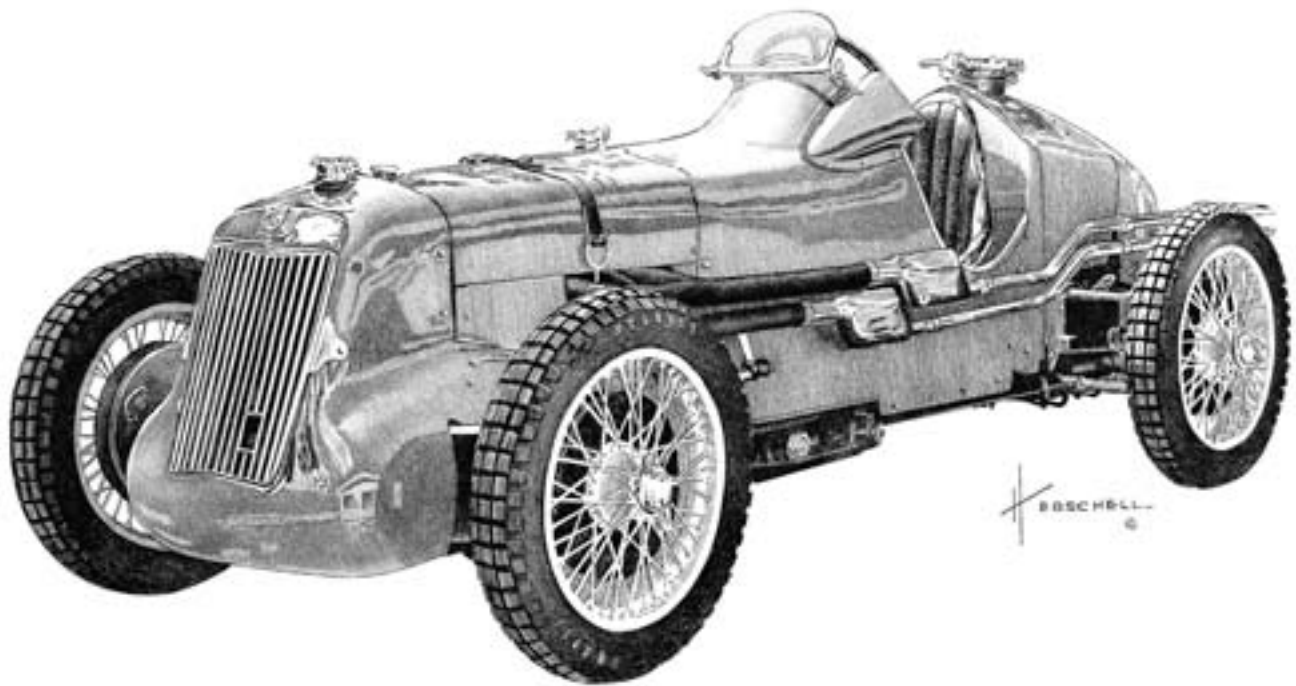


Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 11

November 2006



1935 MG R Type

Meeting
November 16th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, NY



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MG CAR CLUB WESTERN NEW YORK CENTRE

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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
leon@mgcarclub.com

VICE CHAIRMAN

Dan Suter
186 Hillrise Drive
Penfield, NY 14526
(585) 377-1877
dmesuter@netacc.net

SECRETARY

Marlene Rzepkowski
64 Ross Brook Drive
Rochester, NY 14625
(585) 381-3180
mrzepkow@rochester.rr.com

TREASURER

Joeanna De Blaere
8607 North Shore Drive
Honeoye, NY 14471
(585) 229-2230
deblaere@frontiernet.net

ACTIVITIES DIRECTORS

Brooks & Gayle Schneider
463 Drumcliff Way
Rochester, NY 14612
(585) 225-5251
bjsbrooks@aol.com

TRUSTEE

Doug Scribner
P.O. Box 20883
Rochester, NY 14602
(585) 872-5133
doug@mgcarclub.com

TRUSTEE

Robert Tescione
62 Wilmington Street
Rochester, NY 14620
(585) 442-7080
mogman@rpa.net

MEMBERSHIP

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469
(585) 657-4225
jim@mgcarclub.com

HOSPITALITY

Betty Langswager and
Barb Wild
46 Stonington Drive
Pittsford, NY 14534
(585) 385-9956

CARDS AND LETTERS

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
(585) 334-6826

CLUB REGALIA

Laurie Scribner
Mini City
799 Holt Road
Webster, NY 14580
(585) 872-5133

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065

SPOKES EDITOR

Allen Hess
17 Sandpiper Lane
Pittsford, NY 14534
(585) 381-9796
spokes@mgcarclub.com

WEB MASTER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
webmaster@mgcarclub.com

CAR SHOW CHAIRMAN

Richard Powers
89 Durand Drive
Rochester, NY 14622
(585) 323-2687
mgahmogca@rpa.net

U.K. LIAISON

George Herschell
1286 Mill Creek Run
Webster, NY 14580
(585) 872-1194
gherschell@mgcarclub.com

SUBMISSIONS ARE WELCOME.

DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

SPOKES STAFF

Advertising: George Herschell (585) 872-1194
Address Changes: Jim Priestley (585) 657-4225
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Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

Contents

Cover: 1935 MG R Type — drawing by George Herschell

From the Chairman	4
The Herald.	4
Activities.	5
Holiday Party	5
Minutes of the Meeting	6
Attendance	7
November Brunch	7
UB40 or 40 Years of Owning a 1966 MGB.	9
B's for Two.	10
MG Alpaca Fall Tour.	12
MG History—A Very Special MG, the R Type, Part 2	14
Garage Tour	16
Fall Hershey.	18
MGB Sill Repair—Video Review	19
Ten Years Ago November 1996	21
Classifieds	22
Bury Me in an Old MOWOG Parts Box.	24
Sunshine Page.	26
Regalia and Membership Form	27
Calendar of Events	Back cover

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Elaine Hess
17 Sandpiper Lane
Pittsford, NY 14534

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

From the Chairman

Leon Zak

A bit late for the Garage Tour (which was a wonderful time, thanks!) I now have the beginnings of a real garage. (Thanks Nick, I'm putting the drain in.) The foundation is in and the floors will be poured next week and hopefully the carpenters will get started next week also. So far the only hitch (excepting the somewhat late spring start) was the bolder collection we found buried right where the footer was going. Our 12" wide trench for the footer turned out to be almost 4 feet in places so the poured foundation wall was out and it was changed to smaller foundation with block walls.

With the price of concrete being up this year the block, including labor, was less expensive. Now a bit of even not so bad weather and the MG and the Volvo will be spending the holidays at with us. I've put up a web cam if your interested in taking a look. It runs from 8 AM to about 7 PM, it's address is <http://chili.zaks.com/garage>. I haven't had a chance to aim them yet, I'll try and get that done this weekend.



By the time you get this the Halloween Party will have happened, I hope everyone had a spooktacular time. That leaves the Brunch at Rochester Yacht Club and the Holiday Party left for our 2006 activities.

We put many miles on the MG this season. Something happened this year—I've been too busy to change the carburetor or put the fuel injection on or change the radiator around or do much of anything else to it and what do you know—it ran great all year. Now somewhere in here is a lesson to be learned. But don't you worry—I'm not gonna let that slow me down. I'll have a new garage this winter and that means a few more months to think of things to "fix".

Leon . . .

— V8

WANTED! DUES FOR 2007

The Herald

Allen Hess

It was a dark and stormy night—rain, high winds, cold! That and the likely chance of being scared silly by who knows what, didn't deter over forty members and guests from taking part in the 20th Halloween Rallye (Do you know who did the first? See *Ten Years Ago*.) Everyone had a great time—up until the losers were announced. All the gruesome details complete with photos will be in next month's Spokes.



Rochester weather—I hate to "put the cars away" for it acknowledges the inevitable cold and snow. It means cleaning the garage; carrying tires, batteries and stuff to the basement (which also needs to be cleaned). Sweeping out the leaves which blow in faster than you can sweep them out. Then I "parallel park" the TR about a foot from the wall and the MG very close to it. After the Garage Tour, I am a little envious of better accommodations.

I have "cleaned" out a corner in the basement for rebuilding a TR overdrive transmission that has been underfoot for many years. (I'd like to hear from anyone with overdrive rebuilding experience.) I doubt that I can carry it out once it is back in one piece—I'll have to consider that.

This is a very interesting Spokes. Thanks to all who have made contributions to make it so.

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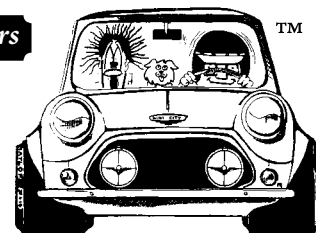
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Activities

Brooks Schneider

Despite a driving season that is quickly drawing to a close, we are in an active time of the year. The Fall Foliage Tour took place on Oct. 8th, a beautiful Sunday for a drive. This always-popular event was again organized by Tim and Rhonda Rizzo and, by all reports, was great. Details are elsewhere in this issue. Thanks Tim and Rhonda.

The following Sunday featured the annual Garage Tour, organized by Bob Abels. The tour focused on the south side this year, with four stops from Scottsville to Victor. Details of this event are also elsewhere in this issue. Thanks Bob for putting together an excellent tour and to everyone who opened their garages for us to see. We are looking for a volunteer to organize the 2007 Garage Tour. Bob said he would be willing to work with whoever is interested in doing it.

Upcoming events for the balance of 2006 include: The Halloween Rallye on Oct. 28th, the Yacht Club Brunch on Nov. 12th, and the Holiday Party on Dec. 2nd.

A fairly small number of 2007 activities surveys have been received and the results so far are as follows. Of those listed as "possible repeat activities", the order of popularity was: Spring Tune-Up Clinic; August Steak (or Pig) Roast; Garage Tour, Indoor Go-Karts; November Brunch. There was a 3-to-1 preference for a rallye associated with the August event rather than a funkana.

The consensus of those who responded was for three or four Autocrosses in 2007 and two or three Rallyes. A weekend in the 1000 Islands was positively received by 70% of those responding. New suggestions included a Finger Lakes cruise, Southern Tier Rallye, and Finger Lakes Wine Tour with transportation from Rochester. There was also a comment that perhaps it's time for a change from the April Basket Auction.

Thanks for your input and please keep those ideas coming. ◀

MG CAR CLUB 2006 HOLIDAY PARTY

Saturday, December 2, 2006

COUNTRY PARTY HOUSE

321 EAST LINDEN AVE.

E. ROCHESTER, NY 14445

Garden Room (separate entrance at rear)

Cocktails – 6:30 PM Buffet Dinner – 7:30 PM

\$17.50 per person

Menu:

Soup du Jour • Dinner Rolls and Butter • Tossed Salad with Dressing

Carved Top Round of Beef • Baked Tender Chicken Pieces

Sliced Ham with Country House Sauce • Roasted Herb Potatoes

Rigatoni with Meat Sauce • Green Beans Almondine

Coffee, Tea, or Milk served during dinner

Ice Cream with Chocolate Sauce or Crème de Menthe

Please make check payable to MG Car Club and send to:

Brooks Schneider

463 Drumcliff Way

Rochester, NY 14612

Reservations by November 17TH 2006 please.

Optional, but fun — Bring a gift, take a gift in the \$10.00 range.

Please wrap gifts and mark if for man, woman or either.

Minutes of the Meeting

Marlene Rzepkowski

MGCC Meeting Minutes

October 19, 2006

Call to order-7:44 PM

Minutes of last meeting accepted as written and printed in SPOKES.

New members and guests- David Corea, guest and brother of Roger Corea. Chris Perry, second recipient of the Robert Philip MCC Scholarship. It was noted at this time that club member David Wemett had passed away recently. An endowment plaque will be given in memoriam by the MGCC.

Scholarship Award Presentation- Leon Zak and Kristy Graves (MCC Automotive Program Coordinator) presented Chris Perry with the MG Car Club Robert Philip MCC 2006 scholarship award. Chris is the son of Sharon Perry and the late Scott Perry. Along with the award he was given an article on the background of Bob Philip and the scholarship program. Congratulations Chris on your award.

Treasurer Report- Accounts are doing well. Specific details can be obtained from Joeanna DeBlaere, our treasurer.

Membership- Dues are not due till the end of the year. A reminder that dues can be paid through Pay Pal on the club's website.

Librarian- A review of the "repairing sill's" video that was borrowed last month will be appearing in SPOKES.

SPOKES- Articles are due by next Thursday, October 26, 2006. Articles on both the Fall Foliage Tour and Garage Tour are needed. Photos for next year's calendar are still being accepted. Allen will not be at the next meeting so please give them to any board member in his absence.

Regalia- Lots of new regalia for sale. Hats, fleece jackets, blankets, long sleeve shirts, back packs, and more are available with the club logo embroidered on them.

England- No Report

Trustee Report- No Report

Activities- Brooks opened his report with a funny joke given to him by a club member. A review of past events was given. See the Activities report in SPOKES for a detailed list of future events. Surveys on activities for next year should be given to Brooks. Dave Wild reported that due to the incident that happened in town during the race reenactment at the Watkins Glen Vintage Race weekend changes have been made for this event. A summary of the changes that will take place was given by Dave. See Dave if you would like the details.

Car Show- Report given by Dick Powers. There will be a combined meeting of the MGCC team and the Lion's Club.

Web Site- Gary Sandusky reported that photos from the last three club events are now on the site. More people are contributing photos and as a result we have bigger variety. Any new photos of events should be sent to Gary Sandusky.

Old Business- No Report

New Business- Nominations for the 2007 MGCC board were requested. The list of candidates for next month's election is:

Chairman- Leon Zak

Vice Chairman- Dan Suter

Secretary- Marlene Rzepkowski

Treasurer- Joeanna DeBlaere

Activities Directors- Brooks and Gayle Schneider

Trustee- Robert Tescione

Cars and Parts- No Report

Miscellaneous Comments- Thanks to Harwood Automotive for the use of their facility for the Garage Tour. Special thanks to Tim and Rhonda Rizzo for the great Fall Foliage Tour they organized.

Door Prizes – Awarded

Motion to adjourn and seconded at 8:20 PM.

—MG TF

CONGRATULATIONS

Chris Perry

Recipient of the 2006

MG Car Club Robert Philip Scholarship

Monroe Community College

Attendance

October 19, 2006

Gary Sandusky
Barb Wild
Dave Wild
Gil Langswager
Betty Langswager
Carl Prouty
Pete Pegoni
Roger Corea
Cindy Jack
Doug Jack
Mike Harrison
Sue Harrison
Dick Powers
Anne Faust
Gene Faust
Bob Abels
Georgean Abels
Allen Hess
Dan Goodwin
Tom LeStrange
Mark Gibson
George Herschell
Nancy Herschell

Leroy Hokenson
Cheryl Baldwin
Bill Baldwin
Pat Sangster
Steve Sangster
Barb Zak
Leon Zak
Beverly Haynes
George Haynes
Dave Asmuth
Dave Chase
Lane Boughton
Jeff Kath
Peggi Heissenberger
George Heissenberger
Vivienne Rizzo
Tim Rizzo
Rhonda Rizzo
Allyn Wagner
Joan Heaney
Paul Heaney
Wes Pittenger
Sue Pittenger

Joeanna DeBlaere
Joe DeBlaere
Brooks Schneider
Ann Glanton
Joe Cameron
Dick Rzepkowski
Marlene Rzepkowski
Patty Philip
Steve Philip
Doug Scribner
Laurie Scribner
Nick Zuck
David Engdahl
Gene Dinkel
Don McConnell
Ken Heusler
Jim Davis
Wally Roworth
Chris Baum
John Baum
Scott Schipper
Rory Raymond
Al Fink

Clif Jenney
Bob Tescione

Guests
Kristy Graves
Sharon Perry
Chris Perry
Mathew Perry
David Corea

Yacht Club Brunch

Sunday, November 12th 11:30 AM

Rochester Yacht Club

5555 St. Paul Blvd.

Rochester, NY

Cost is \$19.00 per person

Please send checks payable to Anne Faust by November 6th

Anne Faust
67 Glenwood Dr.
Webster, NY 14580

**this is not the Yacht*

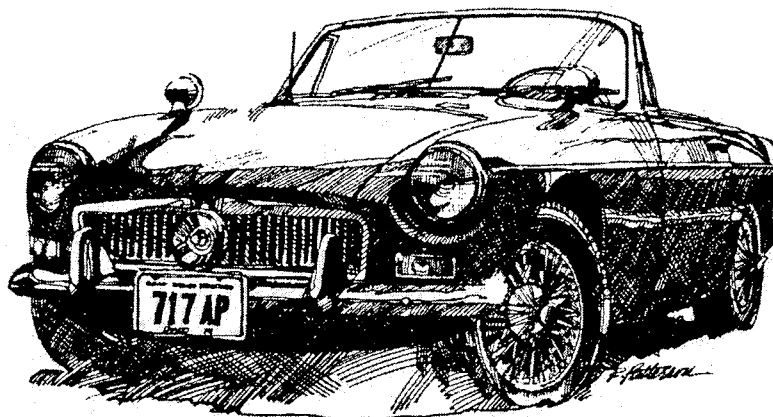
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UB40 or 40 Years of Owning a 1966 MGB

Dick Powers

Yes, it says UB40 at the top, but this really isn't an article about the band that was formed in Birmingham, England in 1978. This is about a car that was made in Abingdon, England more than 40 years ago and that I bought *New* in December of 1965.

Details of that purchase are in another article that follows, *B's For Two*, I wrote 20 years ago. That one is about Bob and Ruth Philip and I owning nearly identical MGB roadsters for 20 years. The MGCC of England thought it was interesting enough to reprint the article in the July 1987 *Safety Fast*. Bob and I really liked our MGB's and drove them to many places. I hope that comes through even 20 years later.

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So what's been happening with my B these last 20 years? Well it's been to MG events in Canada a few times (Niagara on the Lake, Blue Mountain Lodge, races at Mosport and the MG-T Register "Ocean to Ocean" finale). I drove the B on the first George Herschell New England Mountain Adventure, to Vintage Races at the Glen and club tours, rallies and autocrosses. On many of these trips, my daughter Rachel used to ride in the back, sitting on the package shelf behind the seats. Even rigged a seat belt for her.

A number of times, I drove the B to the John Twist Summer Parties in Grand Rapids, Michigan. These were always fun events and the last one I drove it to was Summer Party 17. That was for Original Owners so I had to go, but on the way home had a little trouble at the border coming back into the US. This was long before Homeland Security, but marked the loss of first gear.

As I moderately accelerated away from US customs in Lewiston, NY, first gear finally let go. This was a result of damage to a non-synchro first gear from years of competitive

autocrossing in the 60's and 70's. That's the only major mechanical problem I've ever had with the B and eventually that sidelined the car for a number of years.



Fortunately, George Haynes rebuilt the transmission in September and I've replaced the clutch and all the brake and clutch hydraulics. Much thanks to John MacDonald, Bill Preston and John Thompson for their help in "coaxing" the B back to a driver again. God willing, I'll be back in 10 years with observations of owning my 1966 MGB for 50 years. <

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TWENTY YEARS OF MGB OWNERSHIP

By Dick Powers

During 1986, two of us in the Western New York Centre celebrated a rather unique anniversary. The anniversary marks twenty (20) years of ownership of an MGB.

Bob Philip and I are the original owners of two nearly identical 1966 MGB's. If you view these cars from ten feet away, you may not notice some very subtle differences.

For the record, Bob Philip and I own 1966 MGB's that are both British Racing Green, have wire wheels and black leather interior with white piping. There are some differences: the side mirrors are in different places, and my "B" has a fold-away hood (top), overdrive and a radio. During the past twenty years the use of our cars has shown the all around abilities of the MGB.

Dick: Do you remember when you purchased your MGB?

Bob: I had two (2) TD's at the time, a 1950 and a 52 MK II. I didn't think I needed two TD's and stopped at Sports Car Sales and talked to Ed Diamond. That was a mistake, because Ed said, "There's my car; take it out for a ride." I drove it home and that "sold" me on the idea that I needed an MGB. I traded the MK II in on the B ..., and during the early part of February 1966 I took delivery of the car.

Dick: I tried to buy my car from Sports Car Sales but they wouldn't give me the deal that Ross Motors did. I found out later that Ross sold me all the options at wholesale! I had just sold my 1957 100-6 Healey and wanted to buy an MGB with overdrive because I had driven one a friend had brought back from Germany where he was stationed in the service. What I didn't know was that BMC (British Motor Corporation) had a contest on. They were offering a trip to England on the Queen Mary to the dealer who had the most MG's registered by the end of 1965. I think I made the deal in November 1965 and told Ross I didn't care if the car came in till March or April 1966. Just before Christmas 1965 the car arrived, and Ross was very anxious for me to go out to Sodus, New York and pick it up.

A few years ago I was talking to Ralph Ross in Sodus and showed him a picture of the car. He was surprised to find out I still had it and

then told me it was that car that won him the trip to England.

Dick: Bob, how many miles do you have on your "B"?

Bob: I've got about 65,000 miles on the B, and Ruth and I have really enjoyed the car. We've had it on the trans-Canadian highway from Sault Saint Marie to Sidney Mines in Nova Scotia. We've also taken the car to Florida. I was supposed to crew for John Magee at Sebring but he didn't show up. We've also taken the car many times to the New England states, especially to sports car and vintage races.

Ruth: I remember coming back from Florida with a bag of oranges under my legs.

Dick: You've taken very long trips with the car. Did you have to plan how you packed?

Bob: When I first bought the car I had a wife who said "If you think I'm going to drive in that little car all over the world you've got another guess coming," so there had to be some selling on this project. When the weather got nice the first year I had the car, I took her to the Edgewood Restaurant at the Thousand Islands, to O'Brien's in Waverly, New York, and to Trinkus Manor. I took her on a few of these very long Sunday rides for dinner. When it came time for vacation, I said, "What car are we going to take?" . . . "Oh, we're going to take the MG; it's so comfortable to ride in."

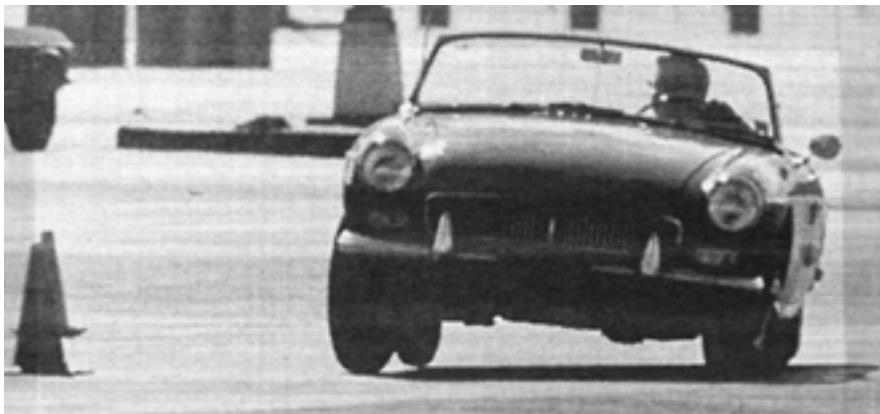
Dick: About the longest trip I took in my B was to Lime Rock, Connecticut. My dad went with



Two MGB's and Two R. P's

me, and he was surprised at how comfortable the B was to ride in and what a pleasure it was to drive.

Bob: B's also have good reliability. In all the years we've had the car we've never had a serious problem with it. We have had to put a new slave cylinder on the clutch, but, other than normal maintenance, there hasn't been any mechanical work done to it. My car has close to 65,000 miles on it, and it's hard to understand why people give them a bad reputation. I wish my Detroit cars would have done as well.



Dick Powers out for a Sunday Afternoon Drive

Dick: You and I still have the original fuel pump on our cars. I know many people won't believe that. I had to replace the pressure plate on the clutch, but that was after four seasons of auto-crossing. MGB's were good auto-cross cars. In stock form they did well against Porsches, TR-4's and V-8 powered Sunbeam Tigers.

Bob: Of course we haven't driven our cars in the winter, and that helped keep them in good condition.

Dick: I can remember when we first found out that both of us had identical cars. I came over to your house to show you my new MGB. After you looked my car over, you wanted to show me something in your garage. Of course, it was an identical MGB.

Bob: I can remember one night when Ruth and I were on our way home from Highland Hospital. I looked in the mirror just as I approached the Can of Worms. There was a fellow behind me in a green sports car, and it looked like he was going to try to give me a hard time or catch up to me, and I wasn't in the mood to have anybody mess around with me. So I put my foot into it, and we went through the Can at about 70 mph. I got off at Browncroft and went towards the city. We got to a light, and I looked over at this character, and who is it but my friend Richard Powers with dark glasses and a tam on. I hadn't recognized you at the time. But remember what you said?. "Say Mr. Philip, you were moving right along weren't you?"

Dick: It's been six years since real MG's were last produced. I find B's starting to attract more attention and the value is starting to

stabilize with a few cars being able to demand much more than they sold for. Many people have asked me about what sports car to buy, and I keep telling them that they might still be able to find a good 1968 to 74 (pre-rubber bumper) B at a reasonable price. This car probably represents the best value in a British sports car today. I think in a few years the price will go up beyond what we may think is reasonable.

Bob: I was offered \$6,000 for my MGB this fall. I wasn't looking for anybody to buy the car. A fellow came up to me at the GOF in Albany, talked with me about the car, and made me an offer at twice what I paid for the car. He wanted an original car with original paint, top, and tonneau. The MGB has a lot more people taking notice of it now than when we bought the car new. Then it was just another sports car. Today, who makes a real genuine sports? Detroit makes a lot of sporty cars, but they don't come close as far as my thinking of what a true sports car should be. (Yes, there are still a few German, Italian, Japanese, and American sports-type cars, but at high prices.)

Dick: Ruth, do you have any thoughts?

Ruth: The car has always given us a lot of pleasure. We've had some of our happiest moments in that car. We've done so much and been so many places with it, and we've met many nice people through MG's.

Dick: I couldn't agree more.



The MGB Twins After Twenty Years

After twenty years the Philips and I are happy we bought and still own our 1966 MGB's. After doing this interview, I took my B to the gas station to top up the tank for its long winter nap. My short ride still left me with the exhilarating feeling I got the first time I drove my MGB. In 20 years that octagon magic has not changed. In fact, it's grown!

The MG Alpaca Fall Tour 🦙

Rhonda and Tim Rizzo



Lazy Acre Alpacas farm

—Doug Jack



Lazy Acre Alpacas

—Gary Sandusky



The tour at Lazy Acre

—Doug Jack



Lazy Acre Alpacas

—Doug Jack



Lazy Acre blue ribbons

—Doug Jack



Spirit Wind Farm

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Spirit Wind Farm

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MG History A Very Special MG, the R Type, part 2

George Herschell

For this months history let's take a look at the 1935 R Type. This was a radical departure for MG in that it was the first British car to feature all around independent suspension and a wishbone chassis. The car had a single seat, 21 gallon fuel tank mounted behind the driver and a Zoller supercharger. It was something completely different than anything MG had ever attempted. I became interested in this car after reading about it in a number of MG publications and while in England in 1995 I learned while having lunch with Mike and Anne Hawke, through David De Saxe, that Ralph Clarke in South Africa had one. With the help of David I was able to contact Ralph and obtain the loan of a couple of slides of his car. Now I had what I needed to do an accurate drawing of this rare MG.

This particular R Type, #RA 0255, one of only 10 built by the factory primarily for racing. Remembering MG's numbering this was the fourth car built. (All MG numbers began with number 251 which was also their telephone number) It was completed on April 30, 1935, and introduced to the public at the Brooklands Tourist Trophy Race on May 6, 1935. This car was one of two that were sold to the Evans Family who ran Bellevue Garages in London. It was race prepared by Willkie Wilkenson and driven by Doreen Evans in that Tourist Trophy race at Brooklands. She previously had been a member of Capt. George Eyston's, Dancing Daughters, Le Mans Racing Team that drove a trio of MG PA race cars. It is



Doreen Evans

ironical that when the team was finally disbanded the cars were sold and one of them (not the one driven by Miss Evans) was sold to Miles Collier and later became "Leonidas" (See Spokes June 2006 for that drawing). So Miss Evans was no stranger to MG's and MG racing. Both she and her brothers Denis and Kenneth had some success with their R Types. I have a number of vintage photos showing Doreen and her brothers in their cars at Brooklands in the mid thirties. This particular R Type, driven by Miss Evans painted in "Bellvue Blue" (the "official" Bellevue Garages racing color) wearing # 38, to 7th position at a speed of 80.63 MPH at that 1935 Brooklands Tourist Trophy Race. She later broke the Ladies Speed Record at the Shelsley Walsh Hillclimb with this same car.

The car was bought by Roy Hesketh who brought it to South Africa. He raced the car there and won the Natal Coronation Race in 1939. Ralph Clarke bought the car as a basket case in 1963, and after much research restored the car in 1981. The car is finished in a light "clipper" blue and is magnificent. I can't begin to go into the restoration details on this or Pip's car but the research and attention to detail is astounding. (It took 10 years to get the correct design and manufacture for the proper radiator cap going between Pip in Australia and Ralph South Africa. The cost of machining alone was \$500 and that was in 1992) The German owners and Pip were in constant communication with Ralph to be certain that all the restorations were as accurate as humanly possible.



Drive unidentified



Doreen Evans



Denis Evans

It was a very time consuming process and one can only be in awe of their thoroughness.

Amazingly all 10 R Types still exist. The ones that I am aware of are/were owned by the late Sid Beer in England, Karl Weisman and Gerhard Maier both in Germany, Pip Bucknell in Australia, and the car drawn owned by Ralph Clarke in South Africa. (If you look closely you will see the reflection of Ralph's garage in the drawing just to the left of the front wheel.) Ralph did finally sell the car and it went back to the UK. It was later sold at auction in 2000 for the sum of 126,000 pounds which equates to about \$226,800.00 and then a few years later to Mark Pricey again at auction for 130,000 pounds.(\$235,000.00) Today he car is back doing what it does best. Racing in vintage races in the UK and doing quite well at that.

Historically it is an important member of the MG racing family. My only regret is that I have never seen the



Denis Evans

car live and in person. Perhaps some day, I hope.

I received a letter from Ralph just a month ago and he still has MG's. His present stable consists of a PB, an NA and a rubber bumper MGB. He and his

wife just celebrated their 50th wedding anniversary so it must be the cars that keep us old folks young. ◀

Photos: Collection of the Author



Pip Bucknell's R Type

Garage Tour

Bob Ablels

This year we had a scenic tour across southern Monroe County and into Ontario County. We started at Nick Zuck's garage. Nick made coffee and Georgean and I brought the doughnuts. There we viewed Nick's Volvo 544, his recently acquired TR-6, and Dave Engdahl's MG-B GT restoration.

Then it was off to Gary Sandusky's spacious and well equipped garage in Mendon. There we saw Gary's many MG-A restorations and projects, and a description of his home powder coating process.

Then off to Honeoye Falls to see Paul Heaney's garage and his MG-TF, Spitfire, Model A Ford, a classic Mercedes, and his

"hit-and-miss" engine. Joan Heaney kept the ladies warm in the house and baked brownies to tide us over till lunch.

Next we were off to Harwood Enterprises in Victor. There Roger Corea gave us a tour of their immaculate showroom and service facility. Roger has three of the finest Jaguar XK's (120, 140, and 150S) I've ever seen, plus Austin Healeys, Triumphs, and many others. Lunch, beverages, and cookbooks (for the ladies I hope) were all complements of Harwood. If you missed this tour, you should stop by Harwood (7385 Willowbrook Rd.) to see the cars, the facility, and for service on your car.



Organizers Bob and Georgean Ablels

—Gary Sandusky



Nick Zuck's garage

—Dave Engdahl



Dave Engdahl & Al Costich with Dave's MGB GT

—Allen Hess



Gary Sandusky's garage

—Allen Hess



Gary's MGA coupe

—Doug Jack



Finished dash for the MGA coupe

—Allen Hess



Paul Heaney's Model A

—Gary Sandusky



Paul's TF & Spitfire behind

—Allen Hess



The challenge—an engine that won't start

—Allen Hess



Roger Corea's XK150, XK140, XK120

—Allen Hess



The shop at Harwood Enterprises

—Doug Jack



MGB, Two Healeys and TR2 at Harwood

—Gary Sandusky

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Fall Hershey

Dave Chase

In October Bill Rampe, George Haynes, Gil Langswager and myself headed down to the Fall Hershey with one gorgeous 1954 Swallow Doretti. All arrangements had been made to display the car in the car corral. We got down there around noon on Wednesday and started setting up the tent and all right away. I got a big kick out of the Oriental rugs George brought along to put under the Doretti. By 1:30 we were ready for business, looking for that one customer with his checkbook. Bill made a nice sign that detailed the history of the car and set it up on a tripod. The price was \$80,000 and there was immediate interest, but no checkbooks.



1952 Swallow Doretti

—photos by Dave Chase

At about this time Gil and I decided to take a look around. This being my first Fall Hershey visit, I was amazed at the size of the show. It took in three intersections in the Hershey park area and just a maze of cars and tents. It's been said that if you wanted to see all the cars and check out all of the vendors you would have walked 31 miles. We decided to chip away on the 31 miles over the next four days. In the car corral alone there must have been 500 cars all 25 years old or more. The prices ranged from \$4,000 to \$480,000. There was a 1961 MGA from California that Gil and I were admiring. It was a near perfect restoration. The only thing that made it "near perfect" was that the paint was not an original color and it had a B engine. Asking price...\$37,800. We could not figure why a total restoration was done to sell this car and they didn't keep it original. There was a boat tail Auburn that had a price of \$400,000 and it sold the first day. After looking over all the cars for sale the day was shot so we wandered back to Bill and George hoping to see smiles and the car gone. That didn't happen so we closed up the tent and went for our vehicles. The closest lodging George could find back in the Spring was in Harrisburg, about a 15 minute drive. We checked in, had some liquid refreshments and went out to a nice dinner.

The next day after opening up the tent, Gil and I set

out to visit the vendors. You could buy just about anything. British parts were few, probably 6 or 8 vendors. There more cars for sale mixed in with all the vendors. I still couldn't get over how many vendors there were. One other thing we noticed was the number of foreigners. I'd say maybe 30 to 40% were speaking a strange language. Gil and I visited some folks at the food court one day from Germany and the next day from New Zealand. That was the end of day two. We were exhausted. Back to Bill and George, no smiles. Lots and lots of people looked the car over with great interest, but no offers. There was even one chap that worked at the factory, had lots of stories to tell.



Day three was more of the same but on day four was the car show. We estimated there were over 1500 cars. There was just too much to see. There was even a class for old milk trucks that were steered by a tiller. We got a look inside the Hershey Hockey arena that was used each evening for an auction of high end cars.

All in all it was a great show and an interesting experience. Saturday afternoon we loaded up the Doretti and Sunday headed home. We're thinking about going back next year (October 10 to 13 but just for a couple of days. ◀

MGB Sill Repair Video Review

Bill McBride

While casting about for practical guidance on restoring the sills on our '71 MGB, I came across the club's website and found that the club library had a video on sill restoration that members could borrow. Who 'da thought? So I joined the club and through Leon (and others) arranged to borrow it. It made the trip to Canada through customs with no problem.

The video was quite informative and helpful, if a little short. (The older I get the shorter a half hour seems!) The script was practical and the guy doing the work on the demo car really knew his stuff. In some cases, they just made reference to "must do" steps but that's pretty normal. The bad part was that I didn't/don't have their shop with plasma cutter, special tool for removing spot welds or air tools. The good part is that I made do with lesser equipment and am now ready to install the new sill: inner, castle rail, side member and rocker panel and floor on the driver's side. Doing everything except the actual welding of the new bits; have to leave that to a pro.

When I get it back on the road, maybe I'll bring it to an event! Thanks for the loan of the video. More hands across the border. Appreciate Spokes.

Bill McBride

Ottawa Canada

Video Titles in the MGCCWNYC Library

SU Carb Rebuild • MGB Engine Tear down and Rebuild • MGA Engine Rebuild (club produced) vol. 1 & 2 • 1979 Midget Restoration (By Mike Palermo) • MGB Sill Replacement • Paul's Custom Chrome • British Invasion of Stowe, Vt. 1993 • Roadster Factory Party 1994 • DuPree Film of Watkins Glen 1951-1954 • MG Focus Event 2001 • MG's Across America Vol. 1 & 2 • Watkins Glen SVRA 1997 • LaCarrera Pan Americana 2002 • Watkins Glen / Gratten 1991 • Watkins Glen, The Early Years (PBS) • Gold Cup Races from VIR 2003 • MG 2002 / Historic Rallying • Classic MG 1993 • MG Magic 1995

Safety Fast Magazines for the following years:

1986 1987 1989 1990 1991 and others.

If you are a club member and would like to borrow one of these videos, you may view the list and send an e-mail to the club librarian.

www.mgcarclub.com

librarian@mgcarclub.com (aka Alan Costich)

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Ten Years Ago November 1996

Wally Roworth

November Cover: Esperanza Mansion and MGB, by G. Herschell

ACTIVITIES REPORT by Anne Faust: Fall Foliage Tour, Jim and Wendy Priestly. 35 car entourage. Hill and dale up and down, Esperanza Mansion, Keuka Lake, back roads to Loon Lake.

Sue Keppelers Halloween Rally with 29 cars and an abundance of spooks. Camaraderie and Pizza at Capaccio's Pole Barn.

Suzanne Glanville has volunteered to take over Activities Chair for 1997. She is setting up the '97 Calendar and spoke of other activities. Again Anne Faust did a great job.

VICE-CHAIRS REPORT by Jim Priestley: After January Meeting a 20 minute Rockabilly band will perform.

1997 OFFICE ELECTIONS. Majority quorum vote reinstated all current officers.

TWENTY FIVE YEARS AGO By Mr. Gil: We were still basking from that Wagonjack meet, end of Oct. '71. Hot dogs were left over and we prepared a Hallow-wiener Roast at Garrett Hill on Oct. 31st a beautiful Fall day. Hiking, filling ourselves with hot dogs and carried on many interesting conversations. A nice playground so "us kids" amused ourselves by teeter-tottering, swinging and sliding down a slide.(25 years ago we could still teeter!) Marv Brudno talked about going to the Grand Prix at Monaco in May of 1972. Including 1000 km. race at Spa, Belgium. It would cost \$350. Bob Philip and I exchanged looks and said "We're going" and Betty and Ruth said "Not without us". Marv Brudno had a three column article with photos in the Nov. 27th issue of "Competition Press and Autoweek" about the third Wagonjack meet (see we've always been a rather notorious club). Because of the Wagonjack financial success we voted for \$500 in new printing equipment.

George Herschell and I were to

search for suitable equipment to meet the clubs needs. Volunteers were requested to take over the publishing and editing of "Spokes" from Dave and Barb Wild. And that's the MGCC report from 25 years ago.

TEN YEARS AGO By Sue Keppeler: November '86 Spokes had many interesting articles. My favorite was Dick Powers "B's For Two—20 Years of Ownership" An article on two nearly identical 1966 MGB's owned by Bob Philip and Dick. George Haynes reported on the First Halloween Rally's success. 15 cars and it ended at our old house on County Line Road in Union Hill for the party. George thought with its success that it might become an annual event. John Forrester reported the MG SIGN had finally been delivered to his barn. (Al Costich Did you read this?) '87 Slate of officers: Chairperson Bob Welch, Vice Chairperson Steve Fitch, Treasurer Annabelle Tescione, Secretary Bess Kopen, and Activity Director Desi Benet.

The HILLMAN CONVERTIBLE CAPER by George Haynes. Call me stupid, crazy or shrewd, but proud new owner of a 1963 Hillman Super Minx convertible I am 2,429 lbs and 1600cc 63 hp, roomy interior-large back seat, faded white-outside and dull red inside. Previous owner put 19,000 miles on it. It sat for 25 years in a barn basement. First view Jan. '95 covered with dirt and bird-poop. Winter of '95/'96 parked out behind the barn. Spring of '96 Dale Masters and I looked it over; upholstery and floor solid and trunk floor solid, engine would turn over, some pitting in the voluminous chrome and some rust and small dents. In the Fall we renegotiated and I winched it onto the tow dolly. The special jack was missing but was being looked for. Engine wouldn't start—Bendix. Four rims went for sand blasting and got new tyres. Joined the Saloon Club

in Canada (Saloon = sedan in olde country). My number is 173. The Hillman must wait for a long overdue MGA for my daughter Stephanie and Beverly's Spitfire. I generated a shopping list for parts at Carlisle; next year.

1996 HALLOWEEN RALLY by Sue Keppeler: This year we had the largest turnout, the best weather and many, many MG's, some with tops down enjoying it. The Langswagers provided a mouse, boxed for security and kept in George's garage freezer. It wound up in the back of the bus, perhaps still frozen. I was able to acquire a wonderful setting. The farmer was charmed and asked his brother, who lived across the street to supply a couple of teenage spooks. He did and they did a good job. One learned a very valuable lesson when he jumped out at Betty Langswager. Her SHRIEK scared him right back. Thanks to the Capaccios for their wonderful barn and bathroom. Backyard was parking and the Barn was Party House. Dave Leete looked gross in make up, Bob and Annabelle Tescione did another good job in the junk yard, Beverly draped herself over a rounded tombstone. George spent a lot of time laying out the route and suggesting activity at each spot. George has a wealth of knowledge about rallies and an incredible evil twist to his personality that never ceases to shock me! Thanks again to all of you! You did a great job!

COMMENTS ABOUT CARS By Carl Webbeck: I started to restore my GT-6 a couple of months ago. I'm getting in deeper and deeper. I spent much magazine time and questioning elders to satisfy my needs. I feel more secure and am ready to launch my restoration. That was the time my GT-6 got hit by an Isuzu Trooper when a woman backed into it. Depressed the right rear fender about an inch,

—continued on page 23

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For Sale: 1952 MGTD project car. Many new parts but the car is still apart and I ran out of time/money. \$6000 or B.O. Call Allyn at 585-924-5251

For Sale: TR6 Factory original hardtop. Like New! \$1,000. Contact Valerie (585) 388-1113

For Sale: 1970 MGB-GT. Rebuilt engine - .030" over and balanced, standard bearings, hardened valve seats. Over drive transmission. Aftermarket moon roof. No rust, ever. New rear bushings, new dash, new upholstery (done by local shop), servicable paint; should be resmoothed because of small dents here and there and re-painted. 15 x 5 1/2 in 72 spoke wires with go 190 x 15 radials. Lots of spares. Car can be driven anywhere without worries. Would be willing to transport from NC at no cost. Great car for the enthusiast who wants a reliable driver that can be put into show shape as time allows. Contact Dale Masters at dlllmasters@earthlink.net for pictures. \$5,100 obo



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—*Ten Years Ago continued*

pushed up the deck the same and obliterated the right taillight! I had bought the car from a buddy, who had a used car lot. The GT-6 was traded in on trailer and I bought it from my buddy at a price I couldn't refuse. Presently "Sparky" has all of its superficial hardware removed and the interior pulled out. The gearbox with overdrive is in the living room waiting for gaskets and reconditioning. As I sat on the bare floors looking at the greasy wires and grimy gopher guts, I grabbed a shop rag and cleaned off the Patent and Serial numbers plate. And I then felt a completeness—Triumph marque is still a success. The small amount of rust was repaired. The GT-6 with its strong engine is susceptible to spin-out. Even at slow speeds the rear is trying to catch the front end.

NEW MEMBERS (still active) Al Fink Rochester '75 MGB; Arnold & Stacey Van Denburgh, Palmyra '62 TR4.

THE FALL FOLIAGE TOUR or "it doesn't get any better" by George Herschell: 35 cars met at the Elks club on a perfect day with foliage at the peak. Variety of cars: MG's, Triumphs, Morgans, Miata, Jaguar 140, a Cobra and a couple of American cars. Drivers meeting by Tour-Master Jim Priestley. We were second to last car and played the catch-up game at 60mph (or more). George Haynes followed us (He almost got a Labrador retriever for a hood ornament). Jim even included a few dirt roads. "God knows where" to "I don't know corners" through Italy Valley and on to McDonalds in Canandaigua. Driving closer to the front we had Roger and Debbie's Cobra behind us. The first I have led a Cobra for over an hour. (No dust or exhaust to cough out). Scenery was marvelous and they were sports car roads. Cyril Mellor (English visitor) wrote on New England. "The leaves fell off their branches to make a path for us to drive over and as we passed they swirled up to wave us a good-bye as we went on our way" Lunch was at Valley Inn outside of Branchport.

We kind of swamped them but it all worked out. The Esperenza Mansion was next. It was being rebuilt by the owners and was remarkable what they accomplished in one year. It compared with a house we saw in Kentucky, this one inspired Stephen Fosters "My old Kentucky Home" The floor plans were identical in the front part of the mansion. We left for home but Jim and Wendy did a wonderful job of planning a most interesting trip This was our first but was not the last!

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow: He talked about the charisma of the Glen and his many visits .Jay talked about the sounds of the Glen, the mellow sound of exhaust noise from a variety of engines, the snarl and bark of a potent 4 cylinder engine and the grumbling roar of a V8. I love it when the green flag drops and 20 cars take off. Jack Archibald wanted to meet Denver Cornet, Collier Cup winner this year. Before the race we met and were in his trailer. His MGTC he has had since new and the engine (18,000 miles) has never been removed. Denver rolled his car in the first race as Archibald had done at Bridgehampton (An exclusive club).

ON COLLECTING-Road Trip-Part 2 by Chris Williams Heading west from LaCrosse, just into Minnesota we make all the hills over 65. Dinner and bed in Sioux Falls, effectively one and a half 24 gallon tanks from Janesville. (Another 500 mile day). Out of Sioux Falls, on I-90 we're still in corn fields, entering the grasslands and the cattleman domain. Mid-day sees us across the wild and spectacular "Missouri River Breaks" and on into the prairie. Gorgeous land with gentle hills rolling on the horizon and no trees. Nearing the days run we turned south at Wall and ran down part of the Badlands loop road, turn onto gravel and work to South Dakota route 44 at scenic. My father reminisced about breaking a horse there.

The next day we set out to "work the hills". This day's run was to Hot

Springs our furthest south, down through the old cattle, railroad and lumber towns of Fairborn, Hermosa and Buffalo Gap. Fairborn boasts a building propped up with telephone poles so it won't just lean over on its side and collapse. Buffalo Gap has an active junk yard and has an undue assortment of '50's era Chevy pickups. Dinner and bed in Hot Springs South Dakota. The Spring a decent restaurant in the old Braun Hotel in Hot Spring Evans Plunge "swimming bath" (MY father told me he used to bring girls here in his youth). The Mammoth Site was a former sinkhole in the prairie, which now contains many Mammoth skeletons and bones. We went to Cascade and found it with one residence and the wooden bank, bowling alleys, night club buildings, though there are photographs of earlier times, everything is gone.

On the way out our road fords the Cheyenne River, about 70 feet across. We got out and walk in the 1 and a half foot "deep end" Found a good bottom of sand shelving to a rock bottom. Everyone belted in, Montero in low, 4 wheel and center differential locked. With a huge splash we dropped off of our side shelf and the water literally splashes above the leading edge of the hood. I urge the Montero across onto the rock slate and we cruise drippingly onto the road on the opposite side. At another spot I moseyed along behind 70 head of cattle on a dirt road. A Wide spot and the cattle congregated at the side and eyed us uneasily as we ghost past.

Next day we went to Northern Hills. Checked out the silver town of Galena. Used the highway that was made on the old railroad into town using the radiused curves and flat downhill grade etc.and marveling that it was done without our modern equipment.

SMART THINGS By D.C. Masters: I was recently asked to describe a British car to someone who hadn't seen one. Why don't you try it this winter? . . .

Bury Me In An Old Mowog Parts Box

Jay Lockrow



In the September issue of Spokes, the newsletter of the Western New York Centre of the MG Car Club, the esteemed editor Allen Hess printed my letter to the editor informing him of the correct identity of the “Old Grey Mare” as pictured in the previous issue. By no means am I any expert on the “Old Grey Mare” or on the ARCA, (Automobile Racing Club of America) the club for which the Mare was constructed in the mid 1930’s. I have however, read a good deal about that particular club and about the Mare. In my letter to the editor I mentioned the Old Grey Mare had a loooooong history. If you will permit me to expound on this situation I will try to fill in a few years up to the present. Those of you reading this who are not aware of ARCA stay tuned. You are about to get a very short history lesson that you would, sadly, never get anywhere else other than the books written about this organization.

John Rueter (pronounced “Reeter”) was an early member (also later wrote the first book about the ARCA) and campaigned a Brescia Bugatti. You have to remember in those days these type of vehicles were few and far between. He didn’t feel the Bugatti was competitive enough so he decided to build a special. The “Old Grey Mare” believe it or not started out as a kit car. Seems Rueter sold the Bugatti and started looking for a replacement vehicle. He noticed an ad in the newspaper for a kit to make a Model T Ford into a dirt track racer which at the time was burning up the oval tracks in the country. He purchased the kit for \$100 the unpaid warehouse storage, and had the boxes delivered to the Oak Hill Garage on Rt9 in Newton just outside of Boston. Lemuel Ladd was the mechanic at the Oak Hill Garage which was a sort of gathering place for the local sporty car people. The regular mundane automobiles were worked on but there were sightings of the occasional Bugatti, MG, Austin and dirt track Sprint and Midgets.

Green Manufacturing Co. of Dayton Ohio produced a kit that could make a model T Ford into a dirt track racecar. At one point you could get a steel crank, flywheel, overhead valve setup, double scavenge oil pump, magneto, aluminum differential and more. Unfortunately Rueter got an earlier version which consisted of a frame, overhead valve conversion, five centre lock Dayton wire wheels with tires and a few other attractions. What they did not realize at first was that you needed a donor Model T Ford. This was taken care of quickly with a visit to the local junk yard where a Model T was acquired for around \$45. The vehicle was

assembled and at the time there was a back street behind the garage they used as a test strip (Imagine doing that today? The constables would be all over you in minutes) The first thing that happened was the fact that the tires that came with the kit were all old and blew out. After that they realized that the old Model T Ford engine even with the overhead valve setup would never have enough urge to keep up with the rest of the club vehicles.

Back to the junk yard and a Ford flathead V8 was procured to replace the Model T engine. About this time it was decided to scrap the original kit and build a car around the V8. A Whippet frame was cut down and used as well as a grill shell from a Marmon. All told over the years over

19 makes of automobile were used in the construction of the “Old Grey Mare” The early V8 was run almost stock after trying milled heads and big valves. They increased compression by making new higher pistons. The car had a cooling problem which was never really solved as most flathead Ford V8s of that era did. At one point they tried a smaller pulley to increase the speed of the water pump but a

little thought would leave you to believe it should have been just the opposite.

Over the years the Mare had several bodies but the final one that is on the car today is the best looking and most functional. I think I mentioned in my letter to the editor that the tail section is off a Bugatti but whose and from where I have no idea.

As with any car like this there were teething problems and they had one in which the front end shook violently at around 90 mph. Lem Ladd came up with a solution where each wheel was set at a different castor angle and toe in so as the wheels would not vibrate in harmony. Sounds a bit off beat but it worked.

The first race for the “Old Grey Mare” was at Marston Mills on Cape Cod in 1935. The car quickly broke the rear axle which was the original model T.

In 1937 Rueter remarried and moved to Savannah Georgia. He told Lem Ladd he would sell him the Mare for \$250. To raise the money Ladd sold off some stuff from around The Oak Hill Garage. A 1919 Rolls Royce town car went for \$60, five Austin engines \$20, Two Hispano Suiza engines and transmissions \$45 and here is the funny one. He loaded up the truck twice with wheels and tires and sold

—continued next page



them to a man near Lexington that had a wheel fetish. He said the house, barn, garage was filled with wheels everywhere including the kitchen, and living room.

The Mare at one time held the ARCA record for the Mt. Washington hill climb and it also won a few of the races including the Montauk Point Grand Prix in 1939. The ARCA ran one last event at the Worlds Fair in 1940 and then disbanded because of the war and was never really reorganized. After the war the Veteran Motor Car Club had a division that wanted to race and in so doing formed an off shoot of the VMCCA known as the SCCA. The rest as they say is history.

The Old Grey Mare" went through several hands over the years and who owned it and when I really don't know. I do know that it ran at Watkins Glen early on the old road course in 1950 and was called the Ladd-Ford and was entered by a man named Robert Wilder. Where it went from there you would have to contact Benn Bragg of Competition Motors in Portsmouth New Hampshire or Sandy Leith from Needham. Ben did show me a book with all the correspondence over the years about the car but I really did not have time to read it. If I did this story might take up three or four pages.

Somehow they pried it away from an owner that let it sit for many years and now resurrected, it is back on the vintage circuit. My information came mostly from Joel Finn's book American Road Racing the 1930s. Get a copy and read it if

you want a full history of the ARCA and the Mare.

That is the "Old Grey Mare" in a nutshell. It ran many competition miles and was a lot of fun for a good number of years. Lets hope it brings fun to it's new owners for many more years.



Since writing the above I was informed that the "Old Grey Mare" was the car involved in the incident at Watkins Glen over the weekend of Sept 16,17,18. Hopefully everyone will be fine after mending. I missed the Glen this year so I will make an effort to go next year. When you see the "Old Grey Mare" you will now know why it is there and will appreciate it much more. <

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MG Car Club Western New York Centre, Inc.

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MG Car Club Western New York Centre Calendar of Events 2006

For the latest information visit our web site mgcarclub.com

January 5 Board Meeting 19 Meeting 21 Wine & Cheese, Valve Cover Races	February 12 Go Kart Races 16 Meeting	March 5 Steak Roast & Auction 7 Board Meeting 16 Meeting 19 Swing Into Spring	April 2 Go Kart Races II 20 Meeting 30 Brunch & Wine Tour
May 4 Board Meeting 6 Tune-up Clinic 12-14 Saratoga Weekend 18 Meeting / Carlisle 31 Stuffing Party	June 4 Vintage Auto Festival 10-11 Hildene Car Show 15 Meeting 18 Autocross 1 25 Garden Tour	July 6 Board Meeting 9 Autocross 2 11-24 Nova Scotia 20 Meeting	August 6 Pig Roast and Rallye 6 GVACS Car Show (RIT) 13 Autocross 3 17 Meeting
September 5 Board Meeting 8-10 Watkins Glen 21 Meeting 23 Tune-Up Canceled 24 Autocross 4	October 8 Fall Foliage Tour 15 Garage Tour 19 Meeting 28 Halloween Rallye	November 2 Board Meeting 12 Yacht Club Brunch 16 Meeting	December 2 Holiday Party No Meeting

Coming Up!
January Wine & Cheese Party and Valve Cover Races

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