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WESTERN NEW YORK CENTRE MGCC
CALENDAR OF EVENTS 2004

January 8 Board Meeting 15 Meeting	February 8 Wine & Chocolate Tour 19 Meeting	March 4 Board Meeting 7 <u>Steak Roast & Auction</u> 18 Meeting 28 Auto Parts Flea Market 28 English Pub	April 15 Meeting 18 Brunch Run
May 9 Autocross (& Driver School) 15 Tune Up Clinic (10-4) 20 Meeting 20-3 Carlisle 30 Mansions & Gardens Tour	June 2 Stuffing Party (Car Show) 6 Vintage Car Show 6 Post Car Show Party (4112 Ridge Chapel Rd) 13 Autocross II 17 Meeting	July 15 Meeting Kids Day @ Glen (TBA) 25 RIT Car Show	August 1 Steak Roast/Rally (TBA) 8 Autocross III 19 Meeting
September 2 Board Meeting 9 Vintage Weekend @ Glen 14 Meeting (TUESDAY!!) 25 Tune Up Clinic 26 Autocross IV 28 Dinner Run	October 12 Fall Foliage Tour 21 Meeting 25 Halloween Party	November 4 Board Meeting 7 Garage Tour 16 Brunch Run 18 Meeting	December 4 Holiday Party (TBA)

These dates may change. Please check meeting minutes or [mgcarclub.com](http://www.mgcarclub.com) for updates!

The SPOKES
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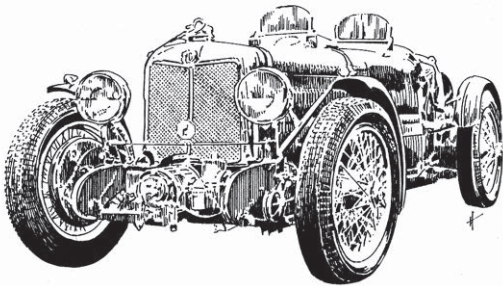
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Volume 46 Number 6

June 2004

Official Publication of the MG Car Club Western New York Centre



Scott Perry -- A Winner



Next Meeting - June 17, 2004
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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.

All articles published in this newsletter are the property of MG Car Club Western New York Centre. The content of the articles is that of the author and once published may be used by any other similar club for their newsletter providing that the author and original source is credited. It is requested that two copies of the republication be forwarded to the editor of “The SPOKES.” One copy is for the author and one copy is for our files. No other use is permitted without written consent of the editor.

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 to:

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ADVERTISING RATES

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Quarter Page	\$16.00	\$ 65.00	3.6” x 4.8”
Eighth 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 your information by Email to Spokes@mgcarclub.com
(Alternatively, send by mail to The SPOKES, PO Box 831, Webster, NY 14580)

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.

Scott Perry Photos by Leon Zack • Cover Drawing “MG K-3 Mquette” by George Herschell

Upcoming Events

Event	Date(s)	Points of Interest
Import Weekend Carlisle, PA	May 21-23	Buy & Foreign Cars & Parts. Car Show. Contact Dave Chase for room information.
Hildene Manchester, VT	June 11-12	Great trip, good roads, great shopping. Wonderful restaurants and 2-day Car Show. Mt. Equonox Hill Climb is close.
MGB Register Convention Parsippany, NJ	June 24-27	Seminars, Car Show, and banquet
MGB Register Convention Cromwell, CT	July 14-18	Seminars, Car Show, and banquet
Vintage Triumph Register Richmond, VA	July 14-17	Seminars, Car Show, and banquet
University Motors Summer Party & Reunion Grand Rapid, MI	August 12-15	John Twist does it up right. Car Show, lots of seminars, vendors, and award banquet.
Buffalo Octagon Car Show Buffalo, NY	September 5	Car Show
British Invasion	September 17-19	Wonderful, great scenery and roads. Getting there is half the fun. Great restaurants. 2-day all British Car Show. Pricey but worth it.
British Car Day Buffalo, NY	September 19	Car Show
Bronte Creek Park Ontario, Canada	September 19	Car Show, all British, up to 1,000 cars
For more information contact Dave Chase 334-6826. To add more events, please contact Dave and/or send the event information to spokes@mgcarclub.com.		

THE MG CAR CLUB, WESTERN NY CENTRE, INC.
MEMBERSHIP APPLICATION

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

Name _____ Birthday_____

Spouse_____ Friend_____ Birthday_____

Phone: Home_____ Work_____ Wedding Anniversary____/____/____

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State_____ Zip+4_____ Today’s Date_____ New or Renewal?_____

Email Address_____

Cars Owned & Year _____

INTERESTS: Racing____ Gymkhana____ Rallye____ Restoration____ Car Show____ Social____ Touring____

Hobbies, etc._____

Occupation_____

Available for Roadside Help? No____ Yes____ (Days____ Evenings____ Nights____ Weekends____)

Make your cheque payable to: **MGCC OF WESTERN NY, INC.** Mail your cheque and application to:
Jim Priestley
251 Bronx Drive
Rochester, NY 14623

The following is information that has worked successfully for many competitive racers. Much of this information was gathered from many Engineering and Motor Sports articles I have read.

When choosing piston rings for an engine the most important factor is the intended use of the vehicle. A piston ring set that delivers excellent street performance may not be correct for an engine that will see competitive action.

Piston rings serve two purposes - to contain the cylinder pressure, and to prevent oil from getting into the combustion chamber. Sealing against pressure leakage, or “blow by”, is the responsibility of the top ring. If pressure gets past the top ring it is already “lost”. Any such leakage will not be ignited by the spark plug, and is unlikely to produce any significant power, even if captured between the first and second ring. The second ring is primarily an oil control device. If the top ring is doing its job, the second ring will see fairly limited combustion pressure. Some companies sell second rings that use complex or fragile designs for sealing. These are prone to premature wear and have unpredictable behavior at high RPM levels. Cylinder leakage test percentages are only useful for comparison to data generated when an engine was fresh. Unfortunately folks trying to sell “trick” parts can misrepresent this kind of information to show very low leakage numbers. Leakage tests are steady state, they do not account for time, piston movement, or true operating pressures. On track performance is the only real measurement of success.

Engines being built for serious competition will be far better off using Plasma Moly ring sets. These feature are extremely durable ductile iron top ring with Plasma Moly facing. This design allows the ring to seat quickly and to maintain its sealing integrity under the severe stress of racing. The second ring is a special low-tension plain iron design. These taper-faced rings are specifically designed to break in quickly and to keep oil from migrating into the combustion chamber. The SS50U stainless steel oil control rings are the absolute best in the high performance industry. This ring combination gives dependable sealing and allows maximum power production. The keys to good ring sealing are cylinder wall finish and piston ring groove condition.

Piston ring sets are available with either standard or low-tension oil rings. The standard tension rings are recommended for street driven applications, and for race vehicles which may see frequent open to closed throttle transitions in use - such as

road racing. They are also useful in engines that may experience cylinder bore distortion during operation.

Low-tension oil rings deliver increased performance due to their reduction in cylinder wall drag. These are highly recommended for many racing applications. Engines using low-tension rings should be built with particular attention to cylinder concentricity, and often benefit from the use of a crankcase vacuum system.

The piston ring’s end gap can have a significant effect on an engine’s horsepower output. Rings are available both in standard gap sets, and in special “file fit” sets. The file fit sets allows the engine builder to tailor the ring end gaps to each individual cylinder. Ring gaps should be set differently dependent upon the vehicles use, within the range of .003" (for the 2nd. ring) to .004" (for the top ring) per inch of cylinder diameter. The more severe the use, the greater the required end gap (assuming the use of similar fuels and induction systems

When installing new rings, the single greatest concern is the cylinder wall condition and finish. If the cylinders are not properly prepared, the rings will not be able to perform as designed. The correct procedure has three steps. First the cylinder is bored to approximately .003" less than the desired final size. Next it is rough honed within .0005" of the final diameter. Then a finer finish hone is used to produce the desired “plateau” wall texture. Use a 280 - 400 grit stone to finish cylinder walls for Plasma Moly rings.

The cylinder bores should be thoroughly scrubbed with soap and hot water and then oiled before piston and ring installation. Piston ring grooves are also sealing surfaces, and must be clean, smooth and free of defects. Ring side clearance, measured between the ring and the top of the groove, should be between, .001" and .004".


Credits:
Mass Racing Developments
Chambridge Motorsports
Evernham Motorsports Team
Swain Technology Inc.

That is all for Engine building.

Tom Glanville 1/7/04

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\$ 4,877.00

Courtesy of Allen Hess

Add A Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the MCC Automotive Technology Department.

Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club.

If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O’Neil-Hess
17 Sandpiper Lane
Pittsford, NY 1453

Please indicate exactly how the name should appear on your plaque.

BRUDNO AWARD/LIFE MEMBERS

Desi Benet • George Haynes • Dave Chase • Alex Kopen* • Joe Tierno • George & Nancy Herschell
Gil & Betty Langswager • Richard & Bethel Powers • Dave & Barb Wild • Steve Fitch* • Jim Priestley • Wendy Priestley
**Members Emeritus*

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.

Here’s a scene repeated hundreds of times in this area in the past month or two: a nice, sunny, warm, Spring day...birds singing...the scent of flowers in the air...a basic, human urge is awakened...I want to drive my SPORTS car!! \



The cover is off, fluid levels checked, tire pressures checked, battery charged...settle in, pull the choke cable, turn the key, activate the...wait...go back...let’s talk about batteries for a moment.

Average battery life is about four to five years in most areas, and only about three years in really hot climates. Each cell inside a battery produces a little over two volts of electricity. 12-Volt automotive batteries contain a total of six cells, so a fully charged battery will read about 12.6 volts if you place a voltmeter across the terminals. A reading of 12.4 volts equals about a 75% charge. Anything less means the battery is low and needs to be recharged.

The condition of the battery depends on the condition of the cell plates inside it. Current is produced when sulfuric acid in the battery reacts with lead in the cell plates. As the battery discharges, sulfate accumulates on the plates and reduces the battery’s ability to make current. The sulfate is returned to solution when the generator or alternator recharges the battery by forcing current to flow in the opposite direction.

Over time, some of the sulfate becomes permanently attached to the plates, forming a barrier that diminishes the battery’s ability to make and store electricity. This process can be accelerated if the battery is run dead by lights being left on or excessive cranking, or is run down during storage, long periods of inactivity or frequent short-trip driving (it takes about 10 minutes of driving to recharge the battery after a normal start).

So, all this is going through your mind as you say a little prayer, take a deep breath and engage the starter...and...YES!! It’s alive! Whoopee!

Bring on Summer, the car shows, and all those MG Club events—we’re READY!!

Thank goodness the May meeting is over with. I was so nervous, like a cat in a room full of rocking chairs. I was a Carlisle widow for the weekend. Gil was in Carlisle for the Import and Kit Car Show and Flea Market. I had to do the activities report. I was doing alright until I made the remark that all I had to do was give a hug to the manager of the Wishing Well to confirm our Christmas Party reservations, no deposit required. After a “red face” I later had the last laugh. I got a lot of hugs from you guys after the meeting.

I made a casual remark to Leon Zak, asking where were the “T” shirts for the car show. “Out in my truck” he said. Oh, my! Now I’ve got them all to fold – what a job! Barb Zak said to bring them into the meeting and she’d start to fold them. Doug Scribner, bless his heart, suggested any lady that would like to help fold go to the back of the room. So on the tables and floor all 500 “T” shirts got folded. Thank you ladies so much! That was a great help. For the last six years or so Nancy Herschell folded them by herself. Ten years before that Ruth Philip, Nancy and I folded them. Who gets all these “T” shirts you ask? All the workers in the MG Car Club, the Victor Lions Club and the judges get shirts when they check in with me the morning of the show. Also the volunteer fire department, police department and ambulance corps volunteers that work the day of the show. Now Barb Zak is selling about 100 “T” shirts at the MG Car Club tent in the flea market. This is a lot of “T” shirts that we go through in one day.

During the meeting we had a moment of silence in tribute to Scott Perry. In the last five months we’ve lost great people from our club, Bill Glanville and Scott Perry and a beautiful lady, Gwen Harris. I hope by now they’ve found each other “up there” and are laughing and joking over all their car escapades.

By now the Sports Car and Vintage Auto Festival is over. We had a great day! Lots of sunshine, no wind, temperature about 75-78 degrees, lots of beautiful cars, so many spectators, we made lots of money! It was a great success! How did I do predicting how the day happened? I wrote this two weeks before the car show.

Activities for June, July, & August

June	6	Sports Car & Vintage Auto Festival
		Post car show party @ Chris & Eileen Williams
	13	Autocross II
	17	Meeting
July	15	Meeting
	25	GVASC Car Show at RIT
Aug	1	Steak Roast, Rallye, & Funkhana
	8	Autocross III
	19	Meeting

Betty Langswager

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I received the car back on the 23d of April. It is completely painted in original Signal Red and undercoated as from the factory.

The inside of the car was done in enamel, while all exterior body panels were base coat/clear. Engine and transmission were reinstalled prior to the body going back on the frame.

- Next steps:**
- Install complete main and body wiring harness
 - Reinstall heater
 - Reinstall dash fascia
 - Complete electrical and fuel hookups to engine
 - Reinstall brake and clutch master cylinders
 - Reinstall pedal box and accelerator linkage

Anyone who wants to come see the car, you're more than welcome.

I'd HIGHLY recommend Tommy at Shellman Brothers collision in Avon for paint and body work. Come see for yourself!

Mark Gibson
(585) 388-7488



Meeting called to order at 7:40 pm.

Treasurer's Report: Memberships are coming in slowly, if you have not paid yet –pay up. Doing fine financially. Donations made in Bill Glanville & Scott Perry. Minutes from last month's meeting were accepted. No new members or guests.

Activities: Gil Langswager is in Carlisle tonight so Betty gave report. May 30th is the Garden tour. Ad was in Spokes, and signup sheet is in back room. The stuffing part is June 2nd at Songster's which is a new location and directions are in Spokes. Saturday, June 5th looking for volunteers to help set up for car show, plan to be there from 10:00 – 4:00 pm. June 6 is the car show. Post-Car show is at Chris and Eileen's with directions in Spokes. June 13th is Hildene Car Show, June 13th is next show; June 17th is monthly meeting; August will have the Steakroast/Rallye/Funkahna and December 4th at the Wishing Well for Christmas Party. The cost for the holiday party should be about \$20.00. Betty is looking into a potential overnight trip for next year, taking MG's on the Breeze. More information to come. Doug said the first autocross for the year was a good time with a few people attending. Hopes to see more participantsnext time. **Car Show Report:** The show is still on; weather is expecting to be fine. Looking for help on Saturday and day of show. Program is a strong success this year, creating a decent profit. Anyone interesting in helping out contact John Baum, his phone number is in the front of Spokes.

Spokes: Ron Hein says we are hitting some space problems; a few ideas are being talked about such as adding 4 more pages or editing submissions. Deadlines for June and July are tighter as Ron will be out of town. A questionnaire is being prepared to get feedback on what members want to see in Spokes and help determine direction Spokes will go in. Discussion on Spokes content ended in agreement to continue as is. George Herschell has overseen advertisers for Spokes for many years and would like to find someone to take it over. Anyone interested should speak with George or Doug Scribner. This could be an opportunity to expand clientele, review rates, and potentially tie-in with our website.

Watkins Glen Vintage Weekend: Dave Wild and Dick Powers gave reports on plans for Watkins Glen weekend. Dave reported a few spaces open to participate in founders' tour with other events filled. He brought brochures on the weekend. Sponsorship of poster did not happen but Dave will pursue other opportunities to get the MG car Club name involved in the weekend. Dick Powers reported on the many cars signed up to race, Will have collectable car badge available for sale.

No Old Business
New Business: Call sheets for judging can be given to Dan Suter.

Additional Comment for CarShow Report: Posters and sticks are available for putting out 4-5 days before show. Please take a few before leaving tonight. Don't forget to retrieve them after the show. Advance Tickets still for sale, 2 tickets for \$5.00. Turn money into the treasurer. Another suggestion, have a poster on your car while driving aroundor when visiting car cruise in's .

Cars and Parts announced. Question asked about host for Watkins Glen log cabin party. Betty Langswager is organizing party. Back issues of Spokes are available for anyone interested.

Vice-chair Comments: Beverly is looking for volunteers to help park cars at the show from 7:00 am – noon. Please see Beverly. Door prizes were awarded.

Last month we lost another member – Scott Perry. There will be a feature in Spokes. Moment of silence was observed. June 21-25 the horseless carriage club is holding a national meeting at Canandaigua Inn on the Lake, 611 cars older than 1924 have signed up. Should be very interesting to see around town. Meeting was adjourned at 8:55 pm.

MAY 2004 ATTENDANCE

Betty Langswager	Harriette Hokenson
Leroy Hokenson	George Herschell
Roger Gunther	Dave Wild
Barb Wild	Gene Faust
Anne Faust	Laurie Scribner
Doug Scribner	Barb Zak
Alan Costich	Pat Sangster
Steve Sangster	Chris Baum
John Baum	Michael Mack
Beverly Mack	Brian Smith
Julie Smith	Cindy Jack
Doug Jack	Carl Prouty
Steve Stewart	Linda Stewart
Don McConnell	Bruce Krobusek
Rhonda Rizzo	Tim Rizzo
Chuck Elway	Sue Keppeler
Gordon Noatrou	Charles Swarts
Dick Powers	Mabel Case
John Thompson	Bill Baldwin
Cheryl Baldwin	Joe Fazio
Peter Pegoni	John MacDonald
Ted Hershey	Jim Priestley
Elton Schulz	Brooks Schneider
Tom LeStrange	Jim Davis
Jeff Kath	Brian Fallon
Dick Giambra	Wally Roworth
Leon Zak	Arnold VanDenburgh
Allen Hess	Stacey VanDenburgh
Elaine Hess	Chris Williams
John Simonson	Al Fink
Paule Wheeler	Dave Ott
Gracie Ott	Paul Heaney
John Heaney	Dan Suter

This is the first of a series of articles that will be appearing in Spokes during the upcoming months.

Although many manufacturers were offering sports cars for sale in the 1950s, there were really only two, MG and Jaguar, that were readily available in most communities in the immediate post-war years. Since ex-GIs had been bringing home the nimble MGs from England, MGs were well known to enthusiasts. MG was the “entry level” sports car for most young people, and it had a very enthusiastic following.

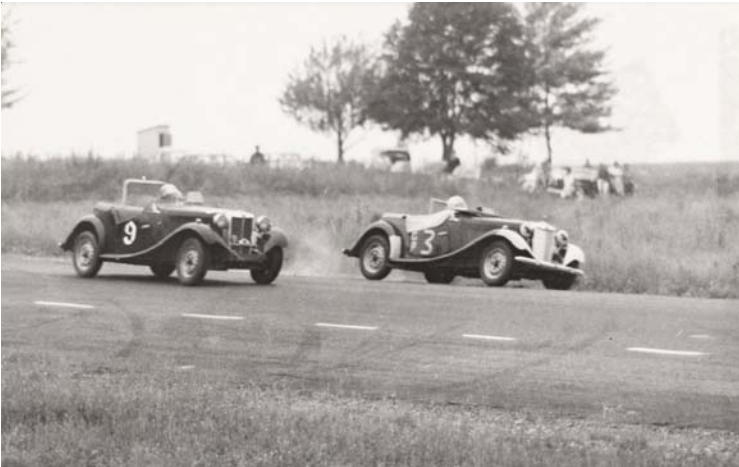
Up until 1959, sports car races at Watkins Glen were organized by either the Sports Car Club of America (SCCA) or the Federation Internationale Automobili (FIA). Forty-five years ago on August 22 and 23 in 1959, an upstart MG Car Club, Western New York Centre, organized a full-race weekend solely for MGs. This was a rather “gutsy” move for this your club, which had just been established in 1958, but the races were a spiritual , if not a total financial, success. Spurred on by the potential of the event, the club did it once more in 1960 and included MG-powered cars such as the Elva Couriers and Lester-MGs, and the event nearly broke even!

Unfortunately, costs began to rise and it became impractical for this fledgling club to risk another attempt at a race in 1961, and so the club deferred. The MGCC-WNY was one of only three organizers of sports car races during what we now think of as the Golden Age of sports car racing at the Glen.

(Text & pictures continue on page 7 of this issue.)



Hambro Cup Race Grid 15 Laps 1500cc and Under.
Terrell #200; Walt Dick #53; Art Smith #8; Ted Rounds #20
Hunter #10; Sam McAllister #126; Roy Gaul#44; Bob Bucher #029



Bob Duell (#9) and Dave Wild (#3) having fun at the Glen.



Sherm Decker Twin Cam



A few weeks ago while rummaging through the archives looking for something else I came across an article written by Peter Egan of *Road & Track* about twenty years ago. It is a wonderful story about how Peter and a friend of his, Chris Beebe, who pull a MG TC, owned by Chris’s brother, out of storage barn on a farm owned by Chris in Madison Wisconsin and drive the car to Road Atlanta in Georgia for the SCCA runoffs. It is a very humorous account of the trials and tribulations of driving a TC on back road highways and the situations one finds oneself in when traveling in this type of car. This of course is not unlike the trip I made in about 1966 with a TC pulled out of storage in Champaign Illinois and driven to San Antonio Texas.

While reading this particular account I came across a particular description that I thought quite timely. I have no idea how many times I have read this story but for some reason have always missed this particular point. Egan is recounting the tale of stopping at a motel one night in the TC just outside of a metropolitan area. He describes the outskirts of a metropolitan area (such as Sheridan Dr. and Niagara Falls Blvd) as a “moat of everything that is quick, cheap or painless.” How timely I thought? At the time of writing this I had just returned from that area mentioned. He was right on describing the area of Niagara Falls Blvd. and Sheridan Dr. Everything there and for two miles in any direction is either quick, cheap or painless or any combination of the three. How lucky I felt to have lived in a time before fast food, fast women, minute car washes, discount stores, fifteen-minute oil changes and drive through windows at banks, burger joints and who knows what else.

I purchased my MG TC in 1965 and a little quick math will tell you I have owned the car almost forty years. To this day I still get a kick out of driving the car and when I do stop somewhere, which is seldom, it is nice to get admiring glances. However if you look at that math again it is shocking to realize that anyone under the age of thirty sees the car as an unusable antique, kit car, home built hot rod or some other derogatory title. I don’t know what young people read today that are interested in cars but it sure isn’t what I read years ago.

Growing up in an automotive household I had the advantage of having a tremendous amount of automotive literature at my disposal. Books on one make cars, books on antique cars, books on sports cars the list goes on. There were also the monthly magazines like *Road & Track*, *Motorsport*, *Sports Car*, *Autoweek* and others. Needless to say I devoured them all and I suppose that is why I am such a motorhead today. I still have most of the books that my dad

had and I often use them for research and frequently for identifying a car someone has given me a picture of and they want to know what it is.

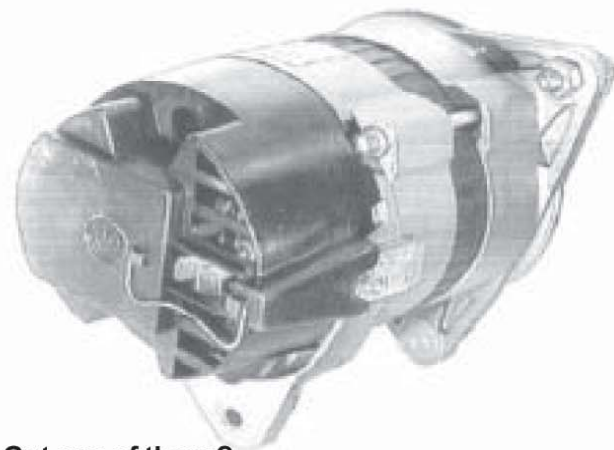
Years ago I gave up receiving *Road & Track* as I felt the magazine just wasn’t as good as before. I also knew I was getting old when the Salon featured cars that I ogled over in the showrooms umpteen years ago. But even in those years of growing up I could identify most cars be they Italian, French, English or whatever no matter what the age. In fact many of the cars made before I was born I found easier to identify than those being built at present. You have to stop, look and see. We have covered this before but the difference between a kit car and the real thing is so obvious that anyone mistaking one for the other, with rare exceptions, is not using his or her eyes. Proportions are not registering nor are such obvious details as castings well designed coachwork, real wire wheels, and a hundred other minute details that tells the gray matter immediately that the car is real or fake. The exceptions are rare but for example I dare you to tell the difference between a real Cobra and a fiberglass job without tapping on the bodywork. Same with some of the D type replicas and a few others. But to call my TC a kit car is the biggest insult you could give me. It is not easy, cheap or painless. On the contrary it is hard to drive, not at all cheap anymore and definitely painful on a rough road.

Take the time to notice things, is the design pleasing? Do the lines flow well? Is the windshield a casting or made of aluminum screen door material? Does the engine sound right? Has the bodywork been cobbled to cover some odd component? Is it cheap, easy or painless? Open your eyes and SEE! You will never regret it and it just may keep you from making some ridiculous remark like...”Is that a kit car?”



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MG MARQUE RACES – PART ONE (CONTINUED FROM PAGE 6)

Dave Wild

The early MG races were well attended with competitors from several states and Canada. Registration, and of course tech inspection, took place at Smalley's Garage. Production car racing regulations in that era did not allow much modification, so the cars were quite evenly matched.

It was great fun to compete with a full grid of T-series MGs at that time. MGAs ran in their own class with Twin Cam cars as a class within a class. Car regulations in Canada were not as strict as those in the US, so many of the Canadian entries were highly modified. One TD entrant competed in the first race, bolted on a supercharger between races, and then ran in the 3rd race with the modified cars as well. All but one or two of the cars were driven to the races, raced, and then driven home. The sense of camaraderie knew no bounds and parts and services were loaned freely among competitors just to get another car on the track. The BMC importers, J.S. Inskip, supplied a support truck stocked with parts. Kendall Oil supplied lubricants and fuel, Champion supplied spark plugs, and friends and family were the pit crews.

Most of us were racing on a tight budget at that time and many were camping in tents at the track, so when a collection was taken one time to buy enough gas for a Canadian team to get home, we all understood! The MG Races were a major undertaking for this small, young club when so many of us were fulfilling dual roles. The workers took on two or more jobs, the drivers worked in various positions when not racing, and we all enjoyed a sense of satisfaction and tremendous fun throughout the weekend.

Club member Betty Lanswager even endeared herself to course founder Cam Argetsinger when she wouldn't let him in without his credentials.



Millard Ripley

As important as the single Collier Cup MG races were, it was these two full race weekends in 1959 and 1960 that captured the attention of all MG enthusiasts. They stood as the largest gatherings of MGs for many years, in fact, until just recently. The 1959 and 1960 races were also the first full-marque race programs at Watkins Glen solely for one type of car, and they were also the first in the US!

Some of the original cars and their drivers will be present at the Vintage Grand Prix Festival this year, which will take place this year over the weekend of September 9 at the Glen. We welcome you to join us in celebrating the 50th Anniversary of the Collier Cup Races, and the 45th Anniversary of the MG Marque Races at the Glen.

(To be continued in the July 2004 issue)

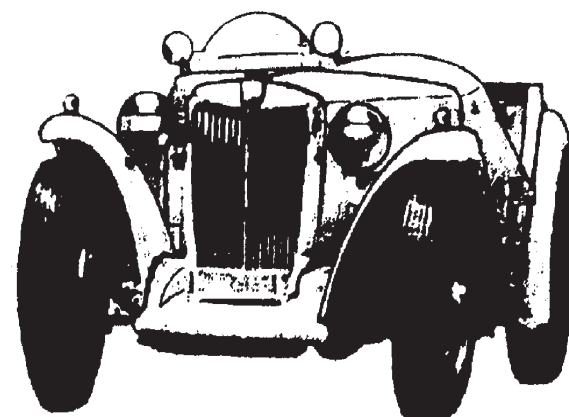
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John Baum enjoys a scenic ride after the Garden Tour -- before visiting the Old Toad.

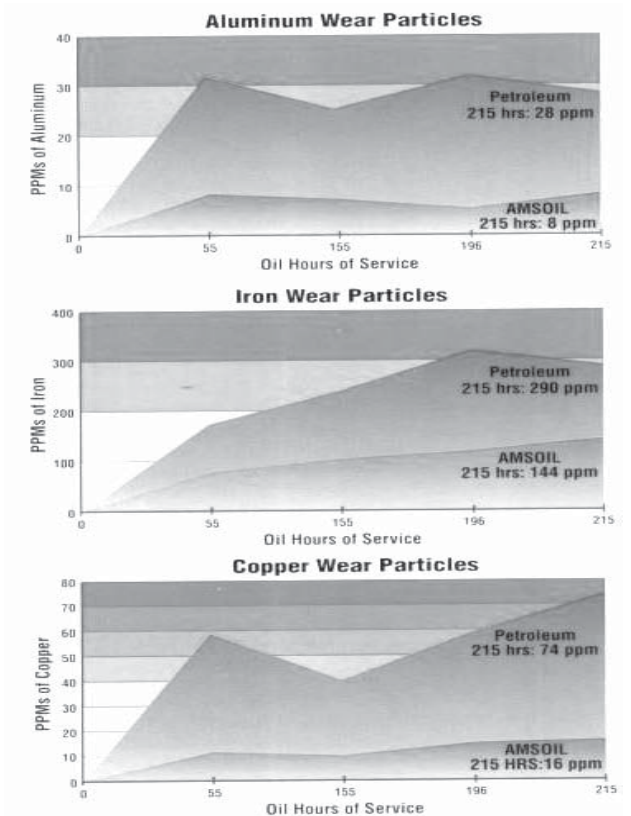


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David Avery	1.5593cc	1.5631cc	1.5688c	1.5888
Keith Price	2.1516	2.1233	2.1171	2.1171
O2LSTK				
Phil Parisi	1.5419c	1.5366c	1.5391c	1.5566
Bob Dupre	oc	2.0024	2.1057c	2.0024
Michael Mack	2.0487	2.1353	2.0456	2.0456
John Abowd	2.1970	2.1559	-----	2.1559
MINI				
Tim Rizzo	1.5118cc	1.5115	1.5150	1.5150
Doug Scribner	2.0273	1.5644c	1.5609oc	1.5844
Rhonda Rizzo	2.1790c	2.0420c	1.5953	1.5953
OVERALL SCORES				
Tim Rizzo	1.5150			
Phil Parisi	1.5566			
Allen Hess	1.5696	C = CONE OC = OFF COURSE		
Doug Scibner	1.5844			
David Avery	1.5888			
Rhonda Rizzo	1.5953			
Bob Dupre	2.0024			
Michael Mack	2.0456 1st Timer			
Keith Pierce	2.1171 1st Timer			
John Aboud	2.1559 1st Timer,Non Member			

Wally Roworth



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- 3 John Martin
- 6 Latty Goodwin
- 7 Ken Stickle
- 9 Patricia Philip
- 10 Patricia MacDonald
- 11 Kristina Scofield
- 11 Charlotte Wright
- 12 Ben Barlow
- 12 Ted Hershey
- 14 Ellen Baxter
- 18 Jeffrey Peters
- 20 Mary Ann Peters
- 22 Matt Callahan
- 23 Carl Prouty
- 24 John Baum
- 24 Keith Price
- 25 Bob Austin
- 28 George Shetterly, II
- 30 David Asmuth
- 30 John MacDonald

HAPPY BIRTHDAY EVERYONE!!

JUNE ANNIVERSARIES

- 2 William & Margret Brorein, Jr.
- 2 Dan & Rosemary Burke
- 2 Leroy & Harriette Hokenson
- 7 Stephen & Linda Stewart
- 9 Jim & Gail Colegrove
- 12 Doug & Laurie Scribner
- 12 Arnold & Stacey Van Denburgh
- 13 Jeffrey & Susan Kath
- 13 Jonathon & Julie Perry
- 14 George & Nancy Herschell, Jr.
- 15 Bill & Kathy Rampe
- 16 Norman & Charlotte Wright
- 21 Gil & Betty Langswager
- 23 James & Barbara Kingston
- 24 Mark & Gayle Gibson
- 24 Jeffrey & Mary Ann Peters
- 29 John & Shirley Forrester
- 29 Dick & Marlene Rzepkowski

CONGRATULATIONS
TO ALL!!

JULY ANNIVERSARIES

- 1 Allyn & Phyllis Wagner
- 3 Donald & Lynne Colvin
- 8 Bob & Wendy Austin
- 12 Robert & Karen DuPre
- 13 Bill & Sue DeVos
- 19 Robert & Pamela Houseknecht
- 19 Don & Linda McConnell
- 23 Donald & Mary Sweeney
- 25 David & Kim Avery
- 25 Bill & Linda Bethune
- 25 Jim & Kathy Walsh
- 27 Eric & Dawn Mehserle
- 31 Paul & Fia Lilley

CONGRATULATIONS
TO ALL!!

JULY BIRTHDAYS

- 1 Jim Colegrove
- 1 Claudia Kennedy
- 2 Barb Fink
- 2 Pat Sangster
- 3 Carol Newman
- 4 Steve Sargent
- 4 Peggi Heissenberger
- 7 Tom LeStrange
- 7 John Spencer
- 7 Robert Welch
- 7 John Zoltner
- 9 Tim Rizzo
- 10 Julie Smith
- 11 Dan Burke
- 14 Dave Wild
- 15 Claren Kruppner
- 17 Sharon Perry
- 18 Peggy Haefner
- 20 Beverly Haynes
- 21 Kevin Lenander
- 22 Tom Lenweaver
- 22 Carol Garner
- 23 Suzanne Glanville
- 24 Donna Pritchard
- 25 Hermey Lovell
- 28 Bob Harris
- 30 Cheryl Asmuth

HAPPY BIRTHDAY EVERYONE!!

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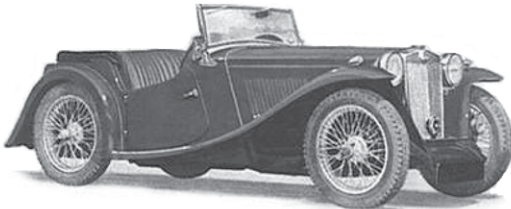
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Forty Years Ago

Our big event of the year back then, the Western New York Invitational, was over and was a success. There were 111 cars entered. A treasurer’s report showed a gross income of \$1288.27. Expenses amounted to \$1073.31 so we made over \$200.00. At the time our club treasury had \$496.14.

There were no rallye results printed in the June “SPOKES”, but there were some articles by participants telling of their adventures. One from a Toronto entrant told of six entries from the Toronto area and that they had a ball. He said they were getting low on gas and stopped to ask a couple of cops where the nearest gas station was. Before they could get their question out the cops told them they were on the right course and that those others going down that way don’t know where the hell they’re going. Another told that at the mandatory tech inspection on Saturday afternoon it was found that a Volkswagen entered by two women had no brake lights. The inspectors determined it was the switch. One of them went to a friends to get one while another changed a tire. The brake lights were fixed and the VW passed. The girls were so grateful they joined our club. A checkpoint worker wrote a short article about her adventures manning #2 and #7. At #2 things were going smoothly until a Citroen tore by, realized it was a checkpoint, locked up the brakes, then backed up.

The team stared at a grinning, middle-aged driver of the gentler sex. At #7 they were sitting at a mosquito-infested roadside when they heard a roar in the distance. They were hit by a two-minute barrage of 11 cars. The captain shouted car numbers, the timer shouted times and the recorder shouted help! The air was filled with exhaust fumes, dust, sounds of screeching brakes, and idling motors. Then it was over as quickly as it came. (I know the feeling.) The whole issue was devoted to the Invitational, with thanks to all who helped, but no results. I guess they figured they’d get it in the next issue.



There was a write-up on the MG Car Club members who attended the rallye for the school for the blind in Batavia. School members navigate using instructions written in braille. Drivers must watch for clues, try to keep on time and interpret the instructions. There were 42 cars entered. 25 finished It was run leg-to-leg and timed to the second. The winning score was 1140 points.

So there’s what was going on forty years ago.

STEAK ROAST, RALLYE, & FUNKHANA

AUGUST 1, 2004

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Rallye starts: 10:00 AM

Contact Dave Ott @ 924-5683 or Paul Heaney @ 624-8182
All cars not running rallye, please park on grassy area only, not on the blacktop, firemen’s rules!

Steak Roast starts: 1:00 PM

Bring your own table service & drinks
Plus a dish to pass (to serve 10 people)
Steaks - \$6.00 or Hot Dogs - \$1:00

Funkhana starts: 2:00 PM

Contact Gil or Betty Langswager @ 385-9956
Both driver & navigator will participate in all events.



You are welcome to attend the Steak Roast only, if you don’t want to run the Rallye or the Funkhana. Trophies for Rallye & Funkhana. Sign-up will start at the June meeting. We’re all hoping for a great turnout. Both are lots of fun to do. Pray for good weather!

Mr. Gil

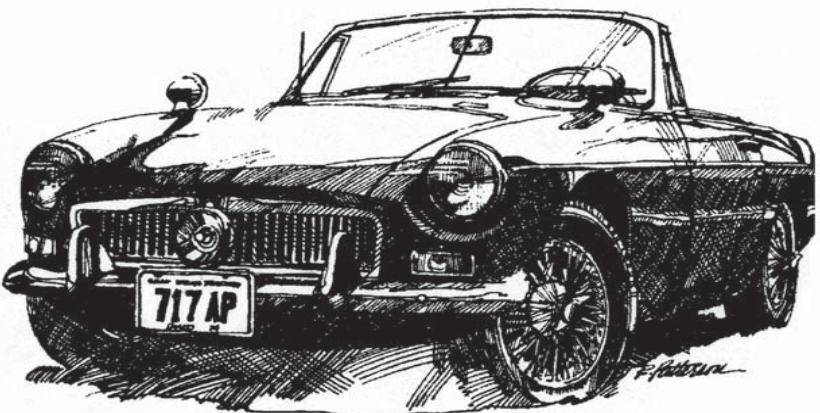
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This past month has been difficult for many of us in the club because we lost a good friend when Scott Perry passed away with a heart attack. I was shocked when I found out about it and still can’t bring myself to realize he is gone. I wasn’t what you would call a really close friend of Scott’s, but came to know him when he was Vice Chairman of the club. He wry wit was always right on target and never offensive to anyone who became the brunt of his humor. His description of the door prizes was always very funny and sometimes true, and many times their worth was exaggerated a bit by Scott with his wit. But that part of the meeting was always good for a laugh. He had a knack of bringing a smile to all of our faces.

Scott and I shared a love of photography, and had the powers that be listened to what we had to say I’m sure Eastman Kodak and their film business would be thriving today. He was an excellent photographer and had the knack of capturing something in his photographs that would inspire some serious thought on the part of the viewer. His automobile photographs were amazing in their detail and occasionally he would show me a car he had shot and ask what model MG it was.

One such car was the MG PA that had been a factory team car for the Dancing Daughters all female team. Scott had been in Florida and photographed the car and the result was gorgeous. I asked him if he could get an 8" x 10" print made for me and I would gladly pay for it. This he did, but wouldn’t take anything for the print. I argued with him but the answer was no. I did a drawing of that car using Scott’s photo and when it was finished I gave him a print of the drawing as a way of saying thanks for the original photo. Without that photo the drawing never would have happened. He also took a shot of my Healey 3000 at one of our car shows after it had been finished. Again he gave me not only the prints but the negatives as well. He was that kind of a guy.

I think the best way I would describe Scott is by saying that he was a really nice guy, always looking out for the other person. He will be missed by all of us in the club. Our thoughts go out to Sharon and their children at this difficult time.

A long time ago a friend of my mothers told me that I was a gentleman when I held the door for her. But she told me “there are gentlemen and there are Gentle Men.” Scott truly was a Gentle Man.

There was another loss this past month who was a friend of the club. Many of us who have driven the New England Mountain Adventures got to know him at the Olympic Motor Inn in Lake Placid. Art Devlin Sr. former US Olympic Ski Jumper and Sports Broadcaster died on April 22 at his home in Lake Placid.

Nancy and I got to know him many years ago when we visited Lake Placid and at stayed at the motel that he founded 51 years ago. It is on the same piece of property where he was born and also where he died.

Art made five Winter Olympic Teams and competed in the 1952 and 1956 Winter Games, and was elected to the US Ski Hall of Fame in 1963. He set the North American distance record of 307 feet and the ski flying record on the 20 meter hill at Obersdorf Germany. He placed 15th at the 1952 Oslo games and 21st at the games in Cortina Italy in 1963. He retired from jumping, joined ABC Sports and became the voice of ski jumping for them. He was paired with Chris Schenkel and they formed a friendship that lasted until his death.

Shenkel commented after hearing of his death that “he loved Lake Placid most of all.” “He was one of a kind,” said Shenkel. “With that smile he could disarm a cobra.” During World War 2 Art was a pilot and flew 50 combat missions over Europe in a B-24 bomber. He was awarded the Purple Heart three times and also the Distinguished Flying Cross for bravery. After the service he enrolled at Syracuse University and hit the slopes. The rest is history. His son Art Jr. who bought the motel from his father said, “He did more in his lifetime that most of us will ever do.”

Those of us who have visited Art Devlin’s Olympic Motor Inn remember the enormous trophy case in the lobby filled with the many awards he won during his lifetime. If you are ever in Lake Placid, stop in, introduce yourself as a member of the MG Car Club, and say hello to Art Jr. While you’re there take a look at that trophy case. It is a fine tribute to a fine mans life. Above the case is a black and white photograph of Art in mid air, beautiful form, arms back, and chest parallel to the skis, with none of today’s safety equipment to hinder that flight. Now there is a black satin ribbon pinned to that frame.

The MG Car Club sent a card to Art Jr. and his family expressing our sympathy on their loss.

The cover of the June issue shows several sports cars parked during a “Country Drive and Nursery tour,” and the table of contents page shows the MGTD’s being judged in their 1994 Car Show.

Editor, Cindy Capaccio, commented that she got excited by the prospect of restorationand making a car as beautiful as it was originally. I am in awe of men who have committed to making an old “piece of junk” a gleaming, finely tuned piece of machinery. Hearts are pounding all over the Victor schoolyard, at the Festival, to be among so many such cars all in one location. Her hobby was flowers, and like other restorers she had some spare parts, so she planted flowers in them to cover the “junk yard.”

Chairman, Ted Hershey, ran the meeting. Thanks to Tom Sargent and gang for nice job. The Wild’s party was Great as usual. Final Show report probably in August. The Jerry Kraus family thanked the club for the flowers and sympathy.

Concourse de’l’egance in the Watkins Glen weekend predicted 50 MG’s. Wendy Priestly gave a neutral Treasurer’s report. Ted mentioned that the Council of Vehicle Association advised us that we with Vintage Cars are under Attack. A pamphlet was available.

Genesee Valley Antique Group-34th Annual Show. The Victor Show report was made by Tom Sargent. Thanks to Dave Wild “Father of the Car Show” *Chuckle Chuckle*.

Chief Judges John Forrester, George Haynes, and Bob Tescione had judging completed one hour less than last year. Bess Kopen, Dorre Roworth and Gil Langswager checked all of the judging. Bill Benet presented awards. AllynWagner did good job fielding 905 cars. Jim Priestley had 82 vendors in the flea market. Gene and Anne Faust handled receipts. Wally Roworth, Jerry Deloia and John McDonald had 130 cars in the Corral. Dave Chase sold a lot of regalia. John Thompson handled the radios. Desi Benet was reported to have sported a sandwich board on Main Street. The unofficial count was 10,000. Betty Langswager, Ruth Philip and Nancy Herschell distributed the T-Shirts-usual great job. Glen will have 62 entries: 25 A’s, 30 T’s and 7 MGB’s. Joe, “It is an MG Orgy.”

June 19th, 1994- Garden Tour and Country Drive. Sunday July 10th the Mickey Mouse II Rallye. A Jaguar Journal article presaged the fuel reconstruction that was in process. The future was not truly known for antiques or collectable cars.

Jay Lockrow’s Bury Me in an old Mowog Parts Box. He told of setting up the Vintage Tour from Elma, N.Y. To Letchworth State Park. Many misc awards: Most in need of restoration, Best for each country entered, best picnic basket, and such. Tour on August 21st, 1994.

A SPOKES Logic Quiz involved 6 winning MG’s. Solution included Owner’s Name, MG Model and County of origin. This was provided by our good friend and WNY MGCC member from the UK, PHIL RICHER.

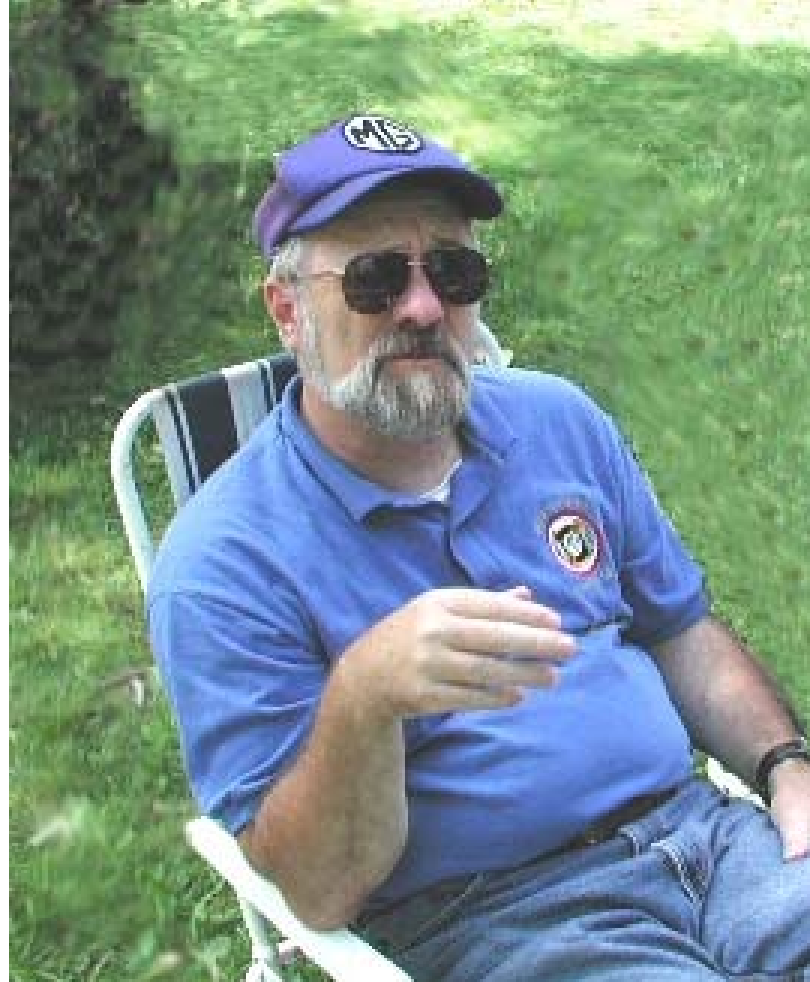
Mogman Notes covered the annual trip to Carlisle, Pa. Weather, various sale opportunities and all the unusual cars shown. A slow year but not bad weather. Picture of the 8 participants

The Last Gymkhana (From the Short Book of Tall Tales). Briefly the MG Car Club was having a race in a local parking lot. Harry drove a VW and wanted to participate. No problem. However on his first run the took out all the cones on turn 1. On second run he made the first corner but went off course at the second. Three months later he arrived with a A VW Van, red with a black vulture painted on each side. The contestants laughed but sobered when they saw the wide slicks, heavy rumble coming from midships v-6 and 4 wheel drive. Also there was a 486-powered computer in the dashboard with data cables and high tech servos on the steering shaft, brake and gas. In evidence were spray nozzles in front of each tire and a faint aroma of fast acting contact glue. Harry got on the course took and was just a blur in its turns as if glued to the pavement. Speed was twice that of anyone else. And Harry sat there with arms folded and a big smile. The issue also notes that (An inquisitive 10-year-old leaned inside and started playing with the computer. The van took off but in the wrong direction. It wiped out a scorers’ table, missed a gaggle of spectators and ran up the back of a Porsche like a rocket leaving the launching pad. It hit the vertical wall of the mall and stopped 30’ from the ground. It stayed there. An initially irate mall manager changed the name of The mall to”Van on the Wall Mall.” Harry started his own successful business selling computer-controlled robots and radio-controlled toy replicas of his famous van.linkages.)

There were two pictures of the Williamson Fly-in breakfast, an article by George Haynes on the Spring Tune-up at MCC, a complete recap on the 23rd Annual Car Show by class and finish.

Sale items- ’74 MGB Roadster, 1959 Bug Eye Sprite, 1961 Frogeye Sprite and a 1966 MGB wanting parts. Gil Langswager had a ’52 TD for sale.

Scott Perry



I met Scott and Sharon through our membership in the MGCC. Who would know that we had something in common? Our MG Midgets, that have given us both joy and consternation, brought us to common ground. We always had a laugh about our cars and wondered who would break down first? (Did I say break down? I meant to say challenge our on the spot “fix it” skills.) I could always count on Scott to see the humor in the situation or to make me laugh instead of cry at our dilemma.

I think especially of the time we were all on our way to the car museum in Norwich when HIS car decided take an un-scheduled rest stop. It seems the only way to get moving again was to blow into the gas tank to relieve a vapor lock. Needless to say, it was quite a sight to see grown men on a busy street huffing and puffing into the filler pipe on a hot summer day. Without a doubt we were” regulars” at the Car Clinic.

I was happy for Scott when he purchased his Corvette but was concerned that he would forget our “Midget connection.” Much to my surprise, he arrived last year at our car show not only with his beloved new toy but also with what turned out to be the First Place MG Midget in the rubber bumper category. Congratulations!

Scott will surely be missed by all that knew him. Here’s to a fellow MG “Midget” Enthusiast and Happy Birthday from one who shares that date.

Marlene Rzepkowski

'77 MG Midget



Scott Perry

"Would you like to write a few words about Scott Perry for the Spokes?" I said "OK". It didn't seem like a hard thing to do. But it is a deceiving request. The problem is to "write a few words". Not only did I have to go over the past years of knowing him, but I worked for Rod Perry, his dad, over 30 years ago. Rod passed away just about a year ago, so it naturally took me a bit deeper into my memories than I had atfirst thought.

I thought about our couple years on the MGCC Board just a few years ago. How it was mentioned that we should have a picnic with the Syracuse club and the Buffalo Club - next thing we know Scott was on it and it happened. Then when the "Queen Mum" was going to have her birthday he organized the MGCC Group Picture. Those were just two of the items that he was the major force in getting done. There were others. Scott was quiet about the things he did. He was a prime example of what it takesto make a club or community worth being a part of - join in, make it happen.

When I meet someone new I usually get a gut feeling about the person -my feeling for Scott was just like his Dads - friendly, you'd like to get to know him better, and once you did you found out you had a met someone you could count on and trust. At the service that was held for him, after his children and friends spoke about him, I knew my gut was correct - he was loved, he was a friend, had just the right amount of "wise guy" mixed in, and he was obviously a great father and husband.

So long Scott . . .
Leon Zak

