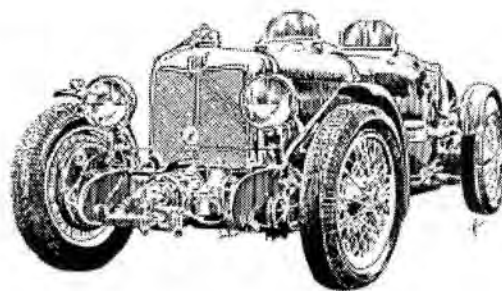


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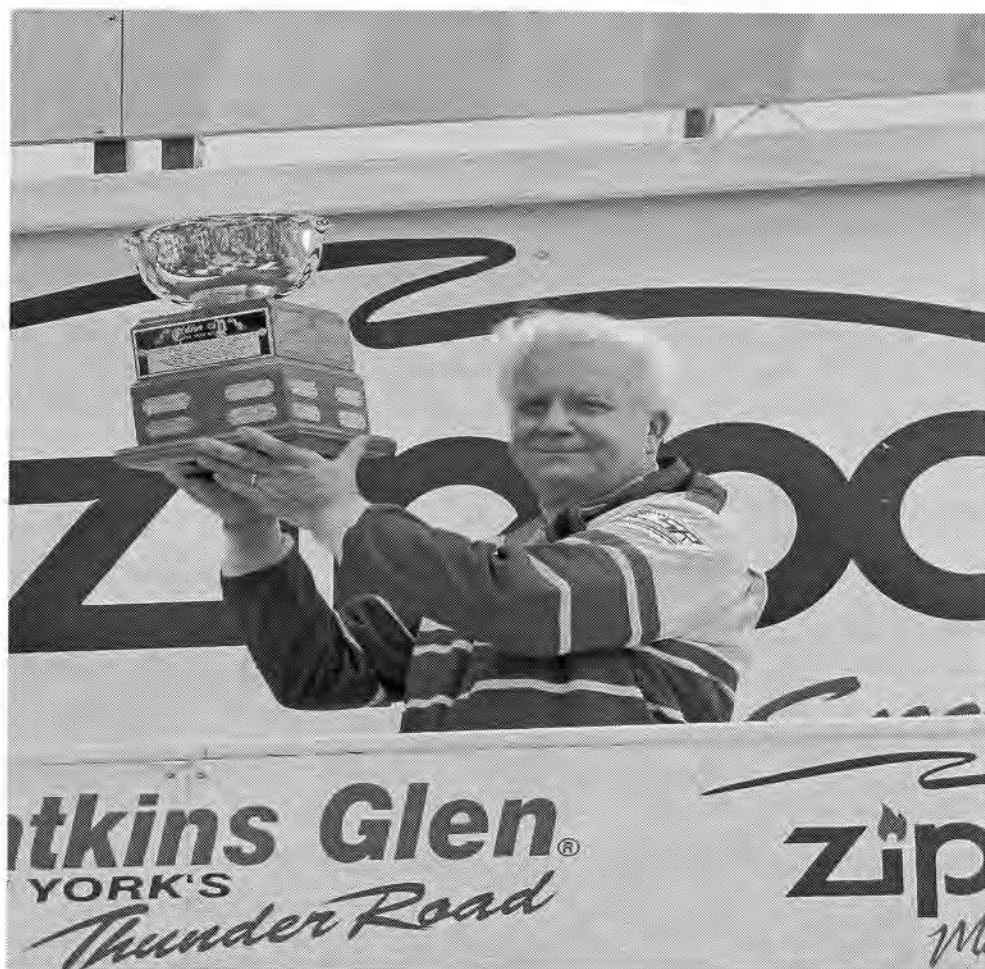
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Volume 46 Number 10

October 2004

Official Publication of the MG Car Club Western New York



**Our own Dick Powers wins the Collier Cup
CONGRATULATIONS DICK!**



Next Meeting—October 21, 2004
Thursday Night
At the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY

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.

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Articles, anecdotes, stories, photographs, illustrations, jokes, suggestions, and other submissions are welcome from all readers. If you have questions, please contact the editor for additional information. The **DEADLINE** for submitting materials to the upcoming issue of **SPOKES** is one week after a general meeting. Please **SEND** your information by Email to Spokes@mgcarclub.com. Alternatively, send it by mail to The SPOKES, PO Box 831, Webster, NY 14580.

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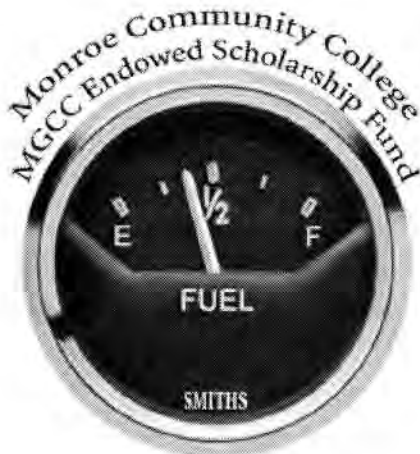
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Copies of "The SPOKES" are sometimes available, please write the editor with your request. The SPOKES is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. The SPOKES is also available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

*Cover Photo by Elaine Hess
Cover Drawing "MG K-3 Magnette" by George Herschell*

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\$ 3,802.00

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

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

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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 on every odd numbered month. Please contact the chairman for the location for the next board meeting and to arrange to get your item on the agenda.

ON THE ROAD

Doug Scribner, Chairman

This month we welcome new Spokes editors Joeanna DeBlaere and Eileen McMahon. Our thanks to Ron Hein for a job well done the past few months.

As you can see from the ad elsewhere in this issue, Aunt Blabby is serious about putting an MGCC Cook Book together, and wants your recipes (and the stories behind them) by November 1st. As an incentive, Aunt Blabby is sponsoring a contest with a prize. The challenge is to guess the true identities of Aunt Blabby, Uncle Fuddy and Cousin Hortense. Send your guesses along with your recipes to be eligible to win.

Fall is here, the leaves are turning, and we're finally enjoying some nice summer weather! September has been a blur of activity, starting with the annual Festival and vintage race weekend at Watkins Glen--not only the largest MG gathering ever held in North America, it was also the largest vintage racing event in history. Our members enjoyed a great party put on by Betty Langswager, Barb Wild and Pat Sangster; our several racing members acquitted themselves well, and Dick Powers received the well-deserved award of the prestigious Collier Cup trophy on its 50th anniversary!

Laurie and I then enjoyed a nice, relaxing weekend with several of our members at the British Invasion show in Stowe, Vermont, where our furry son Oliver was born.

We finish September with a Tune-Up Clinic and the 4th Autocross, have the Rizzo's Fall Foliage Tour on October 3rd, and are looking forward to the Halloween Rallye on October 23rd (especially since the rally- masters are Leon Zak and Dick Powers—should be fun!). So, come on out and join us as we try to enjoy as much car stuff as we can before we have to put our “toys” away for another (shudder) winter.



ACTIVITIES

Betty Langswager

Gil and I have been “on the road again” so our report will be brief this month.

First off, I want to thank Barb Wild for helping me all day Saturday at the Glen preparing our picnic supper at the log cabin. Also Pat Sangster for frosting my cupcakes and Jim Priestly for cooking the hot dogs. I hope everyone had enough to eat. There was enough left over food for lunch the next day at Dick Powers paddock area and for Leon Zak's party at turn six.

Congratulations to Dick Powers for winning the Collier Cup Trophy! You well deserved it! We're all proud of you!

Home from Watkins Glen with a Chevy full of stuff I took for the party, clean it up, put it away and then two days to get ready for our trip to Stowe, Vermont for the “British Invasion”. It's an all British car show and of course we drove the TD. It was a great weekend, an overnight stop in Lake Placid then on to the ferry at Essex and over to Stowe. Of course the trip isn't complete if we don't stop at Ben & Jerry's for ice cream and the cheese store for delicious Vermont cheeses. Hurricane Ivan did give us some rain on Friday night so the show field had some puddles but it was sunny on Saturday, then partly cloudy and cold on Sunday. Our club once again brought home some trophies! Doug & Laurie Scribner won first place in their class with their Woolsley. We won second place in the MG TD class of about 35 cars. On Sunday, I entered the Tailgate Picnic competition and won “Best Tasting” award. Our trip was great, the leaves going through the Adirondack Mountains were about 50% color. Vermont leaves had barely started to change, just a tree here and there. Our trip home was going well until we got almost to Red Creek, a loud clunk and we pulled over. We called AAA. You'll have to ask Gil about the details of our breakdown. Lastly, we want to thank Anne & Gene and George & Nancy for staying with us until the TD was loaded on the flatbed truck and we were on our way. That's why we travel together to keep track of each other and to help if it's needed.

Continued on page 9

MGCC MEETING MINUTES

Pat Sangster

Meeting called to order at 7:40 pm. No new members or guests. Spokes will go in the mail tomorrow. We will have new Spokes editors – Joanna DeBlaere and Eileen McMahon. Send information to Joanna. She is requesting lots of photos. Treasurer's report – Everything is good. Have contributed to Endowment fund, Bob Phillips memorial scholarship and made a donation to Mercy Flight. Monroe Community College sent a thank you letter read by treasurer.

Activities – Recent Watkins Glen Vintage Weekend was discussed. Beautiful weekend, 50th anniversary of races. Dave Wild read Concourse results. Dick Powers awarded Collier Cup. MG Car Club racers had good weekend. Thank you to all people working on Saturday evening's party. [Betty Langswager and Barb Wild outdid themselves. Thanks ladies.] Dick Powers discussed racers weekend that was a big success and one of the largest weekends. He extends his thanks to all people helping out. Gil reported on future activities. See his report in Spokes.

No Regalia tonight.

No old business

New business – Next month nominees for board positions will be accepted, voting takes place in November.

Dale Masters, author of "The Body Under the Bonnet" provided interesting talk on writing his book. Dale offered his book for sale after the meeting.

Reminder to everyone Aunt Blabby is still looking for recipes. These will be gathered into an MG Car Club cookbook. See the add in Spokes.

Cars and parts announced. Door prizes awarded. Miscellaneous comments: Badges are still for sale. See Bob Tescione.

Cut off date is September 25th. Doug Scribner encouraged everyone attending Stowe to wear his or her name badges.

MG is the feature car this year.

Meeting adjourned at 8:35 pm.

FROM YOUR EDITORS

Joanna DeBlaere & Eileen McMahon

As most of you know Eileen McMahon and I have taken over as editors of Spokes. We would like to thank everyone who sent in photos as we took this job on with little notice and did not have a supply of photos to pull from. Hope we can continue to count on all the support in the future.

While pulling together this edition on such short notice has been a challenge, it has been a lot of fun working together. There is something to be said for teamwork. We suggest you all give it a try.

Coming up to speed on everything has been interesting, but we promise we will be at full steam by next month. In the meantime, we hope you enjoy the October issue.

NOVEMBER BRUNCH

Sun. Nov. 14, 11:30

Rochester Yacht Club, 5555 St. Paul Blvd., Rochester, N.Y.
\$17.00 per

Menu featuring: eggs benedict, quiche, chicken pesto, seafood newburg also scrambled eggs, bacon, sausage, french toast, breakfast pastries, fresh fruit, light dessert table, tea and coffee.

Reservations by Nov. 10.

Send checks made out to:

Make checks payable to

Anne Faust

67 Glenwood Dr.

Webster, N.Y. 14580

SEPTEMBER 2004 ATTENDANCE

September 14 meeting attendance:

Carl Prouty	Gary Sandusky
Betty Langswager	Jack Harrison
Gil Langswager	Julia Daykin
Linda Masters	Peter Pegoni
Dale Masters	Dave Wild
Charles Swarts	Carl Baxter
Beverly Swarts	Mabel Case
Joanna DeBlaere	John Thompson
Joe DeBlaere	Leon Zak
George Herschell	Dick Rzepkowski
Nancy Herschell	Marlene Rzepkowski
Jim Priestly	Chris Baum
Alan Costich	John Baum
Rhonda Rizzo	Allen Hess
Vivienne Rizzo	Allyn Wagner
Bob Tescione	Leroy Hokenson
Pat Hogan	Ken Heusler
Jim Hogan	Don McConnell
Tim Rizzo	Bill Rampe
Jeff Kath	Kathy Rampe
Dick Powers	Cheryl Zonneville
Joe Tierno	David Leete
Laurie Scribner	Chris Williams
Doug Scribner	Arnold VanDenburgh
Pat Sangster	Mark Gibson
Steve Sangster	Anne Foust
Doug Jack	Gene Faust
Bill Baldwin	Al Fink
Stacey Vandenberg	Wes Pittenger
Cheryl Baldwin	

George Herschell

Yesterday I received the first of what will be many Christmas Catalogs. So that means that this years MG driving season is on the down turn and will be coming to an end very soon. It will soon be time to put the cars in hibernation for the winter months and look forward to next spring when they come out in the sun to play once more. But this past month has been the most wonderful time for MG enthusiasts and one that will be hard to equal in the near future. First there was the Collier Cup weekend at Watkins Glen. It was MG overload and if you didn't get your fill you need some resuscitation. I have never seen, in all my years of playing with these wonderful cars, a collection like this year at the Glen. The only place that I have ever seen a larger turnout of rare MG's was at Silverstone on MG Weekend. Just think at one place there were: one 18/80 Mk I, three K-3's (two racing) one L-1, two KN Specials, four NA's, one NB and one NE, (the former Nuvolari car). Added to this were two Lester MG's and the Von Neuman TD Special, two of the Sebring MG A Coupes, and Leonidas, the Collier special bodied PA. If you got into town for the Festival, there was an absolutely fantastic 1930 MG M Type 12/12 Brooklands racer. In the T Register's area at the track were many T's and a fantastic PA. WOW. I do believe I had died and gone to MG Heaven. Then to see all these cars on the track and racing was something that will be a long time in being duplicated. To MGVR, Dick Powers, and all those involved with the event I take my hat off to you for doing such a marvelous job. Also congratulations to Dick on winning the Collier Cup. That's three members in Western NY Centre that have gotten it.

I did get a chance to talk to many of the folks there and even got a chance to thank Dean Butler for letting me drive his K-3 in my "Adventure of a Lifetime". Funny he didn't extend the offer to drive it at the track but then I guess he knows best. The only down side of the weekend was the monsoon many of us drove through to get there on Thursday. Thankfully the B is much more weather tight than my TD and TF. The Concourse in town went very well and it was gratifying to see the 1930 MG M Type get the top award and the Peoples Choice Award also. It really deserved it and came all the

way from Colorado for the event. There was a really nice MG TA Trials car there also, that got a trophy. The down side to the whole weekend was it was over all too quickly and we'll have to wait for another milestone for another like it. During the Concourse tour around the old course I had the pleasure of taking a friend of mine's friend from the UK for that tour. She had a great time and enjoyed all of it. On Saturday I did take my grandson Alex around the track for the "parade" lap and he had a ball. Grandpa enjoyed it too.

Then last weekend we went to the British Invasion at Stowe and MG was the featured Marque there also.

There were 250 MG's on the field and it was quite a turnout. We saw everything from a magnificent 1937 MG VA Tourer, to many MG B modifications. One in particular caught my eye. It was a rubber bumpered MG B with a V 6 engine mounted in it. It had a small scoop on the "bonnet" and a very nice growl. Not the V-8 sound but still it said "watch out for me". The weekend was great but my B decided that it wasn't going to go. I got in it Thursday about 15 minutes before our departure and the fuel pump was ominously silent. No happy little ticking, just silence. I gave it a tap with a hammer and it started, but, I am one who doesn't like to change fuel pumps in general and I have an absolute aversion to doing it along the side of a road, with the possibility of rain helping (?) in this chore. I couldn't be sure that it wouldn't leave me high and dry so to speak along the road so we took the "MG Buick" instead. I will say this for the B, at least it was thoughtful and got "sick" at home and not along the road.

Thursday was beautiful and we had a nice drive to Lake Placid for the night and started the following morning for Stowe. The ferry ride across Lake Champlain was uneventful and we arrived in Vermont ready for our assault on the Vermont Bermuda Triangle. Being of faint heart, (after screwing up numerous times before) I "elected" (pleaded is more the word) Gene and Ann Faust to lead the pack through this maze. To make a long story short, they have the job from here on out. We got through without a hitch and it was nice to sit back and follow someone else who knew what they were doing. We made our mandatory stop at Ben and Jerry's factory for a pre lunch ice cream and then headed up to Stowe. It rained Friday night during the night and the field was a bit wet but nothing that we

MG (S) MILES SOME VERY BIG ONES cont'd

haven't experienced before. We were awakened though by a "race tuned" Austin Healey 100/M "alarm Clock". I thought it was music but some of the others were not as happy as I was.

The Concourse was nice but again I had some reservations about the judging and I won't bore you with the details here. Suffice it to say, the 1937 MG VA Tourer should have gone best in show, but. . . .

I had never seen that car in person but had competed against Bob O Meara many years ago with my TD. He had a beautiful TD and we traded trophies on a number of occasions. The VA was a car he bought to restore with his father but unfortunately his father passed away before the car was finished. It is now completed as a tribute to his father and is one of the finest restorations of an MG I have ever seen. It is finished in a duo gray with the fenders being just a bit darker than the rest of the body. It has a black top and is absolutely magnificent. Even to the complete set of original tools in their original tool holder in the lid of the trunk. Being that MG was the featured Marque, I would have thought the VA would have gone best of Concourse but then again, what do I know.

The prices in the Car Corral were outrageous. \$3500.00 for a TD that had more holes in it than a truck full of swiss cheese rocked me a bit, but the Jaguar XKE for \$98,000.00 and the Healey 3000 MK III for \$28,000.00 really knocked my socks off. Neither of these cars were worth any where near that price but I guess you never know until you try. All in all it was a really nice event again and the organizers are to be complimented for the thoroughness of their planning. If you have never been you should try it once. It is unlike any other show you will attend and worth the time spent getting there and back.

As to Western NY Centre, we were well represented in the trophy awarding. The Scribners took a first in their class with the Wolsley Mini and Gil and Betty Langswager took a second in the TD class. They also took a trophy for the tailgate party event getting the "Best Tasting award". We took pictures.

We didn't stay too long on Sunday but drove back to Lake Placid to do some walking and sightseeing. We were not traveling with Ann and Gene so decided to take Route 89 instead of the "Triangle". At least we didn't get lost. We arrived at the ferry just in time to wave to Gene and Ann and waited the half hour for the next boat. The crossing was interesting to say the least.

I wondered why they had kept the cars back from the bow of the boat and secured the front wheels of those cars with wooden chocks. I found out soon enough when we got out of the cove in into the main waters of Lake Champlain. To say it was rough was an understatement. It was very rough with waves breaking over the bow constantly. The first two cars got a free car wash and it was a sunny day so you know where the water came from. We got to the New York side, used the wipers to clean off the water from the windshield and headed for Lake Placid. Met the rest of the group later and headed home on Monday.

It was another beautiful day and the foliage in the Adirondacks was turning and was beautiful to see. There was much more color in New York state than there was in Vermont but in a few weeks Vermont will be ablaze.

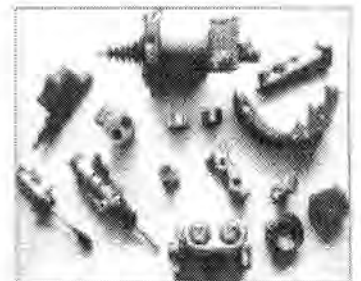
I would urge any and all who can, to attend the British Invasion. It is a great show in an absolutely beautiful location. But I would caution any who think they might like to go, to call and make hotel/motel reservations now as most folks reserve a year ahead. If any one is interested I can supply the names of some of the motels in the area. As the old TV commercial once said, "try it, you'll like it". This makes number 13 for us and we still keep going back every year. There is always someone from here going so no one has to travel alone. See you next year?

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SUMMER FUN IN OUR TRIUMPH

Linda Fazio

This summer was quite a rewarding one for Joe. In July at the VTR in Richmond, Virginia, Joe's TR took First Place Concourse.

In September of the year, we drove to Door County, Wisconsin to a TR6 Pak meet. The 6 Pak is a national club for TR6's only. At this meet, Joe again won First Place Concourse for the second year in a row. But the highlight for Joe was when he was also awarded "Best of Show" out of the 63 Triumphs competing.

This recognition brought a very exciting end to our summer of fun in the TR.

ACTIVITIES cont'd

Activities for the rest of the year are as follows:

Oct. 3—Fall Tour, The Rizzo's
Meet at the Garden Factory on Buffalo Road

Oct 21—Meeting
Special Program, HOW TO RALLYE by
Gil Langswager and Paul Heaney

Oct 23—Halloween Rallye
See the add on page 6

Nov 7—Garage Tour, Al Costich
See the add on page 26

Nov 14—Brunch Run, The Foust's
See the add on page 5

Dec 4—Holiday Party—Wishing Well—see the Nov issue

THE CLASSIFIEDS

MGB Parts For Sale: Aluminum Hoods (bonnet) each \$75. Engine Blocks \$100., head \$50, Rear axles \$75, Gearboxes \$75 (NOT Overdrive). Also Much Misc. Call Gary Newman, 585-464-9482.
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Call Mike Hausner at 585-293-1186

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Will need windshield, interior and top. VERY reasonable price to someone willing to take on the project. 872-6536

For Sale: 1967 MGB-GT. BRG with black interior and wire wheels, a Dick powers or Al Wagner look-alike. Needs the usual metal work but will be ready to pass inspection and drive or would make a great restoration candidate. Selling for \$1,250.00 George at 872-6536

Tour To Nova Scotia II

There has been some interest expressed in a second MGCC Tour of Nova Scotia (last trip was in 2000).

This would be approximately two weeks in length, probably in July, either 2005 or 2006.

It's all pretty vague at this point, but we (actually, it was Beverly) pulled it off once and she has been back several times since then with family, gathering more info on places to stay, visit and do.

If this is something you would consider, please let Beverly or me know and we can make some plans. Thanks!

George Haynes

“This isn’t fun for you, is it.” Eileen’s question was much more of a statement, in that wise, all-knowing way that women sometimes manifest when they think it won’t intimidate their man. She was right. I wasn’t having fun, and the frustrating part was that I should have been.

We had taken the ’58 Mercedes 220S sedan down to the Fairport cruise night, and the car was just “not right.” I was working really hard to just keep it running at idle, and particularly when stopped in gear, engine tugging at the torque converter on the hydrak automatic clutch, I was forced into a 2-foot posture, with one foot on the throttle and one on the brake, just trying to keep enough turns in the engine to avoid a flat out stall.

When I loaded the engine up pulling away from a stop, it pulled strong and smooth, but on a flat cruise at just a tad of throttle the car bucked and spit and just made the ride miserable. Although I couldn’t conclusively prove it, it almost seemed as though the instability was related to throttle position. The car was not fun to drive – but it hadn’t always been this way.

It had begun, like most problems, subtly and quietly, almost un-noteworthy. Maybe, on a breakout from a long Winter’s rest, it would stall unexpectedly at the first stoplight. I’d initially put this down to simple fussiness related to middle age, a problem I can well relate to on a personal basis. Maybe I just hadn’t had the manual choke set quite right. I might have sensed just a tad of instability when cruising, but then it would go away and all would be right again. Perhaps I’d see just a little extra drop in RPM when stopped in gear, but again not debilitating and nothing a small tweak on the idle speed adjustment couldn’t fix.

Now, however, all intents to remain in denial aside, the car’s behavior was so atrociously bad I had no alternative but to step up and figure out a cause and a correction.

This conclusion also led me to some extended thoughtfulness.

This had been my Father’s car. He had bought this Mercedes as a used car in 1961 at the urging of a teenage Son still in High School, but fascinated by articles on European cars, European racing and European rallying appearing regularly in Road and Track and, of course, Sports Cars Illustrated

He had fallen in love with the car himself, and had maintained it well over the years, at least from a mechanical perspective. Now, I have not only stewardship but ownership as well.

That combination of stewardship and ownership, by the way, grants me unchallenged decision rights as to how to manage the car’s maintenance and repair. The flip side of that, however, ensures I have more than enough decision rights to get myself deeply in trouble in a hurry. I do feel a deep sense of responsibility that this car will not be parked and sent to a museum on my watch. Thus, I’m equally anxious to maintain it as “perfect” and also to not ever touch it with a wrench for fear I might break something that I can’t fix or buy my way out of, at least without being forced to sell something else so I can afford to pay for my sins.

“Carbs, it’s probably the carbs,” I muttered one day walking in to work from the parking lot. Over time one tends to build up a little mental database in their head wherein one catalogs the symptoms of the fault and also whatever it was that fixed that fault the last time and maybe several times over. For example, the first time the 280Z began to stumble when I leaned into the throttle coming off a stop, I went through most of the fuel system before finally realizing I should have started by replacing the rotor and cap. The next time the car manifested the same symptoms all I needed to do was replace the rotor and cap.

Trouble was, I had no database on the Mercedes. The Z car had been stumbling about and somewhat unstable, so I reasoned that it could be ignition again. Thus, over time I had, to no avail of course, replaced the coil, the rotor, the cap and even the

plug wires. The net result of those efforts was a first rate ignition system and a car that still behaved badly.

Thus it was I led myself inescapably into the conclusion that it must be carburetion. Maybe, I surmised, the little bushings that support the throttle butterfly valves were worn, and I was pulling extra air in through the bushings and thus messing up the mixture. Backing out the adjustment screws did help some, but then the exhaust just smelled rich and I still wasn't seeing the stability I knew I could achieve if I actually "got it right."

Resigning myself to the inevitable, I powered through a parts supply problem on the plow truck by making friends with a parts outlet in Phoenix, briefly shopped my new daily driver pickup long enough to replace the universal joints in the rear driveshaft, one of which would brightly serenade me when backing, and then swapped the plow truck for the Mercedes in the far outer shop bay, the one I've come to think of as "light mechanical and paint touchup."

It had been about 11 years since I'd first put the car back on the road again. At that time I'd pulled the carbs and had them boiled out and rebuilt, primarily since they'd sat exposed in the body shop for so long and they were resultantly "full of junk." I still had the tools in the tool box, one of which is a custom formed 12mm box-end wrench with a 90 degree bend in the shaft – just about right to reach in under protruding float chambers and get that last nut which is otherwise unreachable. I think of this wrench as my "carburetor wrench"

One of the things I love about this car is that it pre-dates any pretense at emission control. Let me quickly clarify that I recognize emission controls as a necessary evil in daily drivers, but there is simplicity and purity in a pre-emission-control engine, and they're much more of a joy to work on, particularly when it's possible to actually see and touch all the parts one might want to touch.

When I'd had the carbs rebuilt the last time, I'd looked around for someone who might actually know what they were doing and had come up with Jerome's Ignition on Atlantic Avenue.

Turned out that the guy who did them then still works there – and for all I know at this point might be the owner. Ordering in some carb rebuild kits from Miller's out in California, I took the kits and the carbs down to Ted at Jeromes and said in effect "I'd like you to do what you did last time plus whatever additional machine work you think you need to do. This is a family heirloom car, and I want it right and I don't want to feel like I need to make excuses."

Ted took about a week and a half to do the job. He indicated that the bushings were fine. Some of the rubber parts, he indicated, had become a bit soft. He suggested that we "might have" fixed the problem as I'd explained to him, but he wasn't able to produce the "smoking gun" I was hoping for. Maybe an almost inaudible sigh on my part.

Picking up my carbs on a Thursday, I took the following Friday off and was in the shop by 6:30AM. As I started to put the car back together, I realized that in the overall "pack" of things that needed to go onto the intake manifold, there were either a bunch of gaskets just missing, or I needed to form some as I built it back to "normal." A quick look in the toolbox revealed that I had a "good" jar of red liquid gasket – not RTV, but the brush-on stuff I've used in the past to ensure that I had really good seals at vacuum points. Recognizing that the root of many evils is vacuum leaks, I concluded that since I had this apart it was time to be very certain that the only air entering the intake manifold had passed through the carburetors on its way.

Laying down thick coats of the gasket liquid, I bedded the mounting blocks, the catch plate which exists to catch gas leaking from old carbs so it doesn't just fall onto the exhaust manifold, and finally a gasket which had come with the kit and the carbs themselves. I reasoned that the basic mounting blocks and catch plates would rarely, if ever, need to come off again, but the carbs might, so I simply greased the gaskets well and dropped the carbs onto the gaskets.

Using a pair of vice grips on the carburetor wrench to ensure I had enough torque on the nuts, I bolted up both carbs and completed the connection of the

ON COLLECTING cont'd

fuel lines, the return springs, the choke linkage and the throttle linkage. I had to consult the manual once to correctly position the return springs, but then in my opinion that's why there are manuals. In my view, when in doubt one should "RTFM," or (roughly) "read the freaking manual."

The test drive was absolutely a thing of beauty and maybe even a joy forever. Clearly, I had been leaking air under one of the components on which the carbs sit, or under the carbs themselves. The leak was a small one, but under higher vacuum as would be experienced at light throttle settings, the leak would fluctuate in volume and introduce instability into the engine rpm, and under heavy load there was enough other air and gas moving by that the leak was inconsequential.

I continue to "live and learn," as the saying goes. I will often remark to Eileen that I may be slow but I think I'm trainable. Certainly the case this time.

The car is now as good as it ever was; maybe even better, because I recall pulling the carbs the first time and remarking that there weren't more gaskets where I thought they should have been. See how much smarter I can get given enough time?

So, the good news is that I have the heirloom car back in heirloom shape again. It's running so well I think we'll break it out for the Fall Tour this year. A good hundred or more miles on a Rizzo tour can't do anything but make it better. I see it like this – when things are good, we should make the most of it. When things are bad, we should figure out how to make them good again. It gives me reasons to get out of bed on a weekend.

I wouldn't have it any other way.



Photo by Jeff Langswager

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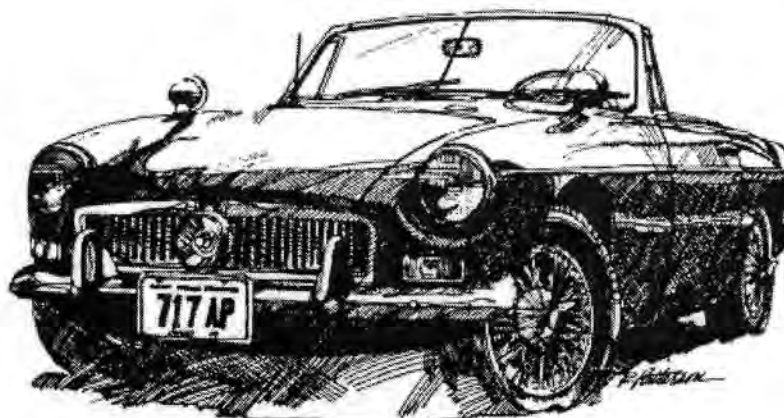
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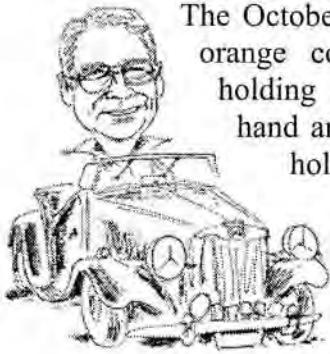
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The October issue of "SPOKES" had an orange cover with a ghostly image holding a grinning pumpkin in one hand and an MG TC with the driver holding his hands up in the other.

Across the ghost's chest was a banner saying "RUN THE NITE RALLY OCT 24". At the top was "SPOOKS oops...SPOKES" and at the bottom was "HAPPY HALLOWEEN...GHOST RIDERS".

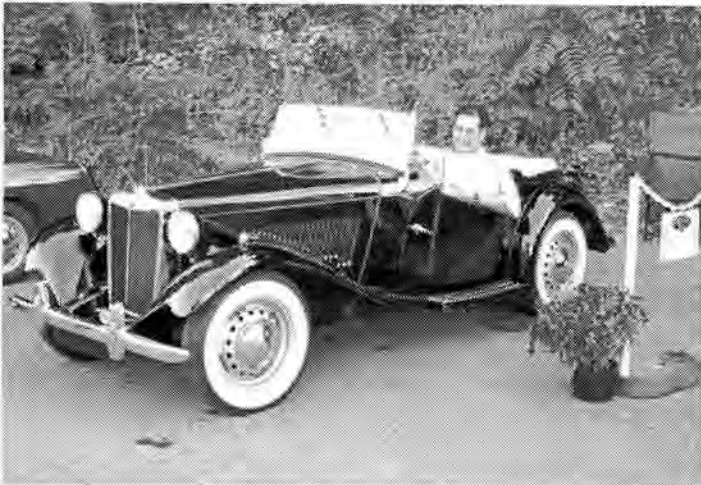
We didn't have a Halloween rallye then but a night photographic rallye. I think that I have mentioned this type of rallye before but I will describe it anyway. Along with general instructions, the rallyeists were given a set of photographs. These numbered photos were their route instructions, that's all, no words. The general instructions told them that the way in which the photo was taken was their clue as to which way they were to go. If the photo showed a road to the right, then they were to turn right. If the photo showed a road straight ahead, even though it might show a road on the right and/or left, then they were to go straight. Oh, by the way, the photos were taken in the daytime but the rallye was run at night. A couple of necessities for this one were a flashlight and a magnifying glass. The event was described

in "SPOKES" as "a delightful evening run which for some reason left some of the experts stumped and was won quite innocently by a couple of characters who were often seen huddled, shivering by the roadside, trying to read the instructions with the aid of a very long flashlight in a vehicle of doubtful vintage and no heater". There were 28 entries with two that did not finish.

The next event for November 22 was listed as the Model "T" Rallye, laid out by Bill Hackman. Bill said "Frankly, there are dirt roads on the route, but this is clean dirt, no spring busters, no mud holes, no dustboth driver and navigator are going to be busy but they are also going to be having fun".

Also in this issue was a reminder that election of officers would be taking place at the November meeting. Installation would take place at the Christmas party in December. It was to be held at the Colonial Hotel on Empire Boulevard. A choice of full course dinners was offered; roast sirloin @ \$3.25, or prime rib @ \$4.50, tip included.

So there you have what was happening with the MG Car Club according to "SPOKES" forty years ago.



New Member-Concourse Honorable Mention -
Tony & Judy Palozzi
Photo by Jim Priestley



Dave Wild's Race Car
Photo by Jim Priestley

BURY ME IN AN OLD MOWOG PARTS BOX



Jay Locrow

This year the SVRA at Watkins Glen was celebrating the 50th running of the Collier Cup. The Collier Cup race is, and has been for many years, a race for MG or MG powered cars. Seems that this event was very popular, as there were some 147 MGs registered for the event. In any event the turnout was amazing and the MGs ranged from MGB GT V8s to an 18/80 pre-war model with just about everything in between. Cars came from all over the US, Canada and even a few from across the pond in England. There were two beautiful K3 Magnettes, several N types including a very rare NE model all the way from California. The other N types were specials including one with a twin cam six-cylinder engine. I asked about this car having never read anything about it and found out that MG did make one unit like this for an N type. It was never put into production. However someone has reproduced the twin cam cylinder head and from what I was told there are now about 50 of these running. Another most interesting MG was the MG PA/PB special (Leonidis) put together by Miles Collier in the mid 1930s. Seems Miles had a standard MG PA and somewhere along the line crunched the bodywork to the point where it was not repairable. The remains were put back together with a stunning aluminum body built with pontoon fenders. The engine was brought up to PB specifications and a blower attached. A most lovely package with navy blue bodywork and polished aluminum wings. This car came up from Florida along with one of the K3 Magnettes. I would gladly have taken either to save them from Ivan but sadly they were not offered. There was also a lovely MG TB special called "Babe" with a cute chrome plated pig on the radiator cap. There were 16 TCs, many TDs including the "Von Newman Special" from California. TFs, MG As, and MG Bs. All these cars in various competition stages from almost completely stock to downright competition cars. I spent most of the weekend drooling over the variety and talking non-stop with the owners. Guess I just have MGs in my blood.

Being the 50th running of the Collier cup there was a special emphasis placed on trying to obtain many of the cars the Collier brothers owned and raced back in the ARCA days. I have already mentioned "Leonidis" the MG PA/PB Special built by Miles Collier. Also in attendance was the Ford powered

Amilcar once owned by Sam Collier. This car has been beautifully restored and was in the pre war race. It even had the original ARCA registration plate still affixed to the car. The Ardent Alligator was also there but without research I don't believe that car dated to ARCA days but I could be wrong. It did belong to Sam Collier and raced at The Glen in 1948 winning the Grand Prix.

There was one car there that really caught my attention. It was an ARCA car but never belonged to the Colliers. This was a Ford special called "The Old Grey Mare" built in the mid 30s by Lemmel Ladd of the Oak Hill Garage, in Boston for John Reuter who was also an ARCA member. It was powered with a Ford Flathead V8 and was an assemblage of Ford parts from Model A, B and possibly several other cars. At one time it held the Mt. Washington Hillclimb record for many years until after the war when a modern car finally took it away. I saw the car go by and shortly after went to find it. It was in one of the grass paddocks and when I saw it I asked the owner who I know slightly "Is that The Old Grey Mare?" "Yep" he said, "we finished it Thursday night."

This car did run at Watkins Glen probably back in the very early 1950s and then disappeared. I know the chap that searched for it for a good number of years. He finally found it but it took years of letters, phone calls and haggling to pry the car away from the owner. The man that owns half of it is the same chap the wound up with the "Scrambling Egg" the Ford powered Bugatti that came out of the Buffalo area several years ago. When he acquired the "Scrambling Egg" he sort of gave up trying to acquire "The Old Grey Mare." Would you believe that the guy then gave the remains to him? I saw the pictures and "remains" is really what he received. There was a front and rear axle, frame, grill shell, cowl and tailpiece and a bit of the drivetrain. The rest they built but what a historic and interesting old car it is. It would not turn many heads unless you, like myself, knew what you were looking at. But it was a thrill to see this historic old car after reading about it and seeing pictures of it for so many years. It is too bad they could not have attracted both the "Scrambling Egg" and the old Type 35A of Bill

BURY ME IN AN OLD MOWOG PARTS BOX cont'd

Milliken's as these were both ARCA cars. The "Egg" is in the Boston area but the Type 35A of Milliken's is in France.

The team I was wrenching for did fairly well. After practice on Friday we had to do a little work on the car. One of the plug leads fell off during his time on the track so his lap times were way down. This fixed we saved the car for race day and were 48th on the grid out of about 60 cars. He was away a bit late probably starting about 55th but kept going very well and finished 36th. Not a bad showing at all but this is the swan song of this racing team. If you know anyone interested his TC is available as well as the motor home. Give me a call if you are interested I will put you in touch.

The Collier cup, as most of you know, is awarded to a driver that shows the best spirit of the event and is a worker helping to correlate all the activities of the event. The Collier Cup race was so big this year they had to have two races. Pre-war, MG T cars and drum braked MG As were one race and MG As, MG Bs Cs and more were the second race. This year the Collier Cup was awarded to two people. Bill Hollingsworth from the Long Island area in the T series division and my very good friend from Rochester NY Dick Powers in the MG A,B,C and V8 division. Congratulations Dick you certainly deserve it!

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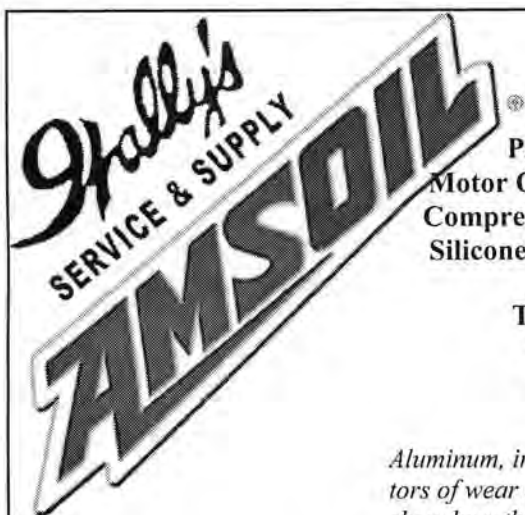


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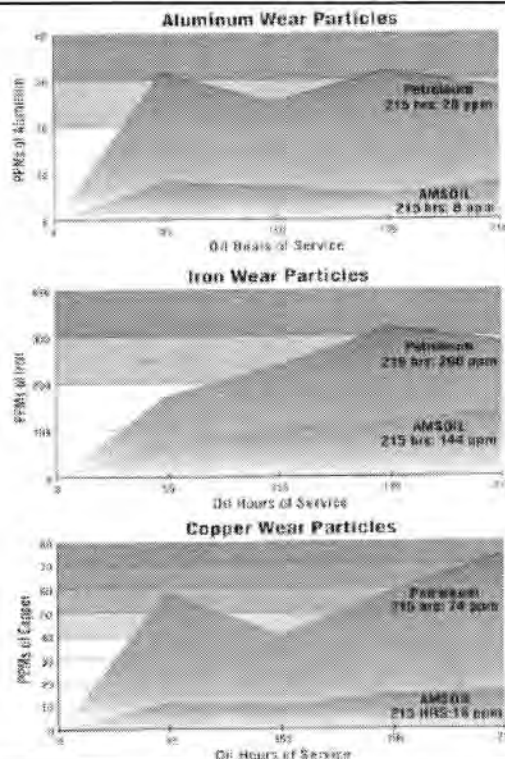


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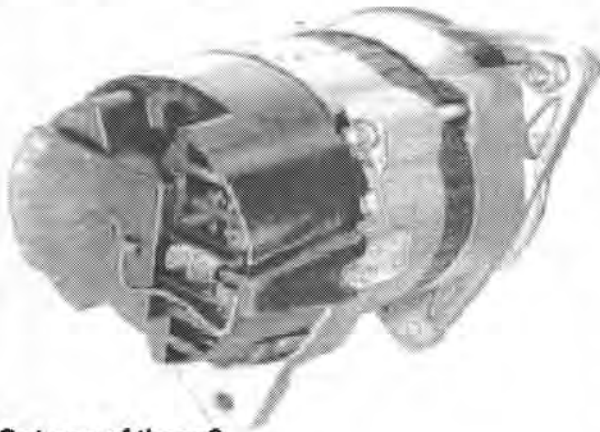
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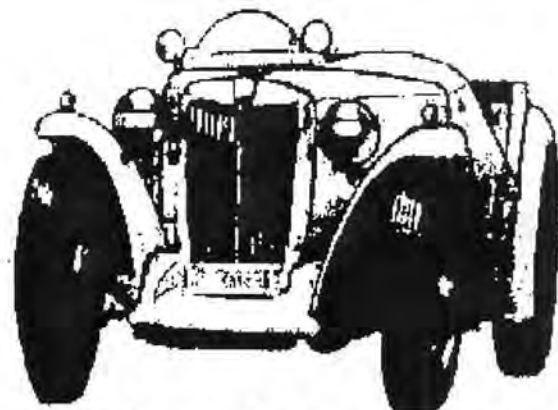
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Thoughts and Thanks in MY Collier Year Dreams Do Come True

Dick Powers

Winning the Collier Cup this 50th Anniversary Year is truly an MG dream come true for me. A real blessing in the MG part of my life that couldn't have had better timing, as if I had anything to do with it. All I can say is that Dreams Do Come True.

These last few weeks I have been happily reliving the Collier Cup events in victory circle. But more than that, the most wonderful moments were back at the Shoe String Racing paddock with present and past crew and all my WNYMGCC friends drinking champagne *Victory Lane* magazine awarded me, out of the Collier Cup. The memory of being surrounded by friends with the Collier Cup and 222 will be with me forever. That you could share this with me is God's real blessing in all of this.

Have been thinking about when this Collier Year started. Possibly when I bought my '62 MGA MK II from the original owner, Bob Burns. I do remember this car racing many times at the Glen as it passed my flagging station, especially in a nice drift through Big Bend. Did promise Bob I wouldn't turn *His* MGA into a vintage racer, but quickly the MGA and I became one and there was no other choice if I was to go vintage racing.

Twelve years ago I did asked Joe Tierno what I had to do to get into the 40th Anniversary of the Collier Cup. He gave me the best advice and I will be forever grateful for that and his continued friendship on and off the track.

There were all the years I went to the Glen in my 100-6 Healey and '66 MGB roadster. They were truly formative years as the Glen had everything from SCCA Closed Course events to FIA Formula One and I had the best seat in the house as a corner worker. That's about the time I met Randy, Steve, Bob and Ruth Philip. Golden years and friends.

I'm sure the other Western NY MGCC members who have won the Collier Cup had something to do with it. For the record they are: Joe Tierno (1988, '94), Don Funke (1990) and Denver Cornett (1996). All great racers and my good friends.

Actually I think my Collier Year started in 1951, when my dad took me to my first race at the Glen. We watched from near where the railroad tracks cross the old course on the way back to town. MG's did fly over the tracks and during my Down Town Festival runs, I

relive those wonderful memories of being there with my dad.

Well, there are some of my thoughts, but since no man or woman is an island, there are some individuals that really helped me these last few years while I was Coordinator of this MGVR 50th Collier Cup Anniversary. Joe Tierno gave me much behind the scenes help and support with many "situations".

George Herschell came through with The Best art a Collier Cup event ever had for a poster and badge and Bob Tescione



made it possible for that art to take shape in a most beautiful badge. Bob McElroy helped set up the MGVR Information Center and his dear wife, Nedra, made nearly 150 special name buttons for all the racers. Rich Benz, Frank and Connie Mount, Al Costich and Ted Hershey helped with the all important MG paddock. Thanks to the Scribners for getting all the new parts for 222, taking her to the Glen and helping set up the SSR "World Headquarters" and John Thompson for always being there. I couldn't have done it without them.

All the above is prologue, because there are some very special folks who have been my crew. Some for only a few years, but their names belong on the Collier Cup just as much as mine does. My wife Bethel was the best Team Manager I ever had and she really helped in those early years. Next there's Alfa racer Chuck Woodworth who has been crew since my first race at Shannonville, Ontario ('94), at a very wet Road America ('98), a wet Sebring

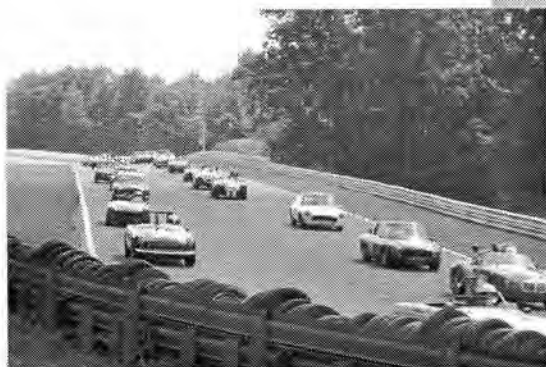
('03) and many times at the Glen including this year. Suzie Keppler was a big help for a few years and the catalyst in naming the team *Shoe String Racing*. These last few years, Elaine and Allen Hess have guided Riccardo and 222. Allen has had some difficult car problems to deal with, while

Thoughts and Thanks in MY Collier Year Cont'd

Elaine has had a difficult driver to deal with. Thanks for all your help and your names do belong on the Collier Cup. We will drink again from that cup. There is one last Collier Cup moment I want to share. Shoe String Racing's poet laureate, Bill Preston (doesn't every team have a poet laureate), has contributed the following:

As right as annual April showers,
the utmost prize has gone to Powers,
who drove his car through laps and roosters
and on the way, made friends and boosters
who thought him on the up and up
and so gave him the Collier Cup.

What more is there to say?



Collier Cup Group 1
Photo by Jim Priestley



Ed Hollingsworth & Dick Powers
Photo by Elaine Hess



Dick Powers at rest
Photo by Jim Priestley



Al Costich racing into town
Photo by Jim Priestley



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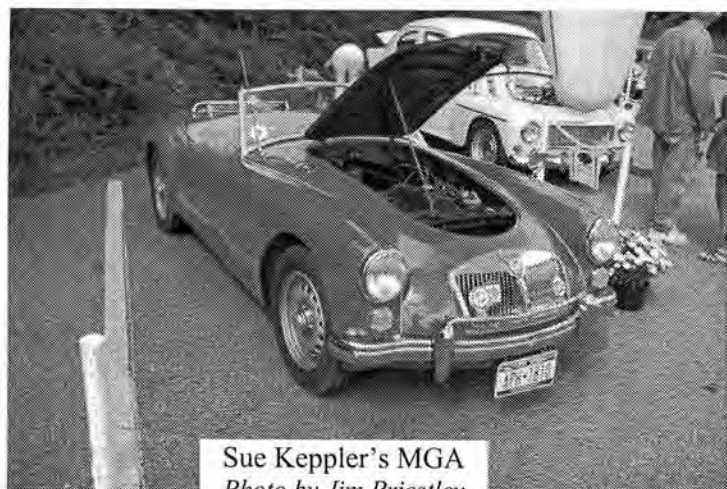
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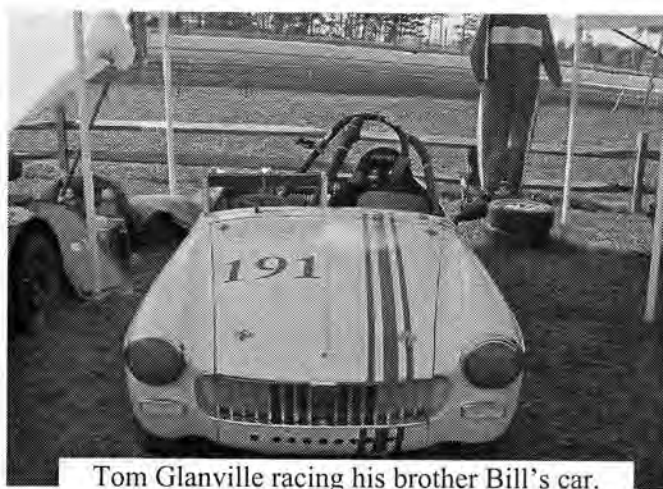
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MGA Racers at the Glen
Photos by Jeff Langswager



Sue Keppler's MGA
Photo by Jim Priestley



Tom Glanville racing his brother Bill's car.
Photo by Joeanna DeBlaere

VINTAGE RACES 2004



*It poured buckets for days on end
Up until the Vintage Races at the Glen.*

*We hoped and prayed the rain would stop
As many cars had no tops.*

*The concourse cars were prepped and ready
As the sun shone through, warm and steady*

*Chrome was polished, paint was buffed
Judging the winners sure would be tough.*



*TD's, TC's, A's, B's and C's
MG's in force as the Marquis.*

*Allards, Jags and Bentley's too,
Mechanical art in every hue.*

Photos by Jim Priestley



*Good time, great cars and even better friends
We were wishing the weekend wouldn't end.*

*On Saturday night the party they did host,
Barb and Pat and Betty—you're the most!
(Thank you)*



*The club members turned out in force,
To cheer on our drivers as they challenged
the course.*



*Alas all good things must come to an end,
Until next year—Vintage Races at the Glen
Thanks everyone for a great weekend, Eileen*

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John Trouton is a compulsive professional music composer who is addicted to his love of classic British sports cars. Like all 'car nuts,' John dreams of that once in a lifetime find, and for him it happens. He stumbles on a rare classic that has been hidden away in the North Carolina countryside for years. The problem is, he finds a body hidden along with the car. Now, something or someone is pushing him to solve the mystery of the dead person's fate. John and his wife Meg get caught up in murder, bribery, assault and mayhem all while living in a nineteenth century house which is undergoing restoration, and trying to create the score for an important TV project which can make or break their careers.

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MGCC AUTOCROSS IV -September 26,2004

Wally Roworth

MGB	Run 1	Run 2	Run 3	Best	PLACE
Allen Hess	2,0534	2.0359c	2.0244c	2,0354	8
U2LP					
Tom Glanville	2.0356	1.5878c	1.5638	1.5638	2
Julia Dayken	2.0418	2.0194	1.5938	1.5938	3
George Haynes	2.0535cc	2.0047	1.5934oc	2,0047	6
Bob Harris	2.0675	2.0118	2.0188c	2.0188	7
Bill Bethone	2.3047	oc	2.2153c	2.3047	10
MINI					
Ben Barflow	2.1325	2.0490	2.0587	2.0490	9
MODIFIED					
Alex Horvath	1.5385	1.4806c	1.4712c	1.5385	1
Dan Villa	1.5719c	1.5247c	1.3297c	1.6297	4
William Barrett1.	5244cc	1.4244c	1,4207c	1.7207	5
PARADE					
Alex Horvath	1987	Toyota MR2	Black		
Tom Glanville	1972	Midget	Yellow		
Julia Dayken	1972	Midget	Yellow		
Dan Villa	2000	Lotus	Yellow		
William Barrett	1967	Lotus 7	Blue		
George Haynes	1968	Triumph T6	Maroon		
Bob Harris	1976	Triumph	White		
Allen Hess	1971	MGB	White		
Ben Barlow	1962	Mini	Green		

2004 GARAGE TOUR

November 7th

See what we're working on this year.

**Starting Point
Jim Priestley's
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9:00 am

Coffee and Doughnuts



**Come to the next meeting
for details**



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Reflections on the Tour de Marque

Chris Williams

What a great weekend. This year we did the Tour de Marque. It was good times with friends, but there were some "development opportunities" for the sponsors which we will graciously wish for our Alfisti colleagues next year. High points of the Tour



would have to include 130 plus MGs staged at the National Warplane Museum and certainly the laps of the old

course. We never get tired of the view of the lake as we come down the long hill towards the village. That hill, by the way, seems to get a little steeper every year. I love to listen to the exhausts popping and crackling and I love the smell of brake shoes in the morning. We got a little spooked during the laps of the new course, only because it seemed as though

a few of our Tour members thought this was an opportunity to go flat out with little training, no helmets or race harnesses and no concern for some of the classic machinery sharing the course. A little additional briefing at the drivers meeting might be a good thing. Other opportunities for the promoters would include living up to the promise for the "elegant lunch" (which turned out to be a fast brunch) and better time management. On balance, though, it was a great run and a great way to start the weekend. There are a number of "tours" and rallies which kick off the weekend. We've done the Glenora Run and think it's one of the best. Glenora Run cars also get great parking on Franklin Street. We plan on doing it next year. Congratulations to Dick Powers on a spectacular job organizing the vintage MGs and on winning the Collier Cup. A most deserved honor.

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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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:

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WESTERN NEW YORK CENTRE MGCC CALENDAR OF EVENTS 2004

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

<u>January</u> 8 Board Meeting 15 Meeting	<u>February</u> 8 Wine & Chocolate Tour 19 Meeting	<u>March</u> 4 Board Meeting 7 <u>Steak Roast & Auction</u> 18 Meeting 28 Auto Parts Flea Market 28 English Pub	<u>April</u> 15 Meeting 18 Brunch Run
<u>May</u> 9 Autocross (& Driver School) 15 Tune Up Clinic (10-4) 20 Meeting 20-3 Carlisle 30 Mansions & Gardens Tour	<u>June</u> 2 Stuffing Party (Car Show) 6 Vintage Car Show 6 Post Car Show Party (4112 Ridge Chapel Rd) 13 Autocross II 17 Meeting	<u>July</u> 15 Meeting 25 RIT Car Show	<u>August</u> 1 Pig Roast/Rallye/Funkhana 8 Autocross III 19 Meeting
<u>September</u> 2 Board Meeting 9 Vintage Weekend @ Glen 14 Meeting (TUESDAY!!) 25 Tune Up Clinic 26 Autocross IV	<u>October</u> 3 Fall Foliage Tour 21 Meeting 23 Halloween Rallye	<u>November</u> 4 Board Meeting 7 Garage Tour 14 Brunch Run 18 Meeting	<u>December</u> 4 Holiday Party

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

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