorrow?” I was on the phone, calling the B&B. We’d not heard anything from them all year, but after all, last time I’d spoken with them I’d told them to just keep my deposit from last year and hold a room for us this year, and they’d agreed. Somehow, in the back of my mind, though, it seemed like a good idea to call them, just to be sure. It was Wednesday night, the evening just prior to our scheduled departure for the Glen.

“Uh, Chris, I don’t have a reservation for you.” The proprietor of the B&B was paging through his reservation book and not finding an entry for us. One of us, maybe both of us, was about to break into a cold sweat. With what I thought was impressive calm and restraint under the circumstances I walked the proprietor back in time to our last conversation following the events of last year. After some searching, he did find a record of my deposit, but admitted that he’d neglected to write us into his reservation book, and had booked our room for someone else. Just to make it more interesting, he’d also had recent conversations with the folks, and had sent out all the necessary confirmation letters, and his view was that he was committed to provide them with the room and not us.

Well, OK, but see, he had my deposit and my view was that based on our agreement from a year ago I had some form of priority. Well, maybe so, he agreed, but it didn’t matter as much as I thought, or words to that effect. We negotiated back and forth, with some interim periods of disconnection while he pursued his options, and in the end he made reservations for us at a different place which had a cancellation. We had a place to stay, a little farther out of town than I would have liked, but a whole lot closer than Marion. Fair enough. Next year I start calling earlier.

Thursday morning I pulled the Midget into the garage so we could see whether we were packing light enough. Turns out that “light” can be a relative term, even in a Midget. Into this fine 1972 edition, even with the top down, we packed two soft bags in the trunk, and behind the seats went a couple of plastic bags containing coffee, two cups, filters and a small “Melita filter holder,” and a “six-pack” cooler with Pepsi and water. Oh – and then there was the suitcase on the luggage rack containing what we wanted to wear, held down by a “spider bungee.” Now I know why there are luggage racks. We actually received a compliment on our last day at the track, in the form of someone passing by who said “nice to see a luggage rack in use. I think that’s the first time.” We were pleased to be able to demonstrate the concept.

With the top down and Car Club fleeces on to cut the wind, we headed South on Thursday afternoon. It was a great day for a drive, and with the suitcase on the luggage rack we experienced less wind buffeting in the cockpit. That would be the condition where one arrives at their destination looking and feeling like a deaf victim of a hurricane.. We took a local shortcut over to 21 South at Palmyra, then down 96 East to 14 South, through Geneva and on to the B&B, which was about 12 miles out of town. I took 96 only because in my increasing middle age I tend not to think of the Midget as quite as competitive as it used to be on the Thruway and interstate highways. There was a time I drove it from Iowa City, Iowa to Bloomington, Indiana exclusively on Interstates in the dead of winter, and back, but that was when the car was a daily driver and it seemed like other traffic, with the exception of course of the big trucks, was smaller.

Or maybe I was lacking in the Experience that leads to Better Judgment. Something comes to mind about “Old Drivers and Bold Drivers....” In any event the engine is nudging 4000 “turns” at around 68 mph or so, and that’s just a little more than I’d like to turn it on a steady basis – even though there are still times I’ll shift at 4500 just because it sounds so good.

We checked into the B&B and headed down to the Wildflower for dinner. On the way back, we left the top down, running in the dark with the Stars overhead. Nice sight. Cold night. Next time we might consider putting the top up – maybe.

As a knock-on effect of missing everything last year, we also missed getting signed up for the Glenora Run this year, so Friday morning we drove down into the Village fairly early, and hiked most of the way up the gorge and back. The morning light in the gorge was spectacular, and it was fun to watch it change as it got later in the day. We made it up to “within sight” of the railroad bridge, and then headed back so we wouldn’t miss many of the day’s events. As we headed back, the Run cars were just leaving, and we came to a halt in the Northbound lane behind a Sheriff’s Deputy who asked “are you supposed to be part of this mess?” So much for one public servant’s view of the day. He did offer to get us turned around so we could join up, but without directions we opted for getting cleaned up and back to town again.

Friday afternoon we worked the length of Franklin Street, catching the Funkhana, the assembly of Minis and of course all the other cars and people on display. We checked in at Captain Bill’s to see if we could maybe catch a lunch cruise, but of course they were already booked solid. There was that Experience thing again, since in April we’d stopped by on a trip to the Glen for pure recreation, and had been told that they had no bookings yet for the Vintage Weekend so they weren’t making any cruises. Now we know who to check with for next year, and when. Maybe we’ll get this right next year.

Saturday we were at the track for most of the day. The engine got a little warm pulling the hard hill out of the village, but this car has always tended to run a little warm under hard load, and particularly when the air is warm as well. We moseyed around the track a little, stopping by the paddock where the Club’s contingent of racers had set up shop, and headed over to the stands at Turn One. Lunch was sandwiches we’d picked up in the Village on the way up, followed by a nap in the shade of a tree behind the stands. Also on Saturday morning we met the other party staying at the B&B. Turned out they were down from Canada racing a 240Z, so we spent some time talking Z cars.

Sunday we were back at the track, and this time the car was really warm pulling the hill, and with the slight delay getting through the gate I was eager to get the car parked and off in a hurry. I was beginning to suspect that maybe I was low on water, but of course the expansion tank was still right up there when cold. Uh huh.

By the time we headed home on Sunday night, I was pretty much dwelling on the temperature gauge. It was hovering right around what is for me the “panic point,” or the boundary between the two white lines surrounding a black background and the solid white line, on the high side. Pulling some of the hills the gauge would just barely slip into the solid white. At this point I was wishing pretty hard that I’d put that jug of coolant mix in the trunk. I found myself

evaluating the benefits of stopping to add just plain water somewhere, and pressing on. If I added water, I’d need to fool around with getting the mixture back to 50% again before Winter, possibly needing to drain some coolant out by “partially pulling a hose off.” Didn’t sound promising. If I pressed on, I was at risk of warping the head, although I kept telling myself that a cast iron head on a cast iron block is a whole lot more resilient than aluminum on cast. I had an oil cooler installed, and the gauge was showing “quite warm” but I also read that as “not too hot” – yet. We pressed on.

Arriving home with the engine still idling evenly, I opted to do an oil change while it was hot, and then after it had cooled down a bit I pulled the threaded plug in the radiator to check the actual level. This Midget uses the cross flow radiator, and the radiator cap is actually on the expansion tank. Sure enough. There were a lot more tubes showing above the water level than ever should have been. I looked around and found one hose connection that looked as though it might have been weeping, so I tightened that one, topped off the level and closed it up. The car runs a lot cooler now, and I promise to use the plug in the radiator to check the level from now on. And I think I knew that once....

It was, after, all, a great weekend. It was really neat to see so many cars from the club turn out to go racing, and to see our own Joe Tierno recognized in the program for his efforts around the Collier Cup. Having done this weekend in weather ranging from gorgeous like this one to absolutely bone chilling, steady Fall rain, we couldn’t have asked for anything better than what we had. The party on Franklin Street was as good as ever, and how great was it to see the DeBlaere’s TD back together and running again and winning prizes?

As always, this is one of the high points for my year. Each time I go, there are “sound bites” which stick in my memory, perhaps more than any other aspect. The sound of a lone Cad Allard early Friday morning warming up a bit before easing off its trailer and heading over to the parking area to prep for the Concours. The sounds at the start-finish line on Friday night as the cars light off for the first parade lap. My own small contribution Friday morning, nailing the throttle in town to see if I could make the Midget’s exhaust note echo off the buildings. (Couldn’t quite get this right. Might need to go back and practice some more.) And finally, the cry from one of the spectators at turn one during the start of the Mini Bash when the cars were just exiting the pits, to the effect of “The pace car is on Steroids!”

Put it all together and once again it was a weekend not to be missed. We plan on doing it again next year. I’ve already called the B&B to see if we can reserve a room for next year. They haven’t called back yet. I suspect it was something I said or did. The Midget, however, is none the worse for wear, and depending on the weather may make an appearance at this year’s Fall Tour.

We continue to have great times with this club, and it was great to do some socializing at the Vintage weekend this year. With a new project maybe on the verge of going “critical,” here’s hoping we get to execute our plans next year. We’re counting on it. Everyone have a great October.



Saturday evening October 26, 2002

Assemble at the south parking lot behind Sears at the Mall  
at Greece Ridge Center

(Entrance is off Long Pond Road)

Gather at 6:30pm sharp... first car off at 7:01pm

Please wear costumes in spirit of Halloween

**Prizes awarded for best costumes**

Bring a flashlight, clipboard & pen or pencil

Refreshments at end of rallye are \$5.00 per person for  
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(Cash bar also available)

Entry Fee is \$5.00 per car.

Please pay at the October meeting  
(Correct change would be most helpful) or send check  
payable to "MG Car Club" to Gil Langswager  
46 Stonington Dr. Pittsford NY, 14534

Sign-up sheet will again be available at the October meeting  
or contact Betty or Gil Langswager at (585) 385-9956 by  
October 20<sup>th</sup>.



**Elain Hess & Ginnie Gibbons in line for the reenactment.**



**The Glanville pit crew was tuff - (they had to be)  
here's Pete Pegoni eating lunch.**



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*by George Herschell*

Last weekend was the British Invasion of Stowe. Once again the loyal troupers from Western NY Centre made the trip to what has become a yearly tradition. This was the 12<sup>th</sup> edition and we have been to them all except the one when Hurricane Floyd had other plans for us. Prior to this year we had always driven our B however, this year I thought better of taking the car. I was out driving the week prior to the show checking out the tuning and the new tires and began to hear some rather expensive sounding noises coming from what I determined to be the clutch. Not wanting to be stranded along the road somewhere. I decided that it might be better to leave the car home and take the Buick. (It was a wise move for the others as you will find out later) We went with Gil and Betty Langswager and Dave and Nancy Chase, meeting Doug and Laurie Scribner and Mabel Case and John Thompson there. It was a great weekend.

We left on Friday morning and the day was beautiful. As in the past we went as far as Lake Placid staying the night traveling to Stowe the following morning. I decided this year to let Gil lead. Seeing as I am always there, I thought it was better to let someone else set the pace. However, when we left Lake Placid, Gil asked me to take over as I was more familiar with my shortcut to the ferry at Essex. I also had the map of Vermont's version of the Bermuda Triangle so that's the way we went. We conquered the first leg (going) of the triangle and arrived at Stowe in time for lunch.

The rest of the day flew by and by morning we were up again to get to the show field by 8:30A.M. Gil and I had agreed to judge the Concours and it was an interesting event to say the least. The Concours draws some magnificent cars and this year was no exception. There were some beautiful Jaguars, three XK120's, three XKE's and a couple of Sedans. An old fabric bodied 1927 Bentley 3 ltr. Harrington Tourer, a 1947 Rolls Silver Wraith, an MG TB (gorgeous) and MG PA. (also gorgeous) 6 Austin Healeys ranging from a Bugeye Sprite, a 100/6, and a group of 3000's. (I'm going to stop saying gorgeous because all the cars there were, with only a few that really didn't measure up to the standards of the others.) Two MGB's, (roadsters) two TD's one TF, one MGB GT Special, one MG Midget, two Triumph's (one TR-3A and one TR-4A) a Sunbeam Tiger a Daimler SP-250 Roadster and a Morgan that won two years ago.

The judging went well with Gil and I forming one of the three panels of judges. We then decided on the best in show which went to the Daimler. The MGB (1967 roadster) had just been completed from a seven year restoration and was absolutely flawless (and it was driven there from New Jersey) but due to the rarity of the Daimler the trophy went to him. However, the MGB was something to see.

Western NY Centre was well represented with Dave and the Scribner's both getting second place in their classes and the Langswager's taking home another trophy in Sunday's Tail-gate competition. I kid with them that they have to get a bigger shoe horn to get everything in that car. I don't think many people there realize that everything that they set up comes to the event in the TD. They use no support vehicle to bring their display. That alone should be worth a trophy.

However, it's a good thing I brought the Buick because Dave found many goodies in the flea market and Gil and Betty got some extra items that they didn't have room for, so I gladly put them in the back of the Buick because I know at some point the favor will be returned.

We left Stowe after lunch and attempted the second leg of the Bermuda Triangle and the fearless leader (yours truly) was a little less than perfect. We didn't get lost but

made one turn that necessitated a quick turn around but we were back on track in less than a half mile. The trip to Lake Placid after we left the ferry was wet and it rained quite hard overnight. Monday morning, the sky was clearing when we left and by the time we got to Tupper Lake the sky was cloudless. It was that way all the way home. The rain of the night before had cleansed the air and it was so crystal clear even with sun glasses one did squint a bit.

I can only remember one other day when the driving was that perfect and that was many years ago in Vermont. There was virtually no traffic to speak of and it was a joy to be doing what we all love so much.

Now with that being the last MG event of our year, I am going to get ready to replace the clutch on the B.

I was looking at the car and thinking just how faithful she has been for us. I bought the car in 1984 from the original owner. He did take good care of it mechanically and also the interior. However the dirt floor in the barn where he had it stored in the winters did cause the brown lace syndrome, which necessitated the body restoration I had done in 1988. However, to this day the engine has never been out of the car. There is over 90,000 miles on the car and we have been driving her continuously for the past 18 years with NO PROBLEMS. It has been maintained with regular oil changes and lubrications, tuned statically, run on Mobil Super and all she knows how to do is get up and go. She takes us where we point her and brings us home safely. She is probably the most trouble free car I have ever owned bar none.

Which brings me to my most important point of this little piece. I feel that the factory knew what they were doing when they built these cars. They knew how to make them go and with proper maintenance they will keep going and going. I was once thinking of putting in an overdrive transmission but as Nancy once said "you get in enough trouble without looking for more". Not only that I am trying to keep the car as authentic as it was when it came from the factory.

She has been on 5 New England Mountain Adventures, 10 trips to Stowe, to Canada, to Buffalo a number of times, plus all the fun driving around here.

On the last Mountain Adventure a group of us were sitting around at the hotel in Stowe talking. The topic of conversation was what spares do you carry in your car in the event of a breakdown. Gene Faust said that every time he hears of a car breaking down he finds out what failed and then takes one of those parts with him. He looked at me then at my car and said "You've never had a breakdown have you"? I doubled over in pain thinking that Gene had broken my lucky streak but we still to this day have never broken down on the road. I know I can't compare to some club members who drive their cars many more miles than I do but I can honestly say my MGB has never left me stranded.

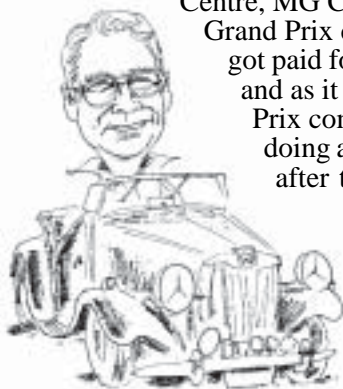
I will always remember my conversion with Don Hayter (the "father" of the MGB) at Silverstone a number of years ago. He asked me what year B I had. I told him it was a 1966 he said that it was probably the best year MG B they ever produced. He said, "I think we got that one right". They did indeed and I couldn't agree more. It is providing us with Safety Fast, motoring 36 years later with no major repairs, alterations, or modifications. If that isn't getting it right I certainly don't know what is.

The only thing that bothers me is: she is growing old much more gracefully than her owner.

# Forty Years Ago

by *Mr. Gil*

In the October, 1962 issue of "SPOKES" was a glowing report on the Concours d'Elegance held at Watkins Glen. This was an event put on by the Western NY Centre, MG Car Club under contract with the Grand Prix committee. In other words, we got paid for doing it! It was our third year, and as it turned out, our last. The Grand Prix committee was pressured into doing all the events with local people after that year.



Anyway, the concours was held in Lafayette Park, a perfect setting for those beautiful cars. In spite of some miserable weather there were 70 cars entered. We estimated about 500 spectators viewed the show. Several entrants told us

how much they enjoyed the show and were impressed with the park setting. We enlisted the help of the Genesee Valley Antique Car Society to do the judging. Four of their members, two of ours and two engineers from the automotive industry did an excellent job. Bill Kelly, a member of the Grand Prix committee, was the official greeter. Ten of our club members handled registration and parking the cars as they came in. It was an event done with true MG Car Club style. Cameron Argetsinger, the founder of racing at the Glen and the Chairman of the Grand Prix committee, called me personally to extend his compliments and thanks to the club. Now, 40 years later, some of us are still involved.

Another repeat event for October was the "Teen Tour". This was a driving skills program that we did in cooperation with the Greece schools system's driver education teachers, the Monroe County Sheriff's Department, and Allstate Insurance Company. It included a rallye that our club members laid out and some driving skills tests. There were also safety education films provided by General Motors. Again a very successful event involving many club members. It received high praise from all highway safety and driver education groups in the area.

This was the year that we changed our club policy regarding election of officers. Nominations would be made from the floor in October, elections would take place in November, and the new officers would be installed at the Christmas Party in December. Previously, the new officers didn't start until February.

So that's the way it was forty years ago.

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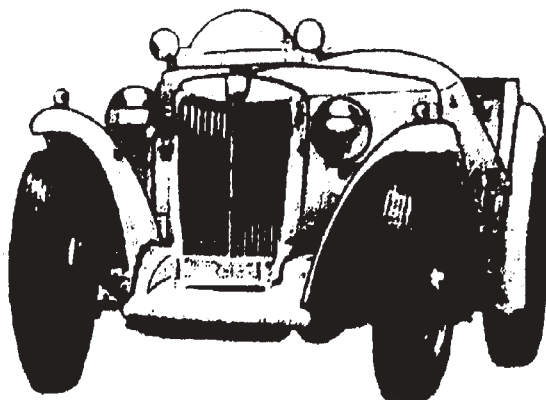
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### OR

2. Take Rt. 390 South to Rt. 20A (Exit 8)  
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 4 Ruth Philip  
 6 Paul Montgomery  
 7 Brian Fallon  
 8 Jim Hogan  
 9 Kenneth Doolittle  
 10 Richard Rzepkowski  
 10 Brian Smith  
 10 Linda Masters  
 11 Jim Priestley  
 11 Doreena Hames  
 12 Kay Johnson  
 13 Shirley Forrester  
 14 Carol Newman II  
 14 Kathy Temple  
 15 Roger Jaczynski  
 16 Bruce Krobusek  
 16 David Russell  
 16 Gail Colegrove  
 16 Sue DeVos  
 17 David Leete  
 17 Donald Sweeney  
 17 Susan Krobusek  
 20 Joseph Higley  
 21 Deb Hein  
 22 George Heissenberger  
 22 John Peck, Jr.  
 22 Mary Sweeney  
 24 Charles Elam  
 25 Timothy Paul  
 25 Howard Pratt  
 26 Joan Heaney  
 27 Larry Pogorzala  
 28 Roger Leavy  
 28 George Tennant  
 28 Glenn Wakefeld  
 28 Marilyn Bieck  
 28 Bridget Tierno  
 29 Al Colquhoun  
 29 Kathy Pogorzala  
 30 Bruce Freeland  
 30 Suzanne Keppeler

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 12 Karen & Roger Jaczynski  
 12 Donald & Jeanne Murphy  
 13 Ted & Kathy Hershey  
 15 George & Beverly Haynes  
 16 Joe & Linda Fazio  
 16 John & Karen Martin  
 18 Bill & Suzanne Glanville  
 20 Wally & Doris Roworth  
 25 George & Pamela Slack  
 26 John Cracchiola & Caran Ashkar

**CHEERS TO ALL**

## NOVEMBER ANNIVERSARIES

4 Barry & Cheryl Marginean  
 4 Steve & Pat Sangster  
 12 Paul & Ginny Wheeler  
 19 Gordon & Judith Ruston  
 22 Richard & Deborah Manzolati  
 24 Lee & Mary Ann Blair  
 24 Roger & Lana Leavy  
 29 Leon & Krystyna Todaro

**CHEERS TO ALL**



## NOVEMBER BIRTHDAYS

1 Sharon Iranpour  
 2 Deborah Manzolati  
 3 Mark Rossel  
 6 Steve Sangster  
 7 Edward Avery  
 7 Judith Bowers  
 8 Chris Williams  
 9 Richard Chase  
 9 Al Isselhard  
 9 Brooks Schneider  
 9 Marla Jock  
 9 Shirley McMinn  
 9 Sharon Stickle  
 10 Bob Cooley  
 10 Darcy Geddis  
 13 Maurice Stewart  
 14 Mathew Zabinski  
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 16 Joseph Schultz  
 18 Jane Shear  
 19 Alan Costich  
 19 Carl Webeck  
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 20 Dale Masters  
 22 Leroy Hokenson  
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 25 Don McConnell  
 26 Marcia Yiannaki  
 26 Amy Masi  
 27 Jeff Moulton  
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 1974 MGB GT

# Racing the course at Watkins Glen, 2002.

*By Dick Rzepkowski*

Thrilling! Exciting! Exhilarating! And downright FUN! That is what I can say about my first race at Watkins Glen. My challenge now is how to express that thrill in words so you can experience it with me. Jump in; I'll introduce you to the track at Watkins Glen.

Racing is everything you experience in your sports car, multiplied at least 2 times over. In your sports car you wait for an opening to pass that slower vehicle, looking ahead for oncoming traffic and of necessity, you generally are passing on a straight section of road. In racing the Glen, you start by going 3 or 4 wide down the opening straight into turn 1, "The Ninety", after the green flag drops. You time your braking and downshift to set up your line through the corner, and then accelerate hard to establish your position heading into the esses. Everything is real tight in turn one. Spectators love it because there will be a test of cars, nerves and skills in turn one. You don't worry about oncoming traffic in turn one, but if you take it too hot when you're all alone in the Enduro on Sunday AM, you can run out of track and get high on the rumble strip, touch some dirt to the left while the front wheels are pointing slightly down into the turn to the right and you can spin into an inside 360 pretty quickly. That'll cause you to swallow hard and remember your driver training really quickly. Both feet on the brake and clutch pedals - HARD! Did you know your brakes are the most important safety equipment in racing?

When you come through turn 1 cleanly, then you are into the "Esses" and the "Back Straight". This is where pure acceleration and speed will be experienced. Horsepower can overcome handling in this section of the track, but the straight ends in a tricky "inner loop" (Also affectionately known as the "bus stop") leading to a long right hander, the "outer loop" or turn 5. Speed at the entry into the bus stop can be nicely carried through with the proper line and the right frame of mind. The little MG's can out brake the heavy metal on the entry to the bus stop and then nicely carry more speed through the bus stop. Speeds here in the back straight would be certain speeding tickets with stiff fines if executed in your sports car on the highway.

Passing a car by riding the outside of turn 5 into turn 6 can also set you up to be nicely on the inside of turn 6. But oh that turn 6! - It is a tough one and a favorite watching point for a robust set of MG Car Club members. On Sunday evening, in the feature race for group 1, Ted showed that you could initiate the spin maneuver in turn 6. It was good to see number 37 safely off to the high side where those club members could get a closer look. I found the straight between turn 6 and turn 7 to be a nice place to pull over and watch the races on Saturday evening when a cooling system hose blew off it's fitting. Thanks to all who reassured Marlene that since there were no full course yellows or no red or black flags, I must be OK. Watkins Glen is a track where you have to pick your turns and watch that segment of racing. You'll never see all of it unless you're at the wheel of a racecar, and turn 6 can be as thrilling as turn 1.

Turn 7, the toe of the boot, is Joe Tierno's favorite place to watch the Collier cup. The hard right hander is also up hill. You will hear the tires really complaining in turn 7 and in Joe's

case, just plain giving up. Turn 7 is also a great place to be boxed in by the 3rd phantom member of Tin Cup racing driving his Lotus 7. You may find Ted Hershey ducking under you and leaving you no place to go except applying the brakes so as not to hit the Lotus. Losing momentum in turn 7 can take a long time to make up. The uphill straight between 7 and 8 eventually turns flat, then slightly downhill into the apex of 8, then uphill again toward 9. Early in the weekend, I proved you could take turn 8, the heel of the boot, too hot and pull the same 360 maneuver in 8 that I described in turn 1, especially when you are trying to put some distance between yourself and a pesky Tin Cup Midget in your rear view mirror. While I can't deny that there is a certain poetic balance added to racing by executing one of these pirouettes, I would have gladly forgone the artistry for solid execution of the right line at the right speed. These diversions just slow you down and allow others to pass you by, while the corner worker waves his yellow flag. (And they are dangerous too - I'm leaving them out of the repertoire for next year's event.)

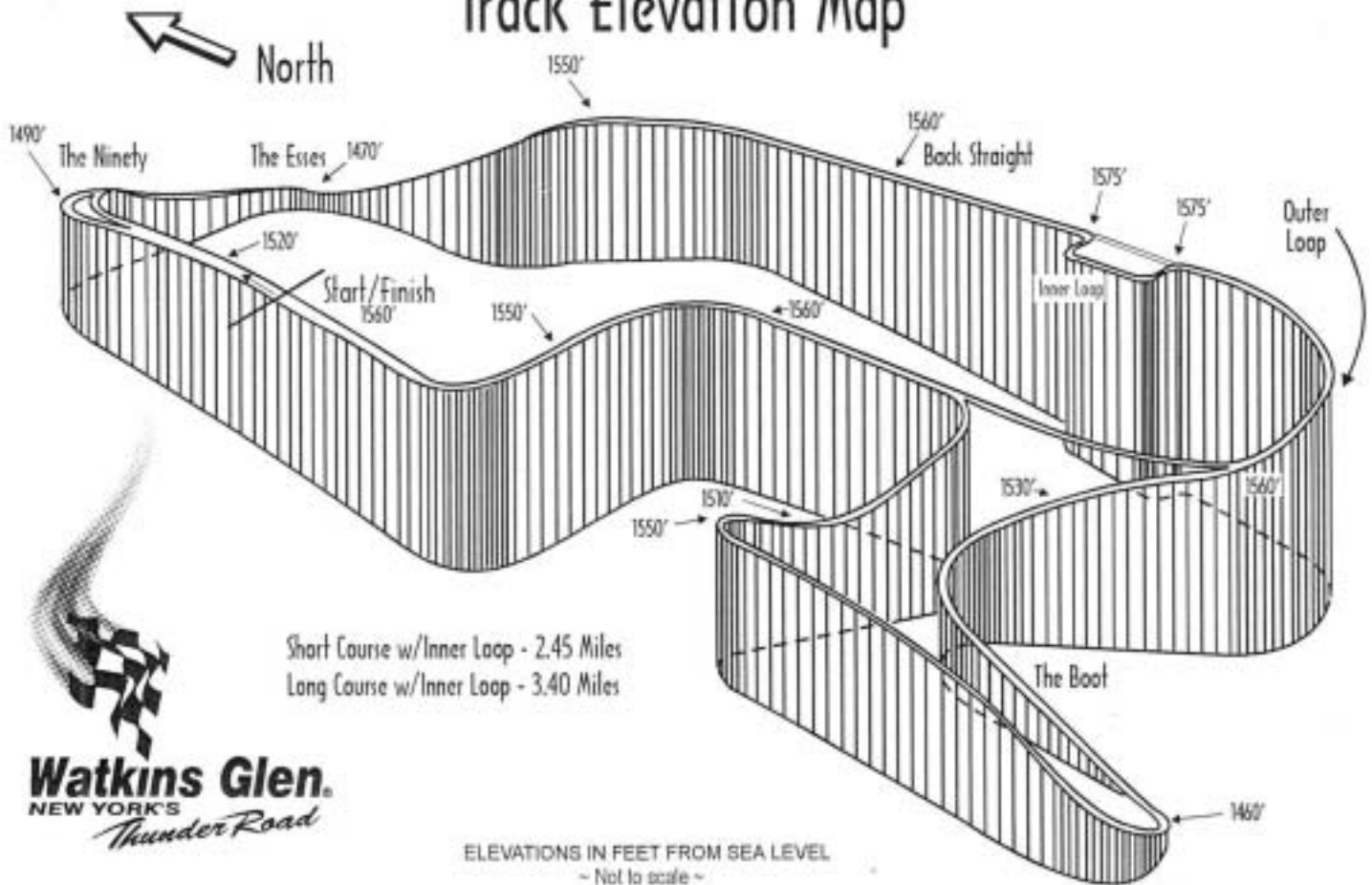
Turn 9 is a left hander on the crest of a small hill and a great place to set up for a pass on the straight into 10 or in 10 itself, another left hander. There is a blue guardrail on your right as you track out of turn 9 and onto the straight heading to 10. That guardrail can get a bit unnerving. I don't know why it seems that turns 10 and 11 leading to the Start/Finish straight seem to get more clogged than other places, but they do. Maybe it's the entrance to the pits on the right that causes the congestion. Maybe it's the wide variation in lines that can be taken through here. The apexes are not as critical in 10 and 11 so if the car ahead is on the line to the apex of 10, try to get by him on the right (outside) in turn 10 and take a tighter (inside) line in 11. If the pass on the corner is unsuccessful, it just sets up another opportunity to drag race through the Start/Finish straight and start it all over again in turn 1. That is unless the Checkered Flag is flying as you go past the start/finish line.

I hope you enjoyed the ride on the track. The total elapsed time for our racing MG's to cover one lap of the Glen is just over 2 and 1/2 minutes. Did you finish the article in less than 2 and 1/2 minutes? If so, maybe you should be racing! With 2004 being a major milestone for MG's, there is no time like the present to get started!



Laury Scribner, Elaine Hess, Dick Powers & Barb Zak

# Watkins Glen International<sup>®</sup> Track Elevation Map



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# Bury Me in an Old Mowog Parts Box



*Jay Lockrow*

In previous months we addressed the dilemma of car shows the shortcomings, likes and dislikes. Shortly thereafter we progressed to events that I enjoyed in the local clubs. I want to mention that with all the publicity and flyers mailed out for the 2002 Vintage Tour (about 250 to 300 flyers) it pulled just eighteen cars. Of these at least half were daily drivers not what you would call vintage. To say I was disappointed would be an understatement. No idea where everyone was but they sure were not on the Vintage Tour. This is an event that needs rethinking and possibly rescheduling. I am thinking possibly early October but have to talk it over with Roy Bergman.

So now we have a sports car club and we have the annual car show and picnic, what else are we going to do for the remainder of the season? Meetings can be brightened up with a guest speaker, a slide presentation or even a demonstration. However if the club has been around a few years it might be running short on talent. Of course you can always draft a few of the hangers on and press them into service to put on some event.

One must be careful though because these have been known to fall flat. Now what, you have umpteen number of members champing at the bit wanting an event, you are in charge so what do you do? What I am about to propose are some ideas that are not etched in stone. They can be improved upon I'm sure and reworked to fit most any time frame. Possibly you might like all of these ideas, some of them or none of them, at least I try. There are some members that have never even shown their face at an event so their vote does not count.

How about a gymkahana or what is sometimes called a funkahana? These can take on many forms but not a high speed event (not a motocross). This is where you do silly things like the passenger carrying a Ping-Pong ball on a spoon across a field while the driver tries to make it to the end in record time. Sound easy? Try it, the ball flies off the spoon and it has to be retrieved. Rules should be made in advance and followed. This alone can be part of the fun because everyone is always looking for a loophole. Try backing into a garage (pylons) blindfolded while your passenger gives you instructions (makes for great relationships). Have you ever tried having the navigator hang out the window holding a string attached to something like a bottle of water on a small table? After each lap you move the pylons out another foot or so and try again. He who makes the most laps is the obvious winner. It ain't easy and it's loads of fun. You also need someone to refill the water container. There are dozens of ideas in this same realm and just think. Show cars do not do any better than rusty cars in this type of event. Ever try musical cars? Several cars drive around in a circle, when the music stops everyone jumps out and runs to a chair in the middle of a field. Of course someone is short a chair!

Now this one might go over or not. Drivers line up their cars in some form and then disappear for say fifteen minutes. Someone will then sabotage the car in some way so it will not start. They could be all the same or all different. No damage to the cars, just something like a wire off the coil, a piece of paper in the points or loose distributor cap to keep

the car from starting. The first to start his or her car wins the silver plated cigar. Much like the high school troubleshooting contests we read so much about only not so difficult. We are not as smart as these technical high school auto course students. Believe me these kids today have to be on the ball.

Do not like any of my suggestions so far? The club officers are always open to suggestions and of course there is a brainstorming night every year. We need ideas and you, the members, are the ones that direct the course of the club. If you like some of these ideas let us know. If you don't let us know. If you think I am out of whack then give us some new ideas.

Now we can always play automobile jeopardy. At any of the meetings or picnics bring slides, photos, magazine pictures and see who can identify the most cars. This is a fun thing and it shows quickly who the real enthusiasts are and who is just making exhaust smoke. At the vintage Tour this year I had about a dozen old auto parts and had the gals identify them. It was hilarious, most had one or two but there was one perfect score. I also took about ten automobile mascots and let the men have a go at these. The exhaust smoke was thick. There was a tie for first place with a magnificent score of four correct.

Good ideas or bad ideas (at least they are ideas) this is what we need. Come and put in your ten cents worth. Remember, it is your club and if you want to do a particular event then you have to mention it to the other members, officers or bring it up at one of the brainstorming sessions. Better yet, volunteer to host the event. Sooner or later you have to be involved in the club if you want to keep it going. Don't be a hanger on be a member!

One last item before I get off my soap box on this topic. If you do nothing else as a club member at least come to the events and enjoy the club. Lots of us put in numerous hours setting up a schedule for the year and working on events. It is plenty discouraging to spend the time and then have only five or six cars show. You never know this could be the event that opens a whole new world for you. A few years ago when I ran the tour to the bicycle museum I had some groans and oh thrill responses. Once there a few even brought friends back to show them the museum. You never know...come to the events!



**No, really Arnold, it says right here:  
"Lucas lights are decorative only, do not use".**

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

## MEMBERSHIP APPLICATION

**Annual Membership Dues are \$30.00 — All Memberships expire December 31st**

Name \_\_\_\_\_ Birthday \_\_\_\_\_  
Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_  
Phone: Home \_\_\_\_\_ Work \_\_\_\_\_ Anniversary \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_  
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**

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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
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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

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# WESTERN NEW YORK CENTRE MGCC

## CALENDAR OF EVENTS 2002

September	October	November	December
5-8 Watkins Glen 19 Meeting 21 Tune-up Clinic 22 Autocross III	13 Fall Foliage Tour 17 Meeting 26 Halloween Party	3 Nov Brunch 10 Garage Tour 21 Meeting	14 Holiday Party No Meeting
January	February	March	April
16 Meeting Wine & Cheese	Valentine Brunch 20 Meeting	Steak Roast & Auction 20 Meeting English Pub	17 Meeting Brunch Run
May	June	July	August
Tune Up Clinic 15 Meeting 15-18 Carlisle Tailgate Picnic Autocross I	1 Vintage Car Show 19 Meeting Garden Tour	Autocross II 17 Meeting Kids day - Glen	Steak Roast & Funkana 14 Meeting 17 45th MG Anniversary Party

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

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