

The
SPOKES

Founded 1958



Volume 45 Number 10

October 2003

Official Publication of the MG Car Club Western New York Centre



Some of the group that went to The Hildene Show - June 14 & 15.



**Next Meeting - October 16th,
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY**

The Marque of Friendship

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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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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.

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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

Yipes! It's October and it looks like Summer is going to go ahead and end again this year. I think I'm begining to see a pattern here. Anyway I pretty much backed off working on the house this summer - had to get back to work, the business kind. And I also took the time to get the Volvo going. It's running well. I hooked the heater up - it doesn't take too many times of getting in and having to wipe the windows as you drive to work up the incentive to get the defrosters going.

I hooked the core up to the garden hose and flushed it out, then pressure checked it and it didn't leak. I installed it and ran the engine. The inlet hose got warm but the outlet didn't. Seems I have an air lock, the exchange inlet and outlets are higher than the radiator so there's something to do this weekend.

September 2003 Attendance

<i>Barb Wild</i>	<i>Don McConnell</i>
<i>Dave Wild</i>	<i>Elton Shulz</i>
<i>Georgean Abels</i>	<i>Tom Lestrangle</i>
<i>Bob Abels</i>	<i>Allyn Wagner</i>
<i>ALan Costich</i>	<i>Mark Gibson</i>
<i>Beverly Mack</i>	<i>Ken Heusler</i>
<i>Michael Mack</i>	<i>Marlene Rzepkowski</i>
<i>Tim Rizzo</i>	<i>Dick Powers</i>
<i>Rhonda Rizzo</i>	<i>Dick Rzepkowski</i>
<i>Vivienne Rizzo</i>	<i>Chris Williams</i>
<i>Wally Rowurth</i>	<i>George Haynes</i>
<i>Beverly Swarts</i>	<i>Bill Bethune</i>
<i>Chuck Swarts</i>	<i>Arnold VanDenburgh</i>
<i>Kathy Hershey</i>	<i>Henry Kron</i>
<i>Cheryl Baldwin</i>	<i>Sue Ryan-Kron</i>
<i>Bill Baldwin</i>	<i>Stacey VanDenburgh</i>
<i>Bob Tescione</i>	<i>Jim Priestley</i>
<i>Chirs Baum</i>	<i>Paul Wheeler</i>
<i>John Baum</i>	<i>Matt Callahan</i>
<i>Jeff Kath</i>	<i>Al Fink</i>
<i>Leon Zak</i>	<i>Ted Hershey</i>
<i>Scott Perry</i>	<i>Guests:</i>
<i>Lane Boughton</i>	<i>Steve Sargent</i>
	<i>George H. Greene</i>
	<i>Charlie Mondello</i>

MGCC Meeting Minutes

Sep 18, 2003

Joe DeBlare was away so Jeff Kath filled in as Secretary. Then he gave them to me to type in and "embelish as needed". So here goes:

The meeting was called to order at 7:41. The previous meeting minutes were accepted. Dave Chase was off running around Stowe so there was no Regalia report. Leon, the wonderfully talented and good looking Editor of the Spokes mentioned that articles for the Spokes should be in by next thursday, give or take a day or two. He also wanted to mention that you should offer to do one of the jobs on the board or Spokes or Activites but he forgot to do that. He did remember to mention that he STILL needs pictures for the calendar and you should really, really, really get your act together and get some pictures to him.

The Activities were then reported - George Haynes said the Tune Up Clinic on the 20th would be \$15, but that covers the Fall session and the Spring of 2004 session. Leon was thinking that this was one heck of deal.

The Autocross sponsored by the Dick Powers Racing Team would be on 9/21 at MCC called "SPA in September".

10/25 is the HOLLOWEEN Rally - it will be \$10 - see the ad in this issue or contact Sue & Henry Kron. They could use some help with it. Leon was thinking about the GREAT time he had at the last one they did and hopes everyone shows up.

10/12 is the Fall Tour - get your \$ in to Tim & Rhonda Rizzo as soon as you can.

11/16 is the November Brunch - watch for the ad.

Then there was the Treasurers report by John Baum. He reported that the Clubs assests are healthy and did go into a little detail but Jeff figured it wasn't worth writing down because you can ask John for the details at any time and he'll be glad to give them to you.

Mr. Scott Perry reported that the Web Site has the 45th Aniversary Photos up so go take a look.

Glen Historics - Dave Wild - Critique on concourse show. (That's just how Jeff wrote it, not sure where he was going with that one but I remember Dave saying that he would like any comments you have about the location being changed to the park.)

Then while I went over to get a beer there was Guests - Steve Sargent with a 70 Alfa, a 61 TR3 and a 71 Midget - Welcome Steve. And then Charley Mondello with a 71 BGT - Welcome Charley.

Then Al asked for Old Business but nobody said anything and then he asked for New Business and then Dick Z. said that whoops he had Old business so Al acquiesced (that was a site to see) and let him do his Old business even though we had technically pass it already. Anyway, Dick reported that Silver Back had officailly gone out of business. Leon was thinking to himself that "it was too bad it didn't make it. Even though it was a long shot, it was a real good idea". Then he thought "If you've got a teenager just starting to drive, a course like that would be invaluable."

Then Al asked for cars and parts and what you know, There's a 59 Chevy P.U.P (Jeffs shorthand for Pick Up.) - call Marlene at 381-3180. (Please, I'm almost ready to get another Volvo to throw in with it just ot get rid of it.) There is a South Carolina restoration shop that is closing and have a lot of cars to get rid of. There will be an ad in Spokes. (And sure enough it is,

right on this page - over there under Classifieds.)

John Baum then reported that plans are already formulating for the next Car Show and ANY new ideas are welcome.

Door prizes were awarded starting at 8:20. Wally didn't win a darn thing.

The meeting was closed at 8:26. (I actually think it took more than 6 minutes to do all the door prizes, but Jeff this is what he wrote.)

These minutes where Respectfully Submitted by Jeff Kath.

Then I took them and typed them in and added all this extra stuff so they would take up enough room to make them look like a little longer and fill up the space I had already set aside for the minutes. As you can see I didn't quite make it.

The Classifieds:

FOR SALE: My friend who owns Basically British, a restoration shop in Fayetteville NC, is closing his doors after many years in the British car business. He has a bunch of MGB's nd Midgets for sale, a Porsche 914, and many parts for Midgets, MGB's, Spitfires, and TR-7's. He can be reached via email at basicbrit@aol.com, or you can call me at 585-388-7488 and I can pass along any requests you may have.

FOR SALE: 1971 MGB Roadster for sale for \$1,250. This is a project car, the floors are rusted out but the car is complete and will run with some TLC. Either its a fantastic chrome bumper parts car, a Flintstone mobile beach buggy or a resto project. Either way it's yours for only \$1,250 as-is and tow it away. Remember this is a project car for an MGB lover, not a turn key driver. If your interested call me at 650-348-8269. The details: chrome bumpers, 4-speed, front disc brakes, wire wheels, has black soft top, original color is orange, painted white 15 years ago, black interior, original blue California license plates, last registered in 1995.

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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On August 17th, the MG Car Club Western New York Centre, celebrated its 45th Anniversary with an afternoon brunch at Steamboat Landings in Canandagua NY. It was a very nice affair and all on the committee are to be congratulated on hosting such a fine event for a very special occasion. Forty five years is no small task in anyones' life and it was a special event for this club. We have been in continuous "operation" for 45 years and are still going strong. We had in attendance to help us celebrate this event, Brian Woodhams, Overseas Director for the MG Car Club in the UK of which we are an affiliated Centre.

Brian was in this country to visit some clubs in the Midwest and he made a special effort to be at our celebration. I don't know how many realize how much of an effort it was on his part but if I may let me relate just a bit of what he went through to get here. In our correspondence Brian had been talking about driving from Abingdon Illinois to Rochester to be at our event. I convinced him to fly so he flew from Galesburg IL to Chicago, to get a plane to Rochester. (or so he thought) They had only been in the air a short time when they had two electrical failures, and before the aircraft could return to O' Hare (which is SOP for aircraft with 2 emergencies) there was another emergency which "took out" their transponder. Now no one know where they were or where they were going. Then there was another electrical problem which caused the cabin to de-pressurize and oxygen masks to drop from the ceiling. The Captain had to make a rapid dive to a lower altitude, and they finally made an emergency landing in Grand Rapids. Then they had to wait for another aircraft to be brought in to finally bring them to Rochester. Their original arrival time was 4:09 P.M. When all had been corrected and they finally got on their way it was about 9:15 P.M. when they finally arrived and we met a very tired and distraught person.

Brian spent the night with us for some much needed rest. The next day at the luncheon he made some very nice comments about WNY Centre and presented Steve Sangster with a plaque from the home club to commemorate this event. He did get a chance to meet many of our members in attendance and I'm sure all that had the opportunity found him to be a very nice gentleman, who like us, has MG firmly entrenched in his heart. We had a nice couple of days with Brian before he had to leave for home. His return trip, because of his flight to Rochester, went like this. Rochester (6:00 A.M. Flight) to Chicago, then a connecting flight to Grand Rapids, with another connecting flight to Atlanta and then home to Heathrow in England. He did send me an E mail after he got home and told me it was a little over 24 hours of travel time. Keep in mind that a 6 AM flight means be at the airport by 4:30 which is a 30 minute drive from Webster so you can imagine what time we got up to get to the airport. But those few days left me with a new friend and one that I have the most respect for and hope he can get more coverage of the events in the US. I did tell him I would help in any way I can.

I know that many of the newer members really do not have the information or knowledge of what we as a club are and just how much this means. If I may, let me try to fill those newer members in on some of the details of the MG CC in the UK and how we fit in the picture.

In 1930 a group of enthusiastic owners formed the MG Car Club. The first meeting was held at the Mecca Restaurant, Ledgate Hill, and the first Honorary Secretary was a young accounting student by the name of John Thornley. John joined

MG in 1931 and twenty one years later was appointed General Manager of MG Car Co. The club was to be an outlet for MG owners to meet and share their experiences, with the cars being the glue that holds the membership together. To this day almost 75 years later the MG Car Club is still doing just that. It is an organization where people with a love of MG's can meet, share their knowledge, experiences, help, and in general belong to a unique fraternity regardless of age, education, or income. The cars are the important part and always will be. The club received support from the MG Car Company and produced a magazine called Safety Fast, which by the way, was the factory's slogan for MG. That magazine is still produced today.

There are both **Centres** and **Registers** affiliated with the club. **The difference being a Centre caters to all MG models in a specific geographic area while a Register caters to one particular model and is usually nationwide in scope.**

After World War II when MG's began to appear on the American scene, the MG Car Club began to accept applications for **Centre** Status of "clubs" in the US and granted this status to many MG organizations on this side of the Atlantic. There were also **Centres** formed around the rest of the world and now The MG Car Club was truly international in scope. One **Centre** in California had a number of member's spring off and form the Sports Car Club of America.

In 1968 MG, then owned by BMC (British Motor Corp.), unhappily found that BMC dropped all their support to the MG Car Club and Safety Fast, and as a result the club was forced to go it alone without this support. The club survived and is quite healthy to this day.

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At present there are 88 **Centre's** and 21 **Registers** around the world. The U.S. alone has 32 **Centres** and 6 **Registers**. There are only three Centres in the North America with more seniority than WNY. Those Centres are:

Washington DC Centre, formed in 1951, Toronto in 1955 and the North West Centre in 1957, so we are the fourth oldest Centre in **North America**. There are some other MG organizations that have affiliated with the MGCC but are not recognized as Centres.

The Registers in North America are:

The New England MG T Register, the North American MGA Register, The North American MGB Register, the North American MGC Register, The MGA Twin Cam Registry, and The North American MMM Register. (Midget, Magna and Magnette)

So you can see that we belong to a very active and vital International Organization with the cars most important in our minds and activities. We have been a part of this fraternity for 45 years now which is no small feat and one we should all be proud of. We being one of the oldest Centres in North America hopefully will continue to grow in size and stature through the years.

As we look back over forty five years of success it becomes apparent that this is more than just a sports car club. It is a family with cares and concerns for each other as well as the camaraderie due to the cars.

In Closing we extend our:

Gratitude to: The founders of this organization.
The idea certainly worked and continues to do so.

Admiration: to those long time members. Their devotion and dedication has been the "life "blood" of this organization.

Challenge: to the newer members, who will at some point take the reins. Remember what has gone before and improve on it. But, always remember the basics that this club was founded on. The cars, and the comradeship, that goes with ownership of the "finest little car ever produced anywhere". It is the single most important factor and one which should be remembered always. Let us all hope there will be many more celebrations such as this in years to come honoring this magnificent car and the wonderful club it has spawned. The idea was, and is, too good not to survive.

A few years ago the Home Club in England adopted a new slogan which says it all and fits the entire MG Car Club in general and Western NY Centre in particular.

MG

The Marque of Friendship



Sharing the Friendship before the September meeting.

Bury Me in an Old Mowog Parts Box



Jay Lockrow

The really hot sellers in the collector car market are vehicles that are generally 25 to 30 years old. This has held pretty true for the last 20 to 30 years or so and can be readily explained by the simple fact that these are the cars that people lusted after when they were in high school or just discovering interesting cars. If you are say 40 years of age today most of your interest is of the cars in the late 60's or early 70's. It relates to the fact that people that are buying collector cars are finally in the work force after endless years of school and work and have a little extra money to spend on something they have always wanted.

There are of course exceptions. These exceptions come in several ways and one of them is the knowledgeable collector with deep pockets that collect things like old competition Ferraris, true classics like the Duesenbergs, SS Mercedes, Packards or early brass cars that many people have never heard of. These cars are the cream of the crop and in a way only those with the deep pockets can afford them.

This leads us in a round about way to this month's topic, the Mercer Raceabout. Over the years I have mentioned the Mercer but if memory serves me correctly I have never done a column on the car itself. For years whenever my dad and I were on the way or returning from somewhere we would kid each other about seeing a Mercer. If we were on a back road somewhere one of us would say something to the effect that "There was a Mercer Raceabout behind that barn back there." Then whoever said it would say something like, "But the brass was tarnished" or "I didn't like the color" or some such nonsense. We never really did see one but I still keep looking. In

reality the Mercer was really a wealthy mans toy. Probably the best place to look would be on old estates that date to the 1900's. On the other hand author Ken Purdy in about 1948 wrote an article about the Mercer in True magazine and received a letter from a gentleman in Canada that had one in

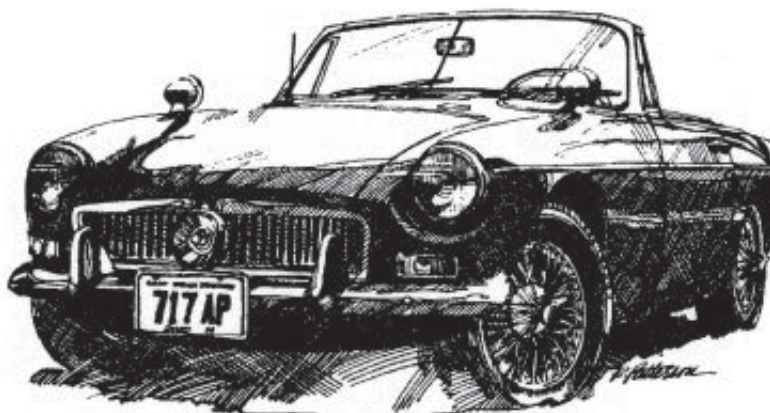


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storage. This is the car that Purdy eventually purchased and owned until he died.

The Mercer was a very early American sports car built in Trenton New Jersey. The major owners were a family called the Roeblings who came to prominence with their involvement with building the Brooklyn Bridge.

Possibly that is where they got the idea to "overbuild" the car, as it was extremely durable. At the time the Mercer was very fast, low, nimble and very sporty. It had a T head engine and this is in reference to the T shaped combustion chamber. The engine had individual cast cylinders (two to a block) and a camshaft on either side. The valves were operated by pushrods on either side of the engine. The engine was a 4 3/8in bore and 5in stroke. You could correctly call it a twin cam but it was not an overhead cam. The engine and car were designed by a man named Finley Robertson Porter who lived well into his nineties long enough to see his magnificently designed car become one of the most sought after antique cars in the world. The best Mercers were the Raceabouts of the 1911 to 1914 era. They were virtually unchanged at this time except for the change from a three speed to a four-speed gearbox. There are a few other visual changes such as fender shape but the mechanics remained the same. There are about twenty some of these cars surviving so it is worthwhile to keep looking. During the four years they made the T head version there were usually 250 or so standing orders for Raceabouts. It is not known if they were ever all filled.

Many Mercers were raced on the dirt tracks of the day. Many were taken from the showrooms, had the lights, fenders and spare tire removed

and were raced successfully. In 1911 Mercer competed in six major races winning five firsts and two-second places. The car that Ken Purdy had was reputed to have been driven by Barney Oldfield. Most Mercer Raceabouts saw some competition in their lifetime.

The Roebling family suffered dreadful misfortune and within a six-year period all three Roeblings associated with Mercer died. The youngest W.A.Roebling who came up with the idea for the Raceabout went down with the Titanic. Two others died within a year of each other and the family sold the firm. It took less than four years for the new owners to close the doors. First they gave up the T head engine and Finley Porter walked out. The new Mercers with the L head engine were good cars but could not compare with the T head design. Things went from bad to worse and by 1925 Mercer was no more.

A very good friend of my fathers owned a T head Mercer Raceabout. I was once privileged to ride in it and although not allowed to drive it my dad was privileged in that respect. Both are long gone now and sadly I do not know what happened to the Mercer. I tried to find out but all I could gather was they went out of the country. He also had a friend that had a 1922 L head model. This was a great car also but I'm still going to keep looking for the T head version.



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Watkins Glen – ZIPRRRZ Zapped at Zippo!

By Dick Rzepkowski

Well race fans, it was another beautiful year at Watkins Glen – Zippo Grand Prix. The event was confirmed to be the largest vintage race event in North America for 2003, with 420 cars entered in 10 SVRA classes and additional cars available for a special tribute to Mark Donohue, with a stable of race cars previously driven by Mark Donohue in competition. Some race groups were reported to have waiting lists and in group 1 there were 56 cars registered, while group 3 had 53 cars registered. By Sunday, when the feature races were scheduled, only 38 of the 56 group 1 cars were able to make the starting grid. I was among the sidelined on Sunday.

So what happened you say? Well I can't speak to everyone's issues, but I can relate what happened to ZIPRRRZ racing #74 in the qualifying race on Saturday afternoon. Saturday afternoon, you could just feel the change in atmosphere on the starting grid. Up to this point we were all just running for a qualifying time and our best qualifying time was used to set the starting grid for the qualifying race. I was gridded number 16, while Ted Hershey, Bill Glanville, and Joe Tierno were ahead somewhere and Dick Powers was somewhere further back. The pace car led off and the tension just increased as we fell in place behind the pace car.

By turn 11, the pack was really tight, the pace car dropped off into pit road, and the green flag flew for the dash down the first straight. The race was on and the competition was intense! I managed to pass the three cars between Ted Hershey and myself within the first lap or two. Ted and I were racing with a few other cars but by lap 5 Ted had started to pull away a bit. We rounded turn five, the long sweeping right hander after the "bus stop", heading for turn 6, the infamous

left hand "Clam Bake Curve" at the entrance to the boot, when I caught sight of smoke ahead. The sports racer ahead of Ted had just skidded into the grass at the entrance to 6, Ted started spinning clockwise down into 6, and there was a mini up against the tire wall farther ahead in 6. Suddenly the back end of my car was sliding out to my right. I instinctively corrected back to my right to counteract the rear skid and drove right back into the oil spill that the mini had left on the track. The brakes seemed to make little difference in the oil, although I was slowing some, and soon there was no more asphalt, just a short strip of grass and then tire wall. ZAP! Bounce! Sudden spectator status.



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I sat strapped in my car facing back up the track into the oncoming traffic, playing the calm cool spectator role that I had just landed. They say that you should stay strapped into your car because you are protected by your roll cage and harness should someone come into the turn and hit you. I was good with that until an MGA came through and actually went behind me, too close for comfort, time to bail! I spied the yellow flag being displayed in 6 and figured that one was now displayed in turn 5 as well so I scrambled out of the car and over the tire wall. Being a spectator on the infield side of the tires now felt much safer.

After taking stock of my well being at medical, it was time to find Marlene and pronounce myself as "alright". (I really need to consider a radio for her and me.) Unfortunately the same could not be said for the front right fender and steering components of the race car. What a disappointment to put your race car prematurely on the trailer. But what a good feeling it is to know that the safety gear did exactly what it is supposed to do – Keep the driver safe - "just in case". Seat belts and in particular the over the shoulder belts kept me nailed into the seat. The car absorbed the shock and damage, but the driver walked away safely. If you are not focused on using your seat belts in your road car, focus again! You never know when you'll need them, and when you do, there is no time to "Buckle Up" then.

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Last Autocross for 2003

Sunday, October 19 at MCC
Cars will be tech'd at 9:30 AM
Driver's meeting at 10:00 AM
First car off at 10:30 AM
Hosted By



If you missed the page numbers in the past few issues - here they are:

1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24

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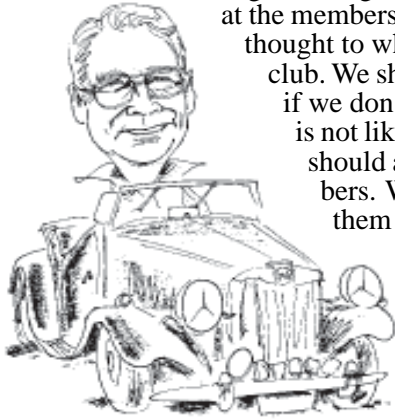
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Forty Years Ago

by Mr. Gil

Our Chairman, Bill Hackman, used his column in "SPOKES" to give us a pep talk about the nomination of officers for the coming year. He said it wasn't a matter for the club officers but rather for the membership. He charged us to get together with friends, look at the membership list and give serious thought to who we wanted to lead our club. We should not exclude ourselves, if we don't speak up for ourselves it is not likely anyone else will. We should also consider new members. What better way to get them involved? We should then contact the people we are considering. They need to know that they are being nominated and need to agree to serve. Anyway, Bill made a good case for us all to get serious about the election. He even suggested we start campaigning at the Halloween party by bringing political signs, torches and stage an election rally. (We might consider this apropos for the 21st century.)



Bill made a plea for all those with club equipment such as stop watches, clip boards, check point signs and anything else belonging to the club to turn it in. (Seems like the more things change the more they stay the same.)

A report was given by Ned Wylam on the tour to Lake Placid. He said the weather was perfect with 75-80 degree temperatures. The pool got a lot of use. The floating cocktail party on Mirror Lake was enjoyable. So everyone had a wonderful time.

The gymkhana this year was down with only 21 entries compared with 60 last year. We had a loss of \$34. That's from a treasury with a balance of \$63.44. It seems there were a lot of other car activities that same day. A surprise entry was Bob Scott in a red Rolls Royce convertible! He managed a score of 9:59 for the six events. That compares to the winning score of 5:45 by a very quick Sprite. Most scores were in the 6 to 8 minute range.

The Halloween event was billed as "A Halloween Fun Nite". It was a rally and scavenger hunt followed by a party. Requirements were: costume – there was a stiff penalty if we didn't show up in one; a compass; a can opener; and a flash light. The entry fee was \$3.00 which included refreshments. The end was at the Avery Bowling Center on Lyell Avenue. (That's where we held our meetings) Entertainment was round and square dancing, and for an extra charge, bowling.

So that's what was in "SPOKES" forty years ago.

Special Cut & Past Extra

Following the dotted lines cut the section out below. Then get last months issue and find Gils article. Insert this piece between the words "to" and "P.S." in the last paragraph. Then re-read the article and tell Gil how much you enjoyed it. Then tell him I apologized for leaving a third of his article out of the last issue. Thanks.

to keep it warm for those 30 minutes. Keep the windows shut and the top up to cut down on wind resistance. Don't carry any unnecessary weight in the car.

Now, here are some of the statistics to show you what can be done if you really want economy. Keep in mind that this was more than forty years ago before the government started regulating the car manufacturers. These figures are from the years 1957 through 1961.

Highest miles-per-gallon, 77.06 by a 1959 NSU Prinz. Ton miles were 57.79. This was also the lightest car.

Highest ton-miles, 87.73 by a 1958 Porsche 356 coupe, actual mpg 67.00

Heaviest car, 1952 Cadillac "62", 5220 lbs. Actual mpg.17.18, ton miles, 44.83

Best MG, 1958 MGA, 57.50 mpg, ton miles, 67.80

A 1955 Jaguar XK140 got 46.16 mpg with a ton miles of 83.30

How did I do? Well I didn't win any hardware. I never tried the TD. I was trying for ton miles. The first time I drove our 1953 Plymouth and got 24.03 mpg with a ton miles of 43.61. Then I drove our 1957 Ford, which had a big V8, and got a whopping 18.91 mpg, for 38.78 ton miles. Then we got a true "economy" car, a 1960 Corvair. It was good for 32.72 mpg, 49.88 ton mi. The last year I drove in the economy run dealers were invited to participate. Some did, but wanted club members to drive. I was asked to drive for a Rambler dealer. I had told them how to prepare a car and suggested they give me a demonstrator that had been broken in. They took a brand new convertible out of stock with zero miles on it and gave it to me that morning. With no preparation I managed to get 29.75 mpg. Oh well, it was fun. Maybe I should practice some of those tricks now with the price of gas what it is. People have said that the auto companies could make cars that get 100 miles to the gallon. Well they could but would you want to drive them?

2003 Halloween Road Rallye

Saturday October 25th

Cars Meet At 5:30 (1st Car Off @ 6:00)

At Northhampton Park-Ogden

Near the Swing Set - Salmon Creek Rd/Colby St. Intersection

\$10 per club member Includes Rallye, Food
and Drinks

- Extra Points For Costumes
- Points Deducted For Extra Navigators
- Extra Points For Going Topless

Space Is Limited-Call Henry & Sue Kron for
Reservations 637-2896

Directions:

- **From the East** – take 490 West to 531 West. At the end of 531 Turn Left, Take Your Next Right onto Colby Str.....travel until you are at the Salmon Creek Rd Intersection, you will see us there!
- **From the South** – take 390 North to 490 West...see top for the rest....
- **From the North** – take 390 South to 490 West...see top for the rest.....
- **From the West** - take whatever route gets you to Route 31 – take Route 31 East to Salmon Creek Rd. and turn right.

“In 4.5 miles you’ll come to a “T.” Turn left.” Eileen had to raise her voice to be heard as I hit what felt like a good shift point around 4500 or so and nailed third. The Midget thumped and bumped as we gained speed down the narrow and none too smooth country road. With the top up as “some protection” against the intermittent mist and rain, the wind noise added to the din.

Briefly, I flicked my eyes down to the trip odometer, added in 4.5 and announced “38.5.” Struggling to hold her hand steady, Eileen wrote the number down on the route instructions as a confirmation. As the tach crossed the 3700 mark I kicked the clutch down and pulled back into Fourth. A quick check of the gauges showed we were still “clean and green.”

“Where’s the Mini?” Eileen asked

I flicked my eyes to the left wing mirror and sure enough, the green classic Mini with enough lights in front to turn night into day was still right behind us. “He’s right there with us. No sign of the Healey, though.”

We were well into the A route of this year’s Glenora Run. For those not initiated into the experience, the Run passes out multiple routes for the day. All of them start and end at the same places. In between, however, there are “some differences.” The interesting aspect to this is that some of the routes overlap, and one or two actually run some of the same roads but in opposite directions. Thus, it’s quite possible to be following somebody who turns off early, or doesn’t turn, or even to meet a gaggle of cars running down the same road in the opposite direction.

We’d gotten off to an “irregular” start. As the final instructions were being given at the Drivers’ Meeting, many of us ran for the cars to put the tops up as the “30% probability of showers” turned into 100%. Leaving the starting line at Glenora, we’d taken a left about half a mile too early. I was well into the turn, too late to change my mind, when I realized it. Diving into a gas station at the corner, I emerged again but somewhat cautiously between cars stopped for the start of the event on US 14, in a move which, in retrospect, would have made me cringe if I’d been seated in one of those stopped cars. This time I cringed for good measure but it didn’t matter and we pressed on regardless.

Feeling a bit “behind the pace,” I opted to travel a bit briskly down the first few legs of the route. With the mild physical abuse we were taking from the bumps in the road, the speedometer needle swung back and forth with a mind of its own. I set the speed so that the needle swung more or less evenly to both sides of 60, and we motored on, lights on for safety, wipers running most of the time and feeling like we were flying down the road.

Before too long we came up behind a red Healey 100-6 or early 3000, who was obviously less interested in making time than we were. The Healey was making all the right turns, though, so we concluded this was also an “A-Route Runner,” and we dropped in behind. Thus, it wasn’t too long before we also acquired the Mini behind us. I didn’t realize it until we’d finished the Run in Montour Falls, but the Mini was right-hand drive, and as mentioned above exhibited no less than what looked like two “flamethrower” road lights and 2 additional “fans” on the front. All in all, a very serious looking rally machine. The three of us flew past a Mennonite school at recess, forming a momentary tableau in which all the students were staring at the cars and all the folks in the cars were staring at the students in their gingham bonnets, porkpie hats and denim overalls.

The run took us up into the outskirts of Penn Yan and the fringes of the village proper. Eileen read the instructions for the next turn twice, since there seemed to be a potential for confusion. “.2 miles and right at STOP. Then Immediate right at stop.” Sure enough, there were options at the second stop sign. We could have angled off obliquely to the right, or taken a hard right down what looked almost like an alley. The Healey advanced ahead, to the next stop where the oblique angle took off, and stopped. Clearly they were puzzling. Eileen read the instructions out loud one more time, and I opted for the hard right. Slamming the clutch down, I pulled the gearbox into second, and then shoved it hard into First. A blip or two of the throttle, and we were off again, the exhaust note just plain raucous as I “not babied” the car. In the mirrors, I saw the Mini also hesitate, and then turn to follow us. Suddenly we were a “lead car.” “I hate it when THIS happens,” Eileen announced.

“I’d sure like some confirmation that we’re on the right route,” Eileen said a bit later. We were running an 11 mile leg with the Mini behind us, and the potential for getting 11 miles into somewhere we weren’t supposed to be was high. Try as we might, we’d not been able to locate a road sign proving that we were on County Road 11, but we were “pretty sure” we’d been on course prior to the last turn. Finally, I caught a side glimpse of a sign at a crossroad which indicated that we were on 11 after all. “Ok – I feel better now,” Eileen said.

It felt even better when the stop sign at the end of the leg came up right on cue. A short jog to the left and then another county road off to the right and we were flying again, with the Mini right behind us. Now we were the only two cars we could see in our group.

We missed one more turn, which lacked a “JCT 21” sign it should have had, but we spotted the “21” sign well down the road itself right after we passed it. Diving off into what looked like a gravel storage area, I waited for some traffic to pass before doing a “180,” with the Mini in hot pursuit.

We weren’t the first into Montour Falls at the end of the route, but we also weren’t the last. One of the jobs of the Navigator on this run was to count road signs. Eileen got within two, which to her credit was a really great count since I wasn’t really hanging back waiting for her to count signs while she also read instructions and kept track of the elapsed mileage we should be at for each turn. I think she worked harder than I did that day.

At Montour Falls, after about an hour and a half of playing hard in the traffic, I climbed out of the car a bit creakily and strolled back to the Mini, which had pulled up behind us. “OK,” I said, “I just have to ask. Were you guys really following the route, or following us?”

The Navigator cracked a big grin and admitted “A little bit of both, actually.”

“You should be sure to stop up and thank Eileen,” I said with an equal sized grin. “She made sure we all had a good day.” They both did.

It was the weekend we’d been planning two years ago when I was sent out of town on short notice by a boss who’s no longer my boss. On the way to lunch in Watkins Glen State Park from Montour Falls, all the cars caravanned through a loop in front of the retirement home in Montour Falls. Many of the residents, some of them with significant connections to previous Grand Prix at the Glen, had turned out for the parade, and many

of them with signs that said "honk." The drivers rapped the throttles, hit the horns and generally did the Grandstand Thing. The residents just grinned ear to ear. Each car received a rose or a carnation for their trouble. We wouldn't have missed it for the world.

Lunch, of course, was followed by two laps of the old course, which now officially makes us "stone bridge drivers," as we were told at the drivers' meeting. As is typically the case, there were a few sections of the old course where we could get on it pretty good, and at one point I think I hit 50 in third coming up the esses off the stone bridge. At least, until I had to slow down and stop for traffic bunched up ahead. Good, and almost clean fun.

Doing the "downhill thing" on the second lap, having crossed the tracks and shortly thereafter double-clutching down to third, I was stabbing the brake pedal frequently as traffic accorndioned its way down the hill. "I smell brakes," Eileen said, over the snapping and popping of ours as well as other exhausts as we all invoked a little compression braking to help out. I got the whiff as well, but I wasn't sure if it was the Porsche 924 in front of us or ourselves, or both. Each time I stabbed the pedal, though, the Midget dutifully slowed, so as long as I had brakes I felt like we were OK, and I wasn't feeling any significant fade yet.

Later on, though, during a very routine transit back to where we were staying at around 2:30 on Saturday afternoon, a light changed right in front of me and I nailed the brakes. Right about then the front brakes began to manifest a definite squeal under hard braking, which I took to likely be the spring clip beginning to engage the rotor — a sure sign that the front pads were about used up. No surprises there. I babied the car just a tad more after that.

Two years ago we'd planned to take a lunch cruise at Cap'n Bill's. The events of that year had conspired against it, and last year they were full, but this year on a whim I called them and was surprised to learn that they had space. We took two hours out of Saturday to motor up the lake a ways, cross over and motor back with a good lunch and a bottle of wine to wash it down. We highly recommend this as a Fully Civilized way to spend part of an afternoon.

On Sunday Eileen left early to head back to Reality and do the weekly shopping, cooking, etc., while I headed up to the track to hang out for the day. There were some great duels on the track that day, and again it was fun to see the cars and hear the cars, as well as to watch some of them driven hard again. Some, like the Nissan GTP car number 83, had been in serious competition when I'd become a Glen regular, and I remember when Geoff Brabham looped the car down in the boot and still managed to finish near the front. The sight of the car being driven hard brought back good memories.

The end of the day came all too soon. Just a tad reluctantly, I climbed back in the Midget and headed North. It was one of those perfect afternoons for a drive. The top was down, and the tonneau was closed over the passenger side. The air was cool but not too cool, and we motored up 14, just me and my car, easing through the turns and occasionally minding the gauges. There are still days, once in a very great while, when this is a very good thing to do.

We had a great weekend. We found a place not too far out of town that works for us, and we've booked it for next year. A week or so after returning home, I swung by Mini-City and picked up some caliper rebuild kits and new front pads, and installed them the following weekend. The car still seems to use water, but it's not obvious yet where it's going.

I have a theory that I haven't got the radiator cap right yet, and maybe water's expanding out of the radiator and not being 15

recovered. After that, maybe it just goes out the overflow since the expansion tank is always full. There's also the possibility that I still have a loose hose clamp somewhere, or maybe I even have a small weep at the head gasket, given how many times it's gotten hot, but so far it idles fine, makes no unusual smoke or vapor and doesn't create puddles. For now I'll just keep topping it off until it gets bad enough to find.

Other than that, the car remains in great shape. I cleaned it up and tucked it away, likely for the season. The car of choice for the Fall Foliage Tour will be the Z, since I want to stretch its legs a bit. Next year, I think I may actually bite the bullet and touch up the Midget's body and paintwork in a few places where it shows a few "road blems." For the rest of this year, though, we want to concentrate on the B. Next year at the Vintage Festival the featured marque will be MG, and we'd very much like to have the B done and "on line" when the weekend comes. We're planning on doing the Tour de Marque next year, hopefully in the B but the Midget is the duty Stand In if needed.

We've tentatively selected a color for the B, which is Pewter Metallic. It's a legitimate MG color, but only appeared on B GTs for a couple of years. At least for the test sample we sprayed on cardboard on a recent weekend, it's a tich darker than the Mercedes Silver Gray we were contemplating, but still very silvery and we think it will look nice when contrasted with rubber bumpers and a black interior. Now I need to shoot some additional samples on some portions of the car that will get "touched," and if those look OK it's on to the engine room for a "beta test."

We still have a bit of yard work to do, and there's firewood to get up on the deck for the Winter and maybe some dirt to move as it gets cool enough to do physical labor on a steady basis. We've had some settling in the utility trenches in from the road, and I need to level those out a bit to ease the abuse on my spine when I do that mowing thing. Other than that, the work list is shifting towards inside work, like a new outlet or five in the basement shop area, a new sub-panel to host the breakers and maybe, just maybe some "real" worklights in the garage shop since there's body work in the offing this Winter.

The beat does go on. I love it. Everyone have a great November.

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MGCC AUTOCROSS

September 21, 2003

By Wally Roworth

<u>Class</u>	<u>Driver/Car</u>	<u>Best Time</u>	<u>1st Run</u>	<u>2nd Run</u>	<u>3rd Run</u>
MGB					
	Phil Parisi '69	1.0125	1.1053	1.0256	1.0125
	Allen Hess '71	1.0234	1.1125	1.0234	1.0253

UNDER 2 LITER STK

	Richard Rzepkowski '77	1.0644	1.1385	1.0844	1.6500
	Marlene Rzepkowski '77	1.0700	1.1000	1.3299c	1.0700

UNDER 2 LITER PREPARED

	Steve Stewart '95	0.5728	1.0269	0.5987	0.5728
	George Haynes '67	0.5812	0.5900	0.5812	1.1438
					ccoc
	Brian Fallon '92	1.0290.	1.6436	1.6013	1.0290
			ccococ	ccoc	

MODIFIED

	Dan Viola '00	0.5888	1.4163	0.7972	0.5888
			ccoc	c	
	John Zoltner '77	1.0118	1.1509	1.0500	1.0118
				oc	
	Eric Hinkston '96		1.2569	0.7900	0.9900
			coc	coc	coc

OVER 2 LITER STK

	.Mike Stratton '03	1.0106	1.4140	1.0106	1.0126
			cc		
	Aaron Brechko '90	1.0269	1.0713	1.0743	1.0269
	Bob Dupre '97	1.2328	1.2459	1.2328	1.0623
			c	c	oc

OVER 2 LITER PREPARED

	Anthony Magagnoli	0.5472	1.3027	0.5597	0.5472
			cccc		
	Scott Barton '98	0.7669c	1.3840	0.9597	0.7469
		c	cccc	cc	c

MINI

	Ben Barlow '62	0.5985	1.1458	0.5985	1.2600
					c

OVERALL

This was a 'simple' course with two surprise gates.

Anthony Maganoli 0.5472	Scott Barton 0.5669c
Steve Stewart 0.5728	George Haynes 0.5812
Dan Viola 0.5888	Ben Barlow 0.5985
John Zoltner 1.0118	Phil Parisi 1.0125
Mike Stratton '1.0126	Allen Hess 1.0234
Aaron Brechko 1.0269	Brian Fallon 1.0290
Bob Dupre '1.0328	R Rzepkowski 1.0644
M.Rzepkowski 1.0700	Eric Hingston - - - -

o - Off Course, c - cone knock down

A few pictures from this year at the Glen.



OK, but have it back by 9:00.



Maybe we should borrow one of Als rotors.



Question: "Why are Dick Zs sidewalls all banged up?"

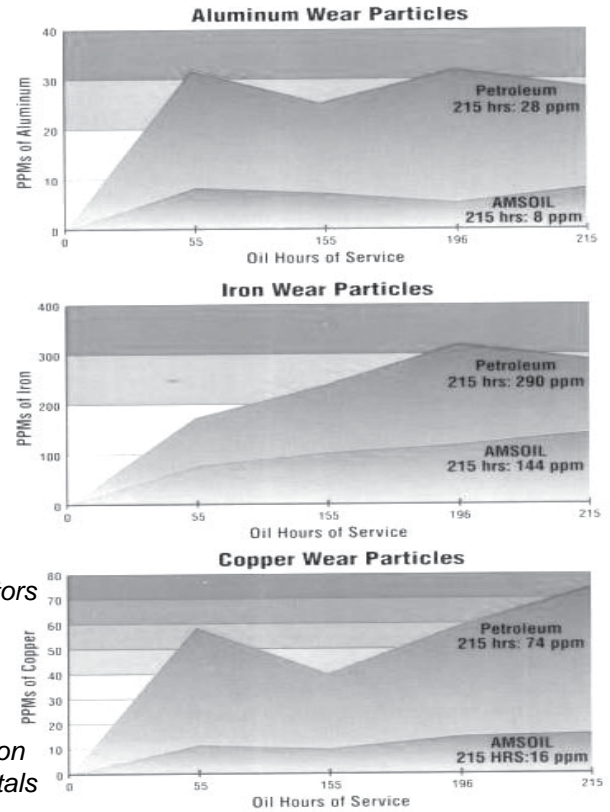


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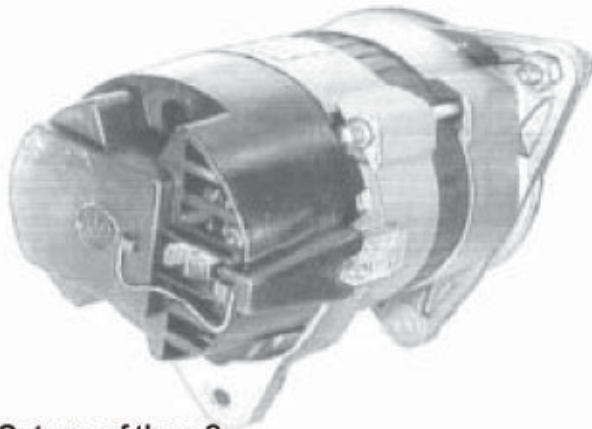
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Celebrating 33 years in the automotive after-market

October 2, 1993, the date we celebrated the 35th Anniversary of the MG Car Club. We held it at the George Eastman House on East Avenue. The semicircular drive was filled with many sports cars, a three wheeler and many with four wheels. It was a great and comfortable day. To stand out on the front lawn and talk about—cars, naturally. We were allowed access to the inside of the house and were able to visit some very interesting and luxurious history. There was TV coverage of the event "On the Road" with Jerry Fieori.

In addition to a display of all of our cars we we had a special display of each model MG as well as other British sports cars. As a special treat there was a "Concours d' Elegance".

Written by Gil Langswager A "Concours d' Elegance" is more tha a display of crs to be critically judged. It is a "Presentation" Judges gather at an attractive venue to which the cars aare driven one-by-one. The sports car arrives shiny and sparkling with its impeccably dressed driver and passenger moves slowly up to the judges and stops. The driver gracefully steps out of the car, goes around and helps his (her) passenger out. All the while, a narrative describing this presentation is being read by an announcer. The driver opens the bonnet with a flourish while the passenger graciously offers the judges a refreshment.. This entire presentation is done with a theme. It could be a period when the car was new or a sporting event like Polo. Betty and Gil decided to incorporate their square dancing hobby into a presentation. All it needs is for you to use your imagination. The sky is the limit! SO BE CREATIVE! Present your car and yourselves to he club in an elegant way. There were only five presenters and each had ten minutes

The clubs reputation relative to eating was taken care of at the "grazing" stations after the Cocktail party. After dinner Don Stahl and Chuck Hendl gave a historic review of thee club. It

was a great success.

Steve Fitch had Car Badges for the event available.

October 10th saw a gang of us touring down to the Snug Harbor for their usual treendous bunch.

Secretary report (Wally Roworth). A run-down on the 21st, Club meeting Bonnie Franco, Chairperson of the Genesee Valley Antique Club, spoke for a couple of minutes. She felt that there should be greater intercommunication among all of the local car clubs. The Club was invited to their Pancake Run, April 15th 1994. Dorie and Wally Roworth were noted by Tom Sergeant for their 42nd anniversary. Ruth Philip was in Highland Hospital for surgery. Joe Tierno, Treasurer reported that there were 218 members and the treasury was in stable condition. Joe mentioned his involvement in the 40th anniversary of the Colliers Cup at Watkins Glen. He asked for some desk-top assistance on this endeavor. Ted Hershey reported that the Halloween Rally would start at Longridge Mall and end up at a typical gourmet style conclusion. (It did and was. Secty note). Anne Faust advised that theSecond Garage Tour agenda was in the September SPOKES.

Vince Capaccio reminded that the Holiday Party would be at the Brookwood Inn on December 18th. Tom Sergeant proposed that a quorum to enact official business be set at 50 members. Moved, seconded and unanimous approval. The slate for 1994 was Chairman- Ted Hershey,

V Chair-Phil Parisi, Secty=Wally Roworth,Treasirer-Wendy Priestley and Activities the Bartons.

Final vote will be a the Nov meetingong. Steve Fitch said that the name badges were on hand. They were gold plated with the MGCC Logo. Phil Parisi commended Betty and Gil Langswager for their great planning job in setting up the 35th Anniversary at the George Eastman Housse. A long and well earned roud of applause followed.

Howard Sharp gave a long and very interesting recounting of his trip across the United States in the Interstate Battery competition during this last summer. The whole front of the room was filled with emorabilia of this vintage event. It was a fascinating trip and except for the computational aspects would be one a lot of us would have liked to take. The durability of the vintage cars is about as grea as the drivers and navigaators. Who pilot and maintain them. His '29 Dodge Roadster won this year by 343 seconds. This was the same car that Dave ?Wild navigated in 1991.

There were cars and parts for sale.
It was a busy October.

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Some Photos from our 45th Anniversary Party



George introducing Brian Woodhams from our parent club.



Brian Woodhams



Brain presents the 45th plaque to Steve and George.



Joan & Paul closing the ceremonies, 45 year slide show in the background.

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Photos from the Tune UP Clinic

by *Scott Perry*



A few more photos from our 45th Anniversary Party





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OCTOBER BIRTHDAYS

? Karl Burkhardt
 1 Mary Ann Miarecki
 2 Sue Kron
 4 Megan Davis
 4 Patricia Giambra
 4 Patricia Long
 5 Barbara Kingston
 7 Melissa Druhl
 7 Brian Fallon
 8 Jim Hogan
 10 Dick Rzepkowski
 10 Brian Smith
 10 Linda Masters
 11 Jim Priestley
 11 Doreena Hames
 11 Beverly Swarts
 12 Kay Johnson
 13 Shirley Forrester
 14 Carol Newman II
 14 Kathy Temple
 15 Roger Jaczynski
 16 William Brorein, Jr.
 16 Bruce Krobusek
 16 David Russell
 16 Gail Colegrove
 16 Sue DeVos
 17 Donald Sweeney
 17 Susan Krobusek
 21 Deb Hein
 22 George Heissenberger
 22 John Peck, Jr.
 22 Mary Sweeney
 24 Charles Elam
 25 Timothy Paul
 25 Howard Pratt
 25 Michael Tojek
 26 Joan Heaney
 28 George Tennant
 28 Glenn Wakefeld
 28 Bridget Tierno
 29 Al Colquhoun
 30 Suzanne Keppeler
 31 Lisa Murphy

HAPPY BIRTHDAY EVERYONE!!

OCTOBER ANNIVERSARIES

1 Brooks & Gayle Schneider
 5 Marcia & Scott Preston
 8 Robert & Annabelle Tescione
 10 Dave & Barb Wild
 12 Karen & Roger Jaczynski
 13 Ted & Kathy Hershey
 15 George & Beverly Haynes
 16 Joe & Linda Fazio
 16 John & Karen Martin
 17 William & Brenda Favro
 18 Bill & Suzanne Glanville
 20 Wally & Doris Roworth
 26 John Cracchiola & Caran Ashkar

**CONGRATULATIONS
TO ALL!!**

NOVEMBER ANNIVERSARIES

? Karl & Paula Burkhardt
 2 Charles & Beverly Swarts
 4 Steve & Pat Sangster
 12 Paul & Ginny Wheeler
 18 Henry & Sue Kron
 24 Lee & Mary Ann Blair, Jr.
 26 Douglas & Cindy Jack
 29 Leon & Krystyna Todaro

**CONGRATULATIONS
TO ALL!!****NOVEMBER BIRTHDAYS**

6 Steve Sangster
 7 Edward Avery
 8 Chris Williams
 9 Richard Chase
 9 Al Isselhard
 9 Brooks Schneider
 9 Shirley McMinn
 9 Sharon Stickle
 10 Bob Cooley
 16 Joseph Schultz
 18 Jane Shear
 19 Alan Costich
 20 Dale Masters
 22 Leroy Hokenson
 22 Pat Dix
 22 Scott Preston
 23 Margaret Cook
 25 Don McConnell
 26 Marcia Preston
 27 John Mastrandrea
 27 Jeff Moulton
 28 Doug Scribner
 28 Charles Searles
 28 Margaret Stutzman
 28 Barbara Zak

HAPPY BIRTHDAY EVERYONE!!**WELCOME NEW MEMBERS**

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Some of The British Invasion attendees

by Dave Chase



WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2002/2003

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

September 4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Dinner 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
May Tune Up Clinic 21 Meeting Carlisle Autocross I	June 1 Vintage Car Show 18 Meeting	July Autocross II 16 Meeting Kids day - Glen Steak Roast/Rally	August 20 Meeting Garden Tour

The SPOKES
Leon Zak, Editor
2467 Westside Drive
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