

The
SPOKES

Founded 1958



Volume 45 Number 7

July 2003

Official Publication of the MG Car Club Western New York Centre



Car Show - Questionable weather - some great winners!

**Next Meeting - August 21,
the week after the 45TH ANNIVERSARY
PARTY that is on the 17TH,
at the Burgundy Basin Inn 6:30 PM
1361 Marsh Road, Pittsford, NY**



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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, pictures, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of the month prior to publication. Contact the editor directly for additional information. Send all correspondence and material to:

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Quarter Page	\$16.00	\$65.00	3.6 x 4.8
Eight Page	\$11.00	\$44.00	3.6 x 2.3

DEADLINE for submitting to the upcoming **SPOKES** is one week after the general meeting.
SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

PREFERABLY – Email to 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 for more information.

Photo by Chris Baum

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Courtesy of Allen Hess



You can buy a set of these from Dave Chase.

BRUDNO AWARD/LIFE MEMBERS

Desi Benet	George Haynes	Dave Chase	Alex Kopen	Joe Tierno	George & Nancy
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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

A Lawn - we've got one now.. I'll be doing the first mowing this week. I've got my first riding lawn mower also - a used one. Well used. But - using the half full/half empty theory, I see it as half full. I get to relax while I'm mowing, and when it breaks, I have a reason to get greasy. Not that I've every needed a reason, but I MAY need a wire welder for this one!

The Volvo - has new leather seats, rugs, interior panels, the gauges hooked up (I love em, did I mention that I found Marine High Visibility gauges that have needles that match the turquoise color ?).

So I'm going west on Westside drive (what else?) and all of the sudden the rear wheels lock up. At 45mph that's pretty exciting. I'm glad nobody was behind me because they would have been sitting in the back seat after this. And both wheels locked up evenly which is a good thing.

I searched for a 445 rear end, but they're stored with the hen's teeth. So, from the research I did, it looked like a 544 rear end would fit. I found one on the internet that was 'between Rochester and Buffalo'. Turned out to be in Middleport no less. But it was in too good shape to tear up for parts. Then I got a suggestion to contact Joe Ottati in Burdett, NY. Sure enough he had a 544. A 544 that had been sitting in mud for 10 years. So, I rented a car trailer and went down to get it. After 2 1/2 hours of pulling with a 4x4, us pushing, physically picking each end of the thing and moving it this way and that, it was on the trailer. Oh - only 1 tire held air, the brakes were frozen and it was in mud up the frame and the tie rods had been removed. This, when you ask over the phone, is considered "It's on wheels."

An interesting thing happend that is important to know to those that may rent a trailer. I went to the Staceys Camper rentals, Rent a Wreck and Hertz Rental on Scottsville Road near Paul Rd. I got there about 12 noon. I had called earlier and asked how much it was to rent one for the day, they said it was \$49 a day, I said I'll be right down. I got it hooked up and asked how late they were there, about 6pm was the answer. I said OK, I'll probably be back around 5 and left. After I found out how bad the 544 was stuck and that we may the same problem getting it off, I called the rental place and asked would it be OK if I needed it longer than the one day, they said OK, no one was waiting for it.

Getting the car off went pretty quick, so I brought the trailer back the next morning at 9:00 am, 21 hours after I picked it up. They gave me a bill for 2 days. I said "This isn't correct, I only had it less than a day." They said that I told them I thought I'd be back the night before, so it was considered a 2 day rental. I said, "So if I said that I'd thought I'd be back in one hour, and I actually got back in 2 hours, it would be a 2 day rental?" She said "Yes, unless I wanted to be nice about it."

I went on about how I've rented many things before and 1 day is 1 day, not an "I think I may be back time". She said it was the policy of Hertz. After about 5 minutes of this, a voice from the back room said "Charge him for 1 day, I'm sick of listening to him complain.". And she did. She gave me one of those "Have a NICE day." when I left. I said "I will now". So if you have to rent anything, you may want to go to a place that is nice and customer

MGCC Meeting Minutes June 19, 2003

Meeting called to order 7:40 PM

Previous months minutes accepted.

New members & guests: Scott McAllister(Sprite) & Charles Swarts.

Treasurers Report, John Baum says we are in "Good shape". "Same as last month". Verdict not in yet from the car show. Car show should have been relatively good, considering the poor weather. However, the financials are not in yet.

Regalia, Dave Chase says "Buy something!".

SPOKES, Leon Zak, articles due 6/26.

Activities, Joan Heaney, details elsewhere in this

SPOKES: Next couple of months look like:

7/17 45th MGCC ANNIVERSARY Party. Joan Heaney. 585-624-8182.

7/20 Steak Roast, Rally & Funkanna.

Web site, Scott Perry, 45th Anniversary party link is now up on the site.

Dave Wild reported on Watkins Glen Vintage weekend in Sept. (9/5), only the open roadster tour has openings. See/call dave for details.

Seeking volunteer to answer the MGCC phone voice mail. If you are interested call Steve Sangster @ 585-657-6032. Takes about 10 minutes a month except just before the car show when it could take a couple of hours a month.

Car & Parts for sale:

'63 Volvo, 2 motors, Call Al Costich, 585-482-2695, for details.

'59 Chevy P/U, partially restored, all there. Call Dick Rzepkowski, 585-381-3180 for details.

Spitfire engine & tranny call Chris Williams for details, 315-926-5079.

'72 Midget parts, motor etc., B.O. George Shetterly 585-243-0950.

'94 Geo Tracker, 144K, \$2500 OBO, Tim Rizzo-585-621-5693.

Meeting closed 8:05.

Respectfully submitted,
Joe DeBlaere, Secretary

friendly and not on Scottsville Road.

I got the 544 rear end out and in the 445. Wasn't a bad swap. The 544 is coil spring, the 445 leaf spring, so going the direction I did was an easy thing. Whoever had the 544 had put disc brakes on the front, so I'm getting the calipers rebuilt so I can put them on the 445. I've got pictures and stuff at <http://www.zaks.com/445volvo>.

Started driving it again and the front seal started leaking, bad. Took the front cover off, took it to Vans and they opened it up and put a rubber seal in place of the original felt. Works great.

The 445 has a Weber on it, but I'm not pleased with it's running. I've got a Holley Throttle Body laying around, maybe....

Later, Leon

June 2003 Attendance

Gil Langswager	Steve Sangster	Scott Perry
Betty Langswager	Pat Sangster	Brooks Schneider
Dave Asmuth	Michael Mack	Doug Scribner
Barb Wild	Beverly Mack	Geo. Haynes
Dave Wild	Chris Baum	Leroy Hokenson
Anne Faust	John Baum	John Simonson
Gene Faust	Cheryl Baldwin	Linda Fazio
Geo. Herschell	Bill Baldwin	Joe Fazio
Nancy Herschell	Tim Rizzo	Lane Boughton
Joan Heaney	Brian Fallon	Bess Kopen
Paul Heaney	Ken Heusler	Wally Roworth
Joanna DeBlaere	Ellen Baxter	Chuck Elam
Joe DeBlaere	Carl Baxter	Gwenn Poulton
Dave Chase	Tom LeStrange	Nick Poulton
Cynthia Jack	Bob Tescione	Allyn Wagner
Doug Jack	Leon Zak	Al Fink
Jeff Miller	Barb Zak	Sue Keppeler
Chris Williams	Sharon Perry	Dick Powers

Guests:
Charles Swarts
Scott McAllister

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*The Celebration of Their 45th
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*Sunday August 17, 2003
Hors D'oeuvres 12:30 pm
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For Sale: Bushnell Power View 7x35 Binoculars. Matte non-glare finish, never used. NIB with caps, carry case, and all papers. #13-7307. \$45. Call Gary Newman at 585-464-9482.

FOR SALE: 1971 VW Bus with factory moonroof. Spare engine, 2 blocks, lots of parts, gas heater. For parts or restoration. Best offer (around \$400). Eric. (585)749-4453. From Barry & Robin Christ

We have recently found a 1976 MG Midget for sale. The owner tells me it has 29,000 original miles, all original parts and is in great condition. They are asking \$3500. If anyone is interested or knows someone who is, please contact me @ 585-584-3842 or at robin@mgcclub.com and I will get you in touch with the owner.

Hi there - Can you refer me to someone who might be able to help me locate quality, vintage models of the mgs? I'm especially interested in Abingdon Classics, Top Marques, and Japanese Tin. Any assistance you can give me would be truly appreciated. Further, if possible, can you also include this request in your club newsletter or at your next meeting. Thanks, Troy Note: I'm not a dealer; I'm a private collector. I can be contacted through my email at: troy.guindon@sympatico.ca



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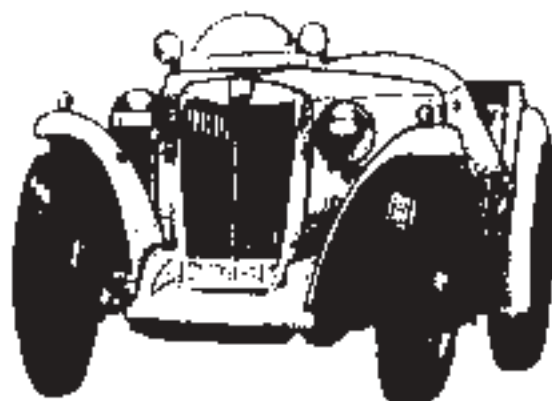
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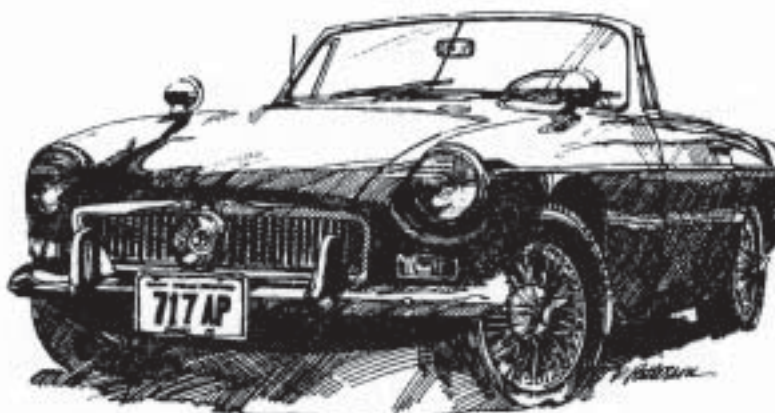
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Jay Lockrow

First of all MOWOG fans we will get to the results of the quiz next month. I am still tabulating answers and discovering who from which clubs are reading and absorbing MOWOG. We will get to the answers next month. I neglected to tell everyone to put your name on the entry and club affiliation. The entries are already flooding in so keep up the good work. (as of this writing 6/10 I have one entry)

In an in depth conversations with one of my friends we started to talk about famous people and the cars and motorcycles they have owned. It is well known for example that Jay Leno is a true enthusiast and owns several cars like a Morgan trike, a Duesenberg and a whole gaggle of motorcycles. He does do some things himself but readily admits that the credit for the restorations should go to the restorers. He changes oil or adjusts brakes but really does not have the time for an in depth restoration. Besides Jay Leno there are dozens of famous types that were into automobiles and motorcycles. One of the more famous was Clark Gable. Gable had a whole raft of cars over the years and he is credited with having pretty good taste. I can recall a two place bright yellow Duesenberg convertible that he had customized by lowering the windshield, painting the grill shell and a few other touches. The result was quite stunning making the car look longer and lower. He also owned one of the first XK120 Jaguars in the Hollywood area and also a 300SL Mercedes. He also owned an Ariel Motorcycle as well as others.

Gary Cooper had a magnificent Duesenberg at one point and if you're interested this car is in the Sandwich Plantation Museum in Sandwich Massachusetts. They also have several other first class automobiles. The late singer Mel Torme was a collector of sorts. I know he had a SS100 (Jaguar) and also a MG TC that he bought new and still owned when he passed away a few years ago. He was also an avid Colt revolver collector. My old friend Charles Addams, the New Yorker cartoonist, had a Bentley Flying Spur, a Bugatti, and an Aston Martin LeMans. At one time he owned a big S. Mercedes Benz and I have a photo of this car with him standing behind it taken at Watkins Glen in 1948. Believe it or not he was given this car during the war because the guy that owned it was afraid to use it because it was a German car. It sold a few years back for close to the \$1,000,000 mark.

Actor's Robert Young and Tony Curtis both had MG

TDs and I know Robert Young had his for a good number of years. Tom Mix the western star unfortunately was killed driving either an Auburn Speedster or 810 Cord. James Dean of course was killed in a Porsche Spyder. Steve McQueen had a good number of motorcycles and also did some racing in a Lotus. In the movie The Great Escape McQueen was reported to have done all his own motorcycle stunts.

Roy Rogers, Gable, Vaughn Monroe, and Jane Russell all had Indian motorcycles. Dennis Hopper, Lauren Hutton, Charles Lindbergh, Douglas Corrigan, Glen Curtis all had various motorcycles. Curtis later manufactured his own Curtis Cycle. Janet Leigh had a Triumph and Anne Margaret had a Norton. Whoopee Goldberg and Harrison Ford both had Morris Minors and Frank Sinatra and Dean Martin both had Facel Vegas. Sinatra was also reported to have a Lamborghini. Matt Lauer of the Today Show has often mentioned the fact that he has an Austin Mini. Jackie Cooper had an Austin Healy, Bing Crosby an Aston Martin and Yvonne DeCarlo had a MG TC at one time. The list could go on for several pages but it is sufficient to say that many of these people had the kind of money to purchase cars of this type. However owning a particular car does not an enthusiast make. Except for Leno, Addams and one or two others I doubt if any were ever members of a sports car club and attended events. This does not even make an enthusiast. I have always felt that the true enthusiast is one who owns, and maintains his or her own car to some degree. We all take some things in to various agencies to have them rebuilt or worked on if the job is too big to tackle by oneself. An enthusiast should take part in club activities. After all, if other members put forth the effort to put on a tour, rallye, show or some other event it is sure nice to see some support for their effort.

We all can't make all events but we should all try to become involved and at least show up for several activities during the year. It would be fun to have someone like Gable, Leno or Yvonne DeCarlo in your club but these types of people are so busy in the entertainment business they might not ever be seen. No matters what you own from a BSA Flying Flea, Brough Superior, Morris Minor or a Duesenberg, get out and get involved in your club or clubs. You are the club the cars and motorcycles are just an excuse, be there and support your club and the clubs of your friends.

MG ORIGINAL sales brochures showing all MG models, interiors and features for the year. Great for Restorations or Gifts! 1950-59,- \$35 each year; 1963-68,- \$25 each year; 1969-70,- \$18 each year; 1971-80,- \$15 each year. Add \$3.85 shipping VISA/MC; Specify year and model. Have literature all other years, plus all cars/trucks worldwide.

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(Ed. Note: This is the place where I would have put the stuff I forgot to put in had I not forgotten to put it here.)

45th ANNIVERSARY CELEBRATION



August 17, 2003

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TO ALL!!**

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HAPPY BIRTHDAY EVERYONE!!

HAPPY BIRTHDAY EVERYONE!!

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 17 Harold & Christine Rodman
 18 Peggy & Ed Haefner
 21 Jim & Pat Dix
 23 Wes & Sue Pittenger
 26 Bob & Kay Johnson
 28 Jim & Sue Herschell
 29 Lane & Kathy Boughton
 29 Tim & Rhonda Rizzo

**CONGRATULATIONS
TO ALL!!**

Many Garden Tours

Due to a number of converging circumstances the date of
the MG Garden Tour is changing to August 24th.

"I have too many yellow flowers in my garden"
August 24

This Sunday drive will begin at Rhonda Rizzo's garden
245 Black Walnut Drive, Rochester

We will then tour to nurseries with inspirational gardens including:

Sara's Nursery ✿ Brockport

Van Pulty's ☼ Greece

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MGCC AUTOCROSS July 6, 2003

by Wally Roworth

Class	Driver/Car	Best Time	1 st Run	2 nd Run	3 rd Run
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MGB

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Allen Hess '71	52.60	55.09	54.88	52.60

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Mark Kelly '71	53.02	53.22 oc	54.31	53.02
Jim Duclos '02	53.50	55.28	101.40 oc	53.50
Dennis Cannon '87	57.69	53.0 oc	56.15 oc	57.69
John Cnnon '87	_____	59.44 oc	57.79 oc	57.00 oc



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Steve Rossini '77	49.44	47.8 oc	49.06 oc	49.44
Brian Fallon '92	49.56	49.56	49.31 c	49.56
Steve Stewart '95	49.60	50.10	50.12	49.60
Julia Daykin '72	53.38	53.53	53.38	105.53

OVER 2 LITERS STK

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Kirk Woodward '88	51.65	53.87	51.65	53.19
Mike Stratton '03	53.83	56.13 oc	53.83	52.00 oc
Todd Owlett '78	54.35	57.53 oc	54.81	54.35
Kerry Woodward '88	106.41	106.41	109.60	108.03



OVER 2 LITERS PREP

David Palermo '73	45.17	47.0 oc	45.17	45.94
Kim Carden '88	51.03	54.69	51.03	52.63

MINI

Doug Scribner '67	48.50	59.43	50.29	48.50
Ben Barlow '62	51.78	53.72	51.78	52.34

OVERALL

Palermo Datsun	45.17	Dennis Garlick Miata	48.19
Doug Scribner Mini Van	48.50	Steve Rossini Triumph	49.44
Brian Fallon Miata	49.56	Steve Stewart Miata	49.60
Dan Viola Lotus	49.72	Jeff Rebedz Chevy	50.37
Bill Glanville MGB	50.94	Kim Carden Nissan	51.03
Kirk Woodward Chevy	51.65	Ben Barlow Mini Van	51.78
Allen Hess MGB	52.60	Mark Kelly Datsan	53.02
Julia Dakin MGMidget	53.38	Jim Duclos Miata	53.50
Mike Stratton Nissan	53.83	Todd Owlett Datsan	54.35
Dennis Cannon MR Z	57.69	John Cannon MRZ	57.79
Kerry Woodward Chevy	106.41		



INTERESTED IN THE AUTOCROSS ? *BETTER read this:*

We need a co-ordinator for the Autocross. You wouldn't have to design the courses, there are other club members that have the expertise and would offer to do that. What you would have to do is see that the fees are collected and turned over to the treasurer, have people there to register the entries, tech the cars and a few other miscellaneous items. You would also have to see that the cones are at the site the morning of the autocross.



Here's the kicker - if we don't get a co-ordinator - there WILL NOT BE another autocross! Please contact any board member or email spokes@mgcarclub.com.

On Collecting

by Chris Williams

"It's Canal Days in Fairport tonight," I said. "There's supposed to be music and food for the better part of the night. I'm thinking we might want to swing by after work and see what we can find that's interesting."

In the process of doing a transformation from "Sleepy Person Who Just Got Up" to "Dragon Lady Who Rules" in anticipation of another tough day at the office, Eileen paused thoughtfully and then said "The weather's supposed to be nice. Maybe we could take something fun to drive." She paused again, looking at me expectantly this time.

"Like the Midget?" I asked, hastily beginning the early formation of "a plan."

"That's what I was thinking."

"Me too," I said with just a touch of relief. (I love it when we think alike.) "I'll pick it up on the way home tonight."

Clearly, it was time to go to "Summer Quarters." Since the move to Marion, we've "sort of" evolved to a posture that has something fun to drive sitting in one of the shop bays, usually the "short" one in front of the generator, at the house through the "salt free" months. Over time, and once we actually get a barn up, we intend to have everything we own (and maybe a few more we don't own yet) sitting on the property. For the time being, however, there's a compelling need to play "musical wheels" every now and then so as to balance out the "Positioning of the Collection."

The Midget, untouched since last Fall, was sitting in its assigned bay at the barn I still rent one half of in Macedon to make sure all the "children" stay under cover and out of the weather. They just seem to last longer that way. Heading for home in Marion by way of Macedon after work that evening, I swung by the barn and spotted the '84 4-Runner, currently in the daily "Marion to Downtown and Return" service, out of the way but close to the big overhead door for my side. Throwing the door up and using a stick of 1 X 3 to lift it the last few feet I couldn't reach, I stepped in and took a look around.

With a few miscellaneous parts, covers and skid plates in view here and there, the interior of the barn still looks largely as though someone "lived" there once, but moved out somewhat hurriedly. This would, of course, be the case. For a brief period while I lived on the property, the barn did double duty as my shop. Later on, the landlord was good enough to build a garage attached to the barn, which I then moved into as a shop space. The transition from a very old wooden floor in the barn to a new concrete one in the garage was, in my opinion, a huge step up in lifestyles, since I found less reason to inspect my back for splinters I couldn't reach on coming in after a long day of turning wrenches. I do see a need, however, and particularly with the new storage deck space in Marion, to start extricating things from the barn so as to make the final move that much easier.

The Midget normally sits in the first bay. It's closest to the door, and parallel to the door opening. It's a tight squeeze to get anything in there, but the Midget is easily up to that challenge. Peeling back and folding up the cover, I reminded myself which side I took it off of by audibly saying "left side off." (Okay – didja ever put a folded cover on top of a car and unfold it only to find that the front of the cover is now at the back of the car? Pre-emptive thinking does have its

place.) Putting the cover in the boot, since I'd want it at Marion, I popped the bonnet and took a look into the engine room. No "wildlife nests" in appearance, no visible leaks or stains indicating past leaks. Water in the top hose and oil at the high mark on the dipstick. Looked nice so far.

Screwing down the battery ground disconnect, I "dropped in" behind the wheel and tested the pedal pressures. The clutch pedal felt like it was actually operating the clutch, the brake pedal was "hard" and I could hear the throttle cable pulling the synchronizing bar for the SUs. Now for the acid test. Twisting the key one notch, I was rewarded by the sound of the fuel pump kicking in right away. This was a particularly good sign. Some years, that "first drive" has been delayed by the "driver" needing to get out and do silly things like bounce the back of the car up and down, or worse yet reach in under the car from a kneeling (and possibly supplicating) posture and blindly waving around a large blunt object like a hammer to try and "wake the fuel pump up."

When the pump stopped clicking, I assumed the float chambers on the SUs were full. "Okay Son," I said somewhat out loud, "it could be Magic Time." Pulling the choke out fully, I hit the starter. Question for the General Public: Hows come with "just dry a minute ago" SUs one needs to crank the beast for so long before it catches? I understand that with dry carbs and a mechanical fuel pump it will take some time to fill the float chambers so that the carbs will actually carburate – but the Midget's pump is electric, and in daily service it only takes a couple of turns before she fires. This will continue to be one of Life's Little Imponderables for me – unless someone has a good explanation I can relate to. Could it be that the pump has reached its "delivery pressure limit" but there's still air trapped somewhere? Or maybe there isn't enough vacuum at the outset to lift the needles? Doesn't sound plausible but hey – that's a great bar room discussion topic. Or, maybe I still need to get out more?

Giving the starter a few seconds to rest, I hit it again and then any concerns I had evaporated as the engine caught and immediately came to life. There is something about the exhaust configuration on this Midget that causes it, in conjunction with the 1275 Engine, to make marvelous sounds, especially when it's cold. Rapping the throttle continuously and hard, I fooled with the choke until I had nice throttle response to "sudden intentional acceleration." Slamming the clutch pedal to the floor, I bounced the shift lever off second and shoved it down the long throw to first. The barn echoed with exhaust notes as I carefully eased the car outside, still rapping the throttle and slipping the clutch gently in and out so as to not gather too much headway on the tight turn out the door.

Stashing the Midget on the approach drive to the garage to let it warm up just a bit, I carefully worked the old '84 into the Midget's bay and dropped the battery ground. The following week, I would come back with the '95 4-Runner and re-activate the '84, but for the time being the '84 would just effectively be turned into a Midget. What a nice change, and I didn't even need to utter "bibbity," "bobbity" or "boo." I did a couple of quick "walk arounds" with lights, turn signals and flashers on just to be sure, and saw nothing which needed

fixing or replacing. I put the top down – of course.

With the '84 tucked away and the barn all closed up again, I indulged myself getting out of the driveway at Macedon. I was a little "slower" getting the clutch fully engaged, and the result was that gut twisting (for me at least) falling "Ahhhhh" sound as the engine drops a hundred and fifty turns or so before getting it all gathered up and galloping off to a shift point of 4500. A reasonably clean shift for the first time out in the season, another very clean shift at 4300 to third and we were motoring. Heads might have been turning in the neighborhood, but I wasn't paying attention. I won't do this every day, but once in a while I seem to just sort of lose control....

It's good to have it be Summer again. I continue to be struck by the changes in the weather which appear to be keyed to the Equinox and Solstice dates. This could be adjusted a little to suit me, and in particular it would be nice next year if the First Sunday in June were a tad warmer and a lot drier. Kudos to Steve Sangster and John Baum for another well organized car show, and to all the volunteers who make it happen, from field workers to Registration to Flea Market to Car Corral and to the judges. Two cold and wet years in a row, folks. The odds are beginning to swing in our favor. We must be due for a nice show day sometime soon?

That night, we "people watched" from the deck of the Lift Bridge Café over dinner, and finished off the evening with a run over to Abbott's in Bushnell's Basin, and then a great run home in the dark. A key "refresher learning" from this experience is that early in the season it can still get really nippy in those little valleys on the way out to Marion on 441. In the future, we might want to think about having something even a little warmer than fleeces to wear in the car, just in case. Putting the top up, of course, is not an option.

And so the Summer begins and IMHO (In My Humble Opinion) it's about darn time. With the Midget ensconced in Summer Quarters and the '80 pickup now "alternating" again, I was about ready to swing the B out perpendicular to the East wall of the shop, occupying two bays, so I could start body work. Just about that time the transmission in the '77 280Z began making ugly sounds as we were headed out of town one fine Sunday for a quick run down to Knapp Winery, of all places. The Z now occupies the center bay in the shop, "up in the air" on four wheel ramps with the tranny out. How did I get the car up on 4 wheel ramps at the same time? That, my friends, would be the subject of the next column.

It feels like it's going to be a "shoppish" Summer again. It's highly likely that if anyone is looking for me, and I'm not out mowing, I'll be under something in the shop. Or over it. Or trying to stretch around it. Or right spang in the middle of it. Or just maybe, standing there on the floor scratching my head wondering why some completely inanimate object seems to have developed a completely perverse sense of humor. And how come it's usually humor I have a harder time appreciating – at least "in the moment." Somehow, a few of these undertakings seem as though they'll be a lot funnier in retrospect. I'm planning on it. Everyone have a great July.



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Virginia Is For Lovers *And* Racing MG's



A few weeks ago, five racers (only 4 cars) and crews left Rochester and headed south to Virginia for the 2003 *MG Vintage Racers Focus Event*. Bill Glanville, Ted Hershey and Dick Rzepkowski in Midgets and Al Costich with his B-GT were to be part of a record 77 MG's registered to race at VIR. The usual suspects were there to help, along with Marlene Rzepkowski, Suzanne Glanville and Joyce Pegoni. A nice group to go to a race or a party with and we had a few good parties.

Riccardo d'slo was there too and the plan was to get my MGA, that I had left in NC after racing at Sebring this March, and go racing at VIR. Unfortunately my torn retina hadn't healed enough, so I was there for the fun and to make a presentation about our 2004 MGVR Focus Event.

Friday dawned clear and cool. Just what you want for the entire weekend. Well that was to change, but at least learning the course wasn't hampered by rain. All our gang did well for being there the first time. Ted had a few suspension adjustments to make, but mostly it was the usual sorting things out the first day. The usual except when Marlene Rzepkowski reached for the *rain* tires. "Just to run them in" said Dick, but that was to be the prophetic moment of the weekend. Glanville had rains too.

Friday night VIR threw a "Fabulous Fifties" party for us at their recently restored 1840's plantation house. Great food, friends and fun. Some had a lot of fun!

Saturday, the day of the MG feature race, dawned cool and cloudy. By the time the 57 MG's took to the track it started to rain. Unfortunately Dick Rzepkowski had an electrical problem and never left the grid. All the other WNY guys got off well, but by the time the green flag fell it was raining hard and it got worse. At this point I really wished I was out there, as I *love* racing in the rain.

I'm sure the 8 laps seemed like 80 to most. Cars sliding everywhere on and off the track, slower cars passing faster ones and at the front there was a race long dice between Jerry Richards in his BGT-V8 and Les Gonda and Don Munoz in their MGB's. Jerry won by a few raindrops and all the racers came home safely. Bill Glanville was the highest placed of our gang in a very respectable 19th place. Alan and Ted were a little further back, but still smiling and Alan was dry too!

Saturday was our MGVR dinner and 250 MG racers, family and friends were there. If this is an indication of things to come, our 2004 *MGVR /50th Anniversary of the Collier Cup* could attract 100 racing MG's and the biggest MG Family ever. Stay tuned.



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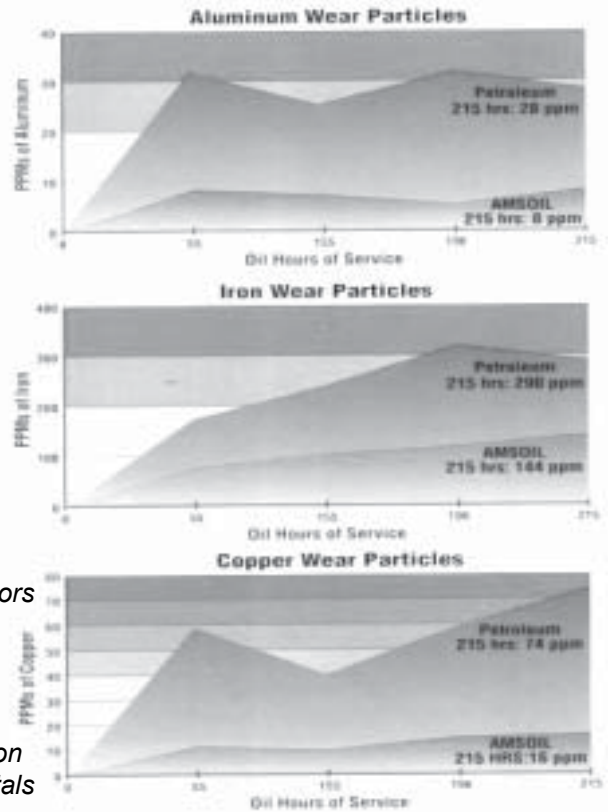


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Forty Years Ago

by *Mr. Gil*

Our Chairman, Bill Hackman, used his "Chairman's Corner" column to summarize where the club has been and where it's going. Halfway through the year we had had a variety of successful activities, including the Western NY Invitational Rallye. Now, we were looking forward to a gymkhana, the tour to Lake Placid, some good rallyes, a

Halloween party, and the annual dinner. The membership is growing, the treasury balance is increasing and the club seems as strong as ever despite contrary trends elsewhere in the hobby. He mentioned our members' participation in other clubs' events. Three MGs took prizes in a recent car show. In a Triumph club rallye, Eleven of the 65 entries were our club members, giving us the top club prize. He summed it up by saying it had been a good year so far, and he hoped we could make it better.



In the minutes of the July meeting it was stated that in the absence of the secretary there would be no reading of the minutes. In the absence of the treasurer there would be no report. However, a comment

was made that there was \$120. An announcement was made that the Wilds were the parents of a boy. The gymkhana was scheduled for August 24. It was laid out by Jack Costa. There will be six different events. The tour to Lake Placid is the weekend after Labor day with the route laid out by Bill Bell. It ends at the Chalet. The cost per couple is \$25. for two days, or \$40. for three days, which covers everything. A parade in Dansville September 7 will include antique and sports cars. 10 trophies will be awarded in the sports car division. Ideas were still needed for a Halloween party. There was a film to be shown after the meeting but no projector. The meeting was adjourned.

A picnic rallye was held on a Saturday in July, laid out by Ruth Loke. There were 13 cars entered. Apparently the number of cars was significant. The winning score was 3035 points! Second place got 3780, third, 4740. The maximum score was 5400. The write-up said that everyone had a ball. The picnic was "quite good", so they said, and included tasty steaks grilled by Denny Call. A lot of the girls brought salads and other goodies. Ruth had a letter of thanks printed in the Spokes for all the workers and contributors.

Well, that's about all the news there was in "SPOKES" 40 years ago.

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The SPOKES TEN YEARS AGO - June 1993

By Wally Roworth

Chairman's Chatter. PHEWW! The car show is behind us and a top down summer lies promisingly ahead. Ah...the wind and sun in our hair. Jim Priestley relieved Dave Leete as the Segeant= at,, arms because he got a job in Hornell. But he was extra nice to members.

Bob Welch recapped the show. The most glaring thing was the need to increase attention for publicity both locally and nationally.. The July meeting will be a presentation by A.A.S.C. certified judge, David Wild and National Award, Gil Langswager, on ways to prepare a car on day of show competition. Learn what is important and what is not.

Editors Notice. David Weiss turned the Spokes magazine over to Marilyn Sergent for the balance of 1993.

Steve Fitch did a Show Judges Report. It covered 11 years and more winding up in 1993. Judges, Classes Judged, Experienced judges, Total, No Shows, And teams doing two classes.

Activities. After early worries the Victor Car Show was blessed with a beautiful Sunday. Another trip into New England occurred. The hillclimb was visited. The car show ended up in a cocktail party and then wound up at Ben and Jerries Ice Cream Parlor. The Tour problems were one flat tyre., one fuel pump, one battery and one brake job. Not bad for the age of the fleet. The garden tour visited the Kaplan's, the Capaccios and the Leopards. All very interesting gardens.

Calanders needed to be marked for the Gymkhana at Xerox and a pizza party at the Capacco's.

American Musclecar and Classic Car Show on July 18th at Bill Gray's in Penfield, N.Y.. Cosponsored by Bill Gray's Restaurant, Greater Rochester Mustangs & Fords Car Club. Muscle,, car classes for all makes, Classics, Antiques, Street Machines, Street Rods, Special Interest, Competition Cars and more. Best of Show and other Specialty Awards.

Cayuga Sports Car Club. Bungle in the Jungle III. A

Gimmick Rally of approx 3,4 hours, over, around, near and through Tompkins County area. Reasonable roads, a fun rally,, beginners and experienced ralliests, and it can be run by any car.

"The South Lansing Centre For Wayward Sports Cars" Tells about last minute repairs and decorating. Then repairing a tire and loading his trailer for the 4 1/2 hour trip to Victor. Raining to start but it cleared up and he continued and set up his car next to George Haynes Black TC. With three cars required to judge he wouldn't worry about any cracking, chipping paint. dirty chassis. Oily engine. He did a reasonable dry down and polish up for presentability. He went around the field and saw much of the show. After he left they announced that he had won his class. This was sent to him by Bob Tufts. And it was definitely a surprise.

New England Mountain Adventure MK II Epilog

Twenty two participants. After the weekend in Manchester, Vermont 15 cars continued on the rest of the trip, the Forresters succumbed to the lure of Maine, and the Stahls, Potters and Colegroves who left Friday to get home early for previous plans. Adventurous ones who took the trip. Al and Liz Colquhoun, George Haynes and Beverly Langer, Gene and Ann Faust, Lloyd and Sue Potter, Jim and Gail Colegrove, Don and Pat Stahl, John and Shirley Forrester, Bob and Annibelle Tescione, Jim and Pat Hogan (3 Air Conditioned), Gil and Betty Langswager, Steve and Judy Brown, Al and Phylis Wagner, Dave Chase ad Charles, Janis Jankovits and Nancy and George Herschell. Many cute things were said in this report and it looks like they were earned. Each drove between 1100 and 1480 with the Forresters going 2000 miles. George mentioned the fall British Invasion at Stowe, Vermont.

Usual Happy Sunshine Page by Nancy Herschell

The Toronto Triumph Club presented the Eighth Annual Canadian Classic July 31,,Aug 3.

Toronto Triumph Club (Burlington) Canada In the park by the Venture Inn, on the lake.



In case you didn't hear - we've got shirts for sale.



Really, if they made one that big, I'd wear it.

Last month I did an article entitled "The Adventure of a Lifetime". As much as I wish (it were), not all of it was exactly true. (Notice I said exactly.) The first paragraph was true and was taken from the booklet "Mille Miglia" published by the MG Factory in 1933 after the two K-3's came in first and second in their class in the race that year. Yes it is also true that the drivers were Eyston and Lurani. and I have a copy of that booklet autographed by Count Giovanni Lurani and another book autographed by Capt. George Eyston.

The second paragraph is also true and was taken from a number of articles that I was able to obtain from my collection of MG books and publications and also from accounts written about the Mille Miglia.

But why would I do this article now? I have been E Mailing a friend in Scotland who is very much into MG's both the real full size cars, and models of MG's as well. He is also the new newsletter editor of the Miniature MG Car Club. In our E Mails we were discussing MG A's and their racing triumphs. The discussion came up of the MGA that was raced in the last original Mille Miglia. MBL 867. This car got the nickname of MaBeL and was driven in the 1956 Mille Miglia by an all woman team of Nancy Mitchell and Pat Faichney. They finished 72nd overall and

third in their class. But the most important thing is they finished. They were the first women ever to finish that grueling 1,000 race. The car was prepared by the factory and painted red (by the factory) in hopes that the red color would get perhaps some favorable treatment by the Italian police. (It must have worked because years later, the Austin Healeys, MGB's and Mini's that raced under factory sponsorship in Europe were all sporting that same red color.) Ms Mitchell has since passed away but Pat Faichney is still alive and well in the UK. The car is owned today by Steve Dixon and has been restored to its original 1956 specifications and it returned to Italy to run the Mille Miglia in 2001. Keep this point in mind as it will come up later.

Now that I have digressed, lets get on to paragraph three. Dean Butler does exist, and is a member of the T Register. Yes he does own a K-3 Magnette as well as a Bugatti Type 35, and an Alfa Zagato. Peter Markowski does own RPM Motor Sports in Vermont and was kind enough to open his shop to us on the last New England Mountain Adventure. Now the story gets interesting. No Dean never did call me, and ask me to co-drive but I wish he had. As to the flight to Italy, it is the flight used by the Travel Agency, Posh Tours, that organized a tour to this years Mille Miglia May 22-31. (\$3650.00 per person for 9 days.) Are things starting to fall into place a little now?

The original routes described were all taken directly from the original book of 1933, and the current routes were taken from information on the Mille Miglia web site and also from an article in Safety Fast by Bob Dixon on his running of the event. BUT the conversation with Alex Hounslow and his ride with Nuvolari was true. He did tell me that story in Springfield MA when he visited the US.

I must say that much of the detail writing of the race is directly with my thanks to Steve Dixon for it was his article that prompted me to do this little "late" April Fools joke. I didn't and would not copy his article word for word but he did give me something to work from. I also read the article by Jackie Reece who drove the original Mille Miglia with Peter Harper in a Sunbeam Rapier sedan, which was prepared by the factory (also sporting a red paint scheme). This was also very helpful in preparing my article. Add to this the many articles I got from the web on the travel plans and other observations of the race and the article seemed to fly together.

The very last part of the article was all VERY true. I'm not sure that is exactly what I was dreaming about when I was "out" during my surgery but I felt that it would be a good place to write from, for I knew (or hoped at least) it would be a deep sleep. I am not the type of person who wants to know what is going to happen to my body in the hands of a person holding a knife. I told the surgeon, "you can do anything you want as long as I don't have to see, hear, or participate". Thankfully he granted that wish.

After the surgery I had a few days home with nothing to do so I thought what better time than now to do all the research and put the article together. It worked out fine and as for the timing and I was able to get it finished for the June Issue of Spokes. Re reading it, did make me feel like I wish it had been true but being a grown man (open to debate) I know that things like that don't happen. Especially to old guys like me.

BUT, if Dean Butler should happen to read this, and if he just should happen to want his car to run the Mille Miglia, and if he were willing to sponsor the trip, and if Peter Markowski were the co driver, and if Nancy would consent, and if.

Oh hell, it's not going to happen anyway, but I can still dream about my Adventure of a Lifetime.

My thanks to Alan Long, Steve Dixon, Jackie Reece, Posh Tours, Safety Fast, and all the other internet sites with the valuable information and details necessary to put that article together.

It was a lot of fun, to do. My thanks also to all who called, or E Mailed with their comments on that article. I guess folks enjoyed reading it as much as I did putting it together.

Did you sign up for the 45th Anniversary yet ?



I read it somewhere, leave the potatoes on for 10 minutes at 3000 rpm ...



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Really, yellow cars are bad luck.



Warren Riter Peoples Choice Award!



My other car is a Midget, I'm going for a balance of power.



It's supposed to do that ...



And the sun arose in the... whoops, wrong car show.



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over this Sunday...*



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Information? visit our web site <http://www.mgcarclub.com>

May 10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I	June 1 Vintage Car Show 19 Meeting	July 6 Autocross II 17 Meeting 24 Kids day - Glen 20 Steak Roast/Rally	August 17 45th MG Anniversary Party 21 Meeting 24 Garden Tour
September 4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Brunch Run	October 12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	November 6 Board Meeting 9 Garage Tour 20 Meeting 30 Brunch Run (?)	December 6 Holiday Party 15 Leon tries to get the 2004 Calendar out on time
January 8 Board Meeting 15 Meeting 18 Wine & Cheese	February 8 Sweetheart Brunch 20 Meeting	March 7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	April 11 Brunch Run 15 Meeting

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