

# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 10

October 2006



Photo © 2006 Angelo Lisuzzo

## Joe Tierno

Bob Bucher & Sherm Decker Memorial Cup



Founded 1958

Meeting  
October 19th 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, NY

*The Marque of Friendship*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership application. The SPOKES is also available electronically to non-members for \$10 per year. E-mail [info@mgcarclub.com](mailto:info@mgcarclub.com) for more information.

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### 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](mailto: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.

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### ADVERTISING RATES as of January 1, 2002

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Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch\* ~ Jim Priestley  
Wendy Dakin ~ Dave Chase ~ Wally Roworth

\*Members Emeritus



### Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Elaine Hess  
17 Sandpiper Lane  
Pittsford, NY 14534

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



## From the Chairman

Leon Zak

At least three good things have come to pass — 1. Fall is here which means the Fall Tour is not far away. 2. The Glen happened and was a great weekend. 3. My contractor showed up and actually started. And I heard you think “Yea, but will he actually finish?”. Well I don’t think we’ll be ready for the Garage Tour, but I think the MG will be out of the snow this year.



I could have just hired someone that I could just say - “I want a garage here, a garage there, a room here, call me when it’s done.”, but how much fun would that be? That would be like buying

a stock MG and, well, just driving it. I couldn’t bring myself to do that, it just isn’t in me. Somehow it’s better if I mess around with it somehow. I blame it on the kid in me that took apart the clock—no, I wasn’t able to get it back together then, but I wasn’t about to let that slow me down!

And there’s a bit of tinkerer or gambler in most of us—why would we drive cars that still have to be ‘tuned-up’? When’s the last time you had to change the plugs or do timing in a 200x anything? They’re just not as much fun—they almost never break, you know their going to start every time, they’ll do whole trips without interruption and if they do break why you just go buy a new part. So we have our old vintage sports cars. And we love ’em.

On another encouraging note—Jon & Julie Perry (TR3) and Barbara and I went for a ride last week and ended up in Sodus, parked on Main St. This kid, about 13, was walking by with his mother and said “Isn’t that an MG?”. OK, I think, his Dad has one. I said “Yes it is, a 1975, how did you know?” (Of course he could have read the MG tag on the back, but I’ve been asked a couple times “When did Datsun make the MG model?”) And then he says “I have one.” “You have an MG?” I say. “Yes, a ’67 orange, chrome bumper.” he says. The fact that he mentioned the chrome bumper told me not to ask if he was sure.

“How did you get an MG?” I ask. “There was one behind a house near us and I asked if I could buy it. They said they wanted \$500 for it, but I got them down to \$300.” he says. Needless to say I was impressed and we had a great conversation. I of course passed him all the information about the club & the web site, and invited him to contact any of us anytime for help or questions. A very impressive kid. You walk away feeling a bit better about things after meetings like that.

Enjoy the end of the season . . .

— V8

## The Herald

Allen Hess

I have to thank Angelo Lisuzzo for providing us with the great photo of Joe Tierno and his 029 MGA. All of the “racers” and many members are familiar with “Ange’s” race photography. He has been the photographer for “One Lap of America” for several years. You can see more of his Glen photos at [www.motorsport.com](http://www.motorsport.com). Click the “Photos” tab; then “2006” and then Watkins Glen. Angelo’s web site ([www.thespeedclick.com](http://www.thespeedclick.com)) has more links to other publications and events.

The *Bob Bucher, Sherm Decker Memorial Cup* is awarded by the North American MGA Register for the highest placed MGA in the Collier Cup. Joe has provided a short history of 029 below.

- 1957 MGA, originally Tyrolite Green. I rode my bicycle to see it when it was first delivered to the original owner, Spankey Smith of Endicott, NY.
- Bob Bucher won the Collier Cup in 1957 in this car.
- In 1958 it was painted BRG after a racing incident. It won the Collier Cup in 1958. I rode home in the passenger seat, it was a thrill I still remember fondly.
- It won races in the WNY MG Car Club races 1959-1960.
- It only lost one race to Ted Rounds of Vestal, NY who drove the ex-Ash Sebring car to victory at Berwick, PA.
- Sherm Decker won the Collier Cup in 1956 and 1959. He also prepared 029, so that means Sherm prepared four consecutive Collier Cup victors.
- The car had more victories but around 1959 or 1960 it was retired. I am the second owner (1987).

Also read **Wally’s Ten Years Ago** article to read about Joe’s colorful Glen experience in 1996.

**Thanks to all the contributors in this issue.** You make the Spokes what it is. That said, I still need more photographs for the MGCC 2007 Calendar. See the September column for more information about calendar photos. Let’s hope that the sun shines on the Fall Tour.

Oh, one more thing—check out “Miss October” on the Regalia Page!

—TRIUMPH!



“They can’t keep up with the Wolseley!”

# Activities

Brooks Schneider

The annual Watkins Glen weekend continues to get bigger and better every year. As always, many club members were there for the festivities in early September, including the Saturday night party at the Seneca Lodge log cabin. Thanks to Bill and Desi Benet for letting us descend on their place. As always, there seemed to be at least 3 parties in progress: One on the front porch, another inside, and a third in the backyard around the fire. There are probably many interesting stories from each of them. In the backyard, we had several people drop in, including three very friendly guys from Georgia who were racing a Can-Am car in their first visit to Watkins Glen and New York State.

The final Autocross of the season took place on Sept. 24th and we were incredibly lucky with the weather on what had been forecast to be a rainy and miserable day. We had an

excellent turnout to drive a very novel course in the shape of the letters "MG". Thanks again to Phil Parisi and everyone else involved in organizing and running these great events. I'm sure everyone is thinking about the winter projects that might shave a few seconds off next year's times.

There are still a number of activities taking place before we close the book on 2006. Details are elsewhere in this issue, but they include: The Fall Foliage Tour on Oct. 8, the Garage Tour on Oct. 15, the Halloween Rallye on Oct. 28, the Yacht Club Brunch on Nov. 12, and the Holiday Party on Dec. 2.

A 2007 activities survey was circulated via E-mail and at the September meeting to gauge the popularity of previous activities and gather ideas for new ones. Please respond to Brooks or Gayle by the October meeting so we can start assembling the 2007 calendar. ◀

## Garage Tour The South Side Sunday October 15th at 9:00 AM

Start: Nick Zuck  
954 Quaker Rd.  
Scottsville, NY  
Coffee and doughnuts will be served.

Directions from Rochester:

- Rt. 383 / Scottsville Rd. South to Scottsville.
- Straight onto Rt. 251 / River Rd.
- First Right onto Quaker Rd.
- Go 1.4 miles on Right

Directions from Rush and the East side:

- Rt. 251 West, cross Genesee river,
- go to next Stop sign.
- Straight onto Quaker Rd.
- Go 1.4 miles on Right

If lost call Bob Abels, cell phone 281-6801.

We will end in Victor at Harwood Enterprises.  
Tour and lunch hosted by Roger Corea.



# Minutes of the Meeting

Marlene Rzepkowski

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MGCC Meeting Minutes  
September 21, 2006

Call to order - 7:35 PM

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

New members and guests: Samuel Paul, guest, son of club member Timothy Paul. Jim White, guest and owner of Liberty Canvas and Upholstery. See his ad in SPOKES for information on his business.

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

Membership- Jim Priestley reported that membership is doing well. Dues are not due till the end of the year.

Librarian- Al Costich reported that one video was lent out last month.

SPOKES- Articles are due by next Thursday, September 28, 2006. Photos from Watkins Glen Vintage Race Weekend are still needed. Photos for next year's calendar are now being accepted. These photos can be of member's cars and/or photos of cars taken by members.

Regalia- Due to the absence of Laurie, limited clothing items were available. New hats in various styles are now for sale as well as the usual regalia. New fall items will be available at the next meeting.

England- George Herschell reported that there is not much correspondence from England.

Trustee Report- No Report

Activities- As usual Brooks opened his report with a funny joke. A review of past events was given. See the Activities report in SPOKES for a detailed list of future events. More garages are needed if the Garage Tour is to take place. Please contact Bob Abels if you can help. Dave Wild reported on the incident that happened in town during the race reenactment at the Watkins Glen Vintage Race weekend. As a result there will be changes next year in this event. 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 in October. Any suggestions for this event contact Dick Powers.

Web Site- Thanks to Gary Sandusky, Al Fink, and Allen Hess for the Watkins Glen photos on the web site. Any new photos of events should be sent to Gary Sandusky.

Old Business- Gary Sandusky is still gathering information on what NAMGAR is and what it would mean to the club to join. He will write a report and give it to Dan Suter and the committee for them to evaluate and make a recommendation. Thank you notes from Phil Culbertson's family were passed around for everyone to read. It was also noted that Phil Culbertson gave many old car related magazine's to Gil Langswager and that anyone that is interested could have their pick of them.

New Business- Sue Krobusek noted that George Haynes took first place at the Bronte Creek car show with his GT6. Special thanks were given to Al Fink, George Herschell, and Carl Prouty for all the work they did on selling ads for the car show program. Open election for next year's board members will take place in November. Anyone can be nominated for a position on the board. The current board has stated that they all will run again. At next month's meeting the nominations will be taken and announced.

Cars and Parts-

For Sale: 1952 MGTD project car. Does not run. Contact Allyn Wagner [see classifieds].

For Sale: 1979 MGB rubber bumper roadster. Contact Al Costich for more information.

Harwood Automotive is having a fall special till October 31, 2006.

Door Prizes – Awarded

Motion to adjourn and seconded at 8:30 PM.

—MG TF



Marlene & Dick's MG TF picnic

—Mike Goodwin



# Attendance

September 21, 2006

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Barb Wild  
Dave Wild  
Brooks Schneider  
Dick Powers  
Doug Scribner  
Marlene Rzepkowski  
Betty Langswager  
Gil Langswager  
Carl Prouty  
Michael Short  
George Herschell  
Nancy Herschell  
Anne Faust  
Gene Faust  
Sue Harrison  
Mike Harrison  
David Asmuth  
Georgian Abels  
Bob Abels  
Barb Zak  
Cynthia Jack  
Bruce Krobusek  
Susan Krobusek

Harriette Hokenson  
Leroy Hokenson  
Gary Sandusky  
Valerie Zoltner  
Doug Jack  
Cheryl Baldwin  
Bill Baldwin  
Alan Costich  
Dave Chase  
Bill Bethune  
Peter Pegoni  
John Zoltner  
Frank Stepanik  
Jeff Kath  
David Wemett  
Tom LeStrange  
Nick Zuck  
Pat Sangster  
Steve Sangster  
Ben Barlow  
Vivienne Rizzo  
Tim Rizzo  
Rhonda Rizzo

Mabel Case  
John Thompson  
Susan Kath  
Timothy Paul  
Samuel Paul  
George Haynes  
Elton Schulz  
David Engdahl  
Lyn Smith  
Roger Gunther  
Clif Jenney  
Joe Cameron  
Linda Fazio  
Joe Fazio  
Roger Corea  
Don McConnell  
Allyn Wagner  
Dawn Priestley  
Jim Priestley  
Lane Boughton  
Dan Suter  
Bob Tescione  
Joeanna DeBlaere

Peggi Heissenberger  
John Murray  
Mary Murray  
Bruce Kershenski  
Joe DeBlaere  
Mike Goodwin  
John Baum  
Chris Baum  
Dick Rzepkowski  
Allen Hess  
  
Guests  
Beth Hoad

## 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 6<sup>th</sup>

Anne Faust  
67 Glenwood Dr.  
Webster, NY 14580

*\*this is not the Yacht*

# HALLOWEEN ROAD RALLYE

Saturday - October 28, 2006

\$ 10.00 per couple

Start 6:00 PM

Starting point: Eastview Mall parking lot  
by Macy's - Look for rallye cars

Approximately 50 miles of pure terror  
(well - OK, kinda)

Snacks, awards, party and fun to follow  
...cash bar.

Costume yourself or your car.



For registration and more information call  
George or Peggi Heissenberger

(585) 742-1096.

(Helper spooks needed.)

Things to bring: Flashlight, clipboard, pencils,  
navigator (we do not have extra  
navigators.)



# Monterey Classic Car Show, Auction and Historic Races

Photographs by Jeff Kath



# British Invasion Weekend A Shining Moment

Michael Goodwin (aka MG)

---

It was Sunday in the second week of September, and the British Invasion in Stowe was less than one week away. We knew that several others were driving most of the way on Thursday, leaving themselves a short drive Friday. We couldn't afford that luxury (okay, the truth is that we couldn't get the time off work), but our '78 B is pretty zippy and reliable, so since Susan and I both had Friday off for the drive, we were going to do the whole drive Friday and enjoy a long weekend that was promised (well, nearly promised) by my favorite meteorologists, Scott, Kevin and the other guy (who, now that I really think about it, must not be one of my favorites, but you know . . . what's his name . . . on the other channel) to be splendid weatherwise all day Friday, Saturday and Sunday. "Ah, this will be excellent," I thought, recalling last year's downpour and mud. You see, I drive my MG just about every day, though I'd rather not in the rain. Since the first few days of the week were going to be a bit iffy, I'd wash the car on Monday evening, leave it home to keep it clean Tuesday, Wednesday and Thursday, and spend those evenings waxing, vacuuming, polishing, and thinking up more ways to spruce it up than I had bothered with before.

Monday after work I washed the car, and since I had a bit more time (but not enough for waxing), I foamed the tires (love that shine!) and blackened the rubber bumpers and larger gaskets with that pump spray stuff that smells like it could either go on buttered toast or be mixed into a cocktail. (oh, yeah . . . you pre-1974 ½ folks probably don't know what I mean. Could the enjoyment of this smell be the only advantage of having a later model, rubber bumper B?). I popped open the hood and cleaned up a few things, wiping some of the smelly stuff on the hoses. That'll do it for Monday evening.

Tuesday I waxed. I've always used a cheap, green, creamy liquid brand named for a rather squat, hard-shelled reptile. Heck, it was good enough for Dad's '62 Comet (back in '66), must be okay if it's still around! This time though, I thought I'd treat myself and my dark red baby to something special, a bit more expensive, but "Hey! We're worth it." Carnauba wax? Hmmm. What's a "carnauba"? Some sort of coconut? Must be imported, judging by the price, and it comes in a can that you need to pry open by twisting a coin in the groove under the lid. I remember shoe polish like that. (I remember shoe polish! My memory's working pretty well this week, despite the fumes from last night!) Old-time can design; must have old-time quality. Whatever a "carnauba" is, I'm sold. But once I get the can open and get a whiff, I must check the label again. Is this really to polish the car with? I could spread this pinkish delight on . . . hmmm, maybe a toasted bagel! This could be a great dessert eaten with a spoon right out of the can! (I fear I must be careful here; this is neither a serious recommendation nor a commentary on what you must be supposing is a dreadful normal diet for me. Further, I don't

have any vitamin or mineral deficiencies that I know of. This stuff and the pump-spray blackening stuff are just olfactorily delightful. I wouldn't really eat or drink any . . . honest!)

On Wednesday, I had a good meal before getting out to the garage. Maybe that's why the little jar of "nxt generation" metal polish just smelled like something that you should use to polish metal. It didn't make my mouth water. Metal polish seems a bit over the top to me, even though I'm trying to "do up" the car to a heretofore unseen extreme. I never would have bought this stuff (okay, some of you probably use it all the time; I'm not knocking it, I just know that I'm not part of the "nxt generation" and neither is my car!), but I came by it as a door prize at the Euro Car Show in Cazenovia put on by those nice Central New York folks. Nice stuff. Creamy, smooth, (it's got a good beat and it's easy to dance to; I'll give it an 85! What?!! Whered that come from?!?!), works nice on the windshield frame, so onward I go to the chrome side strips, wheel trim rings and sideview mirrors. (You pre-1974½ folks would probably go through a whole jar!) Egad! What a shine! The old B is starting to look better than ever (or so I think; maybe it's just chemical vapors gone to my head.)

Thursday . . . not much time left! On to the interior! Vacuum the carpeting, polish the dash, condition the leather seats, don't forget the top! Still have to pack some clothes, buy some "road snacks", figure out how to stow everything in the car, for tomorrow we drive!

Friday we're up early. Hotel check-in is at 3:00, seven hours of driving, let's see . . . we need to be on the road by 8:00, preferably by 7:00. All is well. The car has never looked (nor smelled) better! We open the garage, and uh-oh! What? Egad! My meteorologist buddies, Scott and Kevin (and most certainly, that third guy whose name I can't recall) have let me down. It's wet. It's misty. We're gonna catch dirty road spray.

And so we do . . . off and on, all the way to Stowe. And so with apologies to Lerner and Loewe; sing along now to the tune of Camelot—

*"Mark down for history,  
That once there was a "B",  
That had a shining moment . . .  
It was MG's M G B!"*







*British Invasion Winners: Gil Langswager, Dick and Marlene Rzepkowski, Gary Sandusky, Doug and Laurie Scribner —Mike Goodwin*



*Mike Goodwin's Shining MGB*

*—Mike Goodwin*



*Dick and Marlene Rzepkowski's MG TF*

*—Mike Goodwin*



*Dave Chase's MGB*

*—Mike Goodwin*



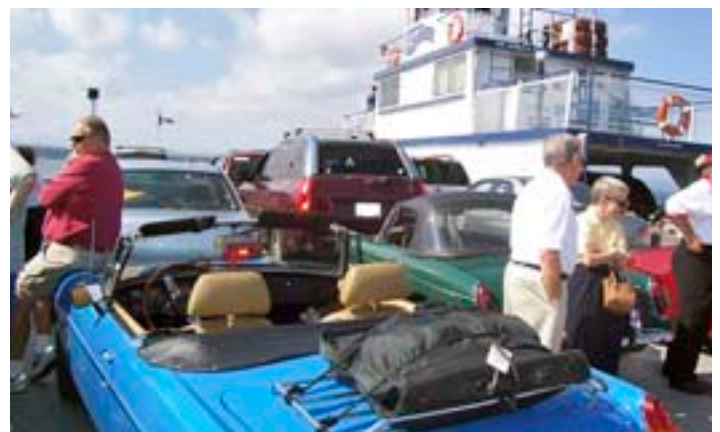
*Doug Jack's TR3, featured marque Triumph*

*—Doug Jack*



*Car Show Committee? I have an idea . . .*

*—Mike Goodwin*



*Fair weather on the ferry*

*—Doug Jack*



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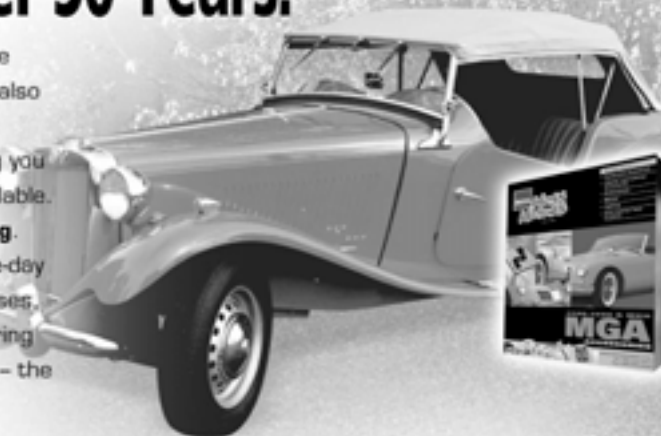
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# Two Events at the Same Time?

Mr. Gil

Yeah, we did it! We have been going to the British Invasion of Stowe, Vermont for many years. We reserve the same room at the Golden Eagle in Stowe and sign up for the event as early as possible every year. Well, this year the New England MG 'T' Register decided to have their Gathering of the Faithful the same weekend at Smugglers Notch Resort, just on the other side of Smugglers Notch from Stowe. We really enjoy the gatherings and wanted to go to this one too. Why not? It all takes place in the same area. We could stay at the Golden Eagle and drive back and forth, through the Notch. Now the "Notch" is a road cut through a pass in the mountain. It is a narrow, winding road with many sharp curves and switchbacks. Huge rocks jut out to the edge of the road which goes around them. You can't see past the rocks to see what's coming the other way. So you have to be careful. Of course it's a steep climb as well. I'm in second gear in the TD through the windiest part.

The Gathering started on Wednesday so we went up early. We got to Stowe about noon and went to the Golden Eagle to check in. Too early. We grabbed a sandwich and then went over to check in at the Gathering. Too early. We went back through the Notch to check in at our hotel. All this time it was raining. Once we were all settled in we went back to the Gathering and checked in there. This time friends were there. We participated in the "Great Unwashed" car show, had dinner then headed over to Sander's home for a model railroaders' meeting. That was over about ten o'clock so back through the Notch in the dark, rainy night. The TD's wipers decided to get temperamental, so Betty cranked them by hand. (not all cars have that feature) With her other hand she wiped the windscreen on the inside. (no defroster on this car)

Thursday the rain stopped. We went back through the Notch for the day's activities. The Sander family put on a great tour through the Vermont countryside, making sure we went through seven covered bridges. There were many questions on the route sheets. It was fun trying to find the answers. We had lunch at a vocational school where the kids were impressed with our cars and we were impressed with the scope of their educational curriculum. In the afternoon we boarded buses which took us to the waterfront in Burlington. We had a dinner cruise on the Ethan Allen, a three-decker ship that took us the length of Lake Champlain. The dinner was superb. The cruise lasted about three and a half hours. The buses got us back about 10:30 then we had to drive back through the Notch to our hotel. At least it wasn't raining.

Friday is when the British Invasion started. We stopped at the field on our way to the Gathering but they weren't set

up yet so we couldn't get our packet. Back through the Notch. The activities at the Gathering all took place at the Sander's place on Friday. They have a car owners' paradise in Vermont. There are several garages each nicely finished off with pictures and posters on the wall and many car models and automobilia on display. These Garages contain 33 automobiles, 31 are registered. Just in MG's they have 2 TC's, a TD, TF, A, & B. Then they have a Model T Ford, a Model A Ford, and an early Ford Thunderbird. There's a Corvette, a 60's vintage police car, a firetruck, a Pierce Arrow, some Plymouths, Rolls-Royces, & a Bentley. A black Prowler sat in front of the police car. Oh, they also have a large platform/tow truck which



*Smuggler's Notch*

— Susan Goodwin

followed us on the tour Thursday, just in case. I don't remember the rest of the collection. The traditional "Safety Fast" inspection took place in one of the garage bays that had a lift. A delicious box lunch was provided. During a lull in the activities we went back through the Notch to the British Invasion to pick up our packet and then to our hotel to change for the evening. We went back through the

Notch to the Gathering for an Italian buffet and the Famous Dick Knudson auction. With that over it was back through the Notch to the hotel for the night.

Saturday was the British Invasion Car Show. Now we participated in the other event. We stayed on that side of the Notch and drove to our spot in the row of TD's. There were 650 British cars entered, from Rolls-Royces to Minis, from Land Rovers to Singers. The featured marque was Triumph. There were certainly plenty of them. People voted for their favorite car in each class. There was also a Concours d'Elegance which was a judged event for those who entered. There was a fairly large flea market with all kinds of British parts and other stuff which we had to visit. Several of our members won in their classes. Rzepkowskis won first place for their beautiful MG TF. Gary Sandusky won a third for his magnificent MGA. Scribners' prize-winning Wolseley Mini won first and we took a third with our MG TD. Then we went to the hotel, changed and went back through the Notch to the Gathering for the awards banquet. It was another late-night trip back through the Notch but worth every minute.

Sunday was British Invasion day again for us. We went to the field to park with all the red cars. We watched the blind driving event and the "turn around in a trap" event. We looked at all the tailgate picnic set ups and then it was time to leave for the trip home.

Yes, we did manage to do justice to both events, and we certainly got plenty of trips through Smugglers Notch. Our faithful TD ran flawlessly for the whole trip from Pittsford to Stowe and back. (except for those temperamental wipers).



# Watkins Glen Grand Prix Festival and Zippo Vintage Grand Prix



Concours d'Elegance Judges

—Jim Priestley



'27 Stutz AA Blackhawk, Third Place

—Gary Sandusky



'34 Riley Imp, Most Historically Significant

—Gary Sandusky



'63 Daimler SP250

—Allen Hess



Best of Show '67 Ferrari 275 GTB-4

—Allen Hess



'62 Jaguar XKE roadster, Second Place

—Allen Hess



'63 Aston Martin DB4C

—Allen Hess



Bill & Kathy Rampe, Swallo Doretti, Hon. Mention —Jim Priestley



# Glenora Run & Around the Campfire



*Eileen Williams polishing the chrome*

—Gary Sandusky



*Carol Sandusky prepares to navigate*

—Gary Sandusky



*Sue & Mike Harrison*

—Gary Sandusky



*Bill & Desi Benet*

—Al Fink



*Boys night out*

—Jim Priestley



*Toasting marshmallows*

—Gary Sandusky



*Dave & Barb Wild*

—Gary Sandusky



*Chris & Eileen Williams, Joeanna DeBlaere*

—Jim Priestley



# Zippo U.S. Vintage Grand Prix, Watkins Glen

\*see pg. 4 for more about MGA 029



Joe Tierno '57 MGA\*

—Gary Sandusky



Dave Smith '62 MGA MkII, Collier Cup Winner —Gary Sandusky



Dick Rzepkowski '71 MG Midget

—Allen Hess



Ted Hershey '72 MG Midget

—Allen Hess



Steve Kosin '50 Lester MG

—Allen Hess



Roger Sweet '28 Franziss Special, Curtis V8

—Allen Hess



Collier Cup Race highlight: Turn One exit. Alan Costich passes teammate Ted Hershey but gives it back in Turn Two. Alan passes again in Turn 6.





Dick Powers '62 MGA

—Allen Hess



Ed Diamond '73 Porsches 911

—Allen Hess



Alan Costich '68 MGB GT

—Gary Sandusky



Jerry Richards '72 MGB GT V8 "Uh Oh!"

—Allen Hess



Peter Greenfield '35 Alfa Romeo 8C-35

—Allen Hess



Charles McCabe '55 Maserati 250F

—Allen Hess



—Elaine Hess

# Watkins Glen Fun

Jim and Dawn Priestley

---

On Saturday, instead of going to the track to watch the races, we decided to take a tour of the area around Watkins Glen. Our map showed that there was a “Finger Lakes National Forest” and a “New York State Wildlife Preserve” between Seneca Lake and Cayuga Lake, just east of Watkins Glen.

The National Forest was very nice even though it was all dirt roads of good quality. We found hiking trails and many places to camp. Some had facilities and some did not. After driving all of the roads in the National Forest, and walking a short trail to a nice pond, we decided to visit the Wildlife Preserve. The roads were not quite as nice as the National Forest but still acceptable.



We kept driving deeper into the woods and the roads kept getting a little worse.



The woods were very pretty and quiet. They kept getting denser and denser. The roads got narrower and narrower. Then rougher and rougher.



It got to a point that it was about impossible to make a u-turn so we foraged ahead, hoping to find a main road exit. We did have a good map and we were pretty sure of our location. Then the “road” really turned BAD.



Jim was driving and Dawn was navigating. Jim tried to get Dawn to take another picture of the really bad road but Dawn said "I'm not going to take my eyes off of this road, it takes two of us to watch for the rocks and holes." Alas, no picture of this part of the "road".

Well, finally, we saw the main road ahead of us and the back of a sign at the end of our "road". We expected it to say "Road Closed".



We wondered why there wasn't this sign at the OTHER END of this road! It was all great fun and a lot of laughs. The "B" survived the trip with only minor injuries. Well worth the memories!

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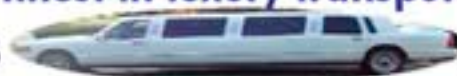
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# British Car Day, Bronte Creek Park

Dawn Priestley



Bev & George Haynes' 1st Place Triumph GT6 Class Winner



A "grown up" Wolseley

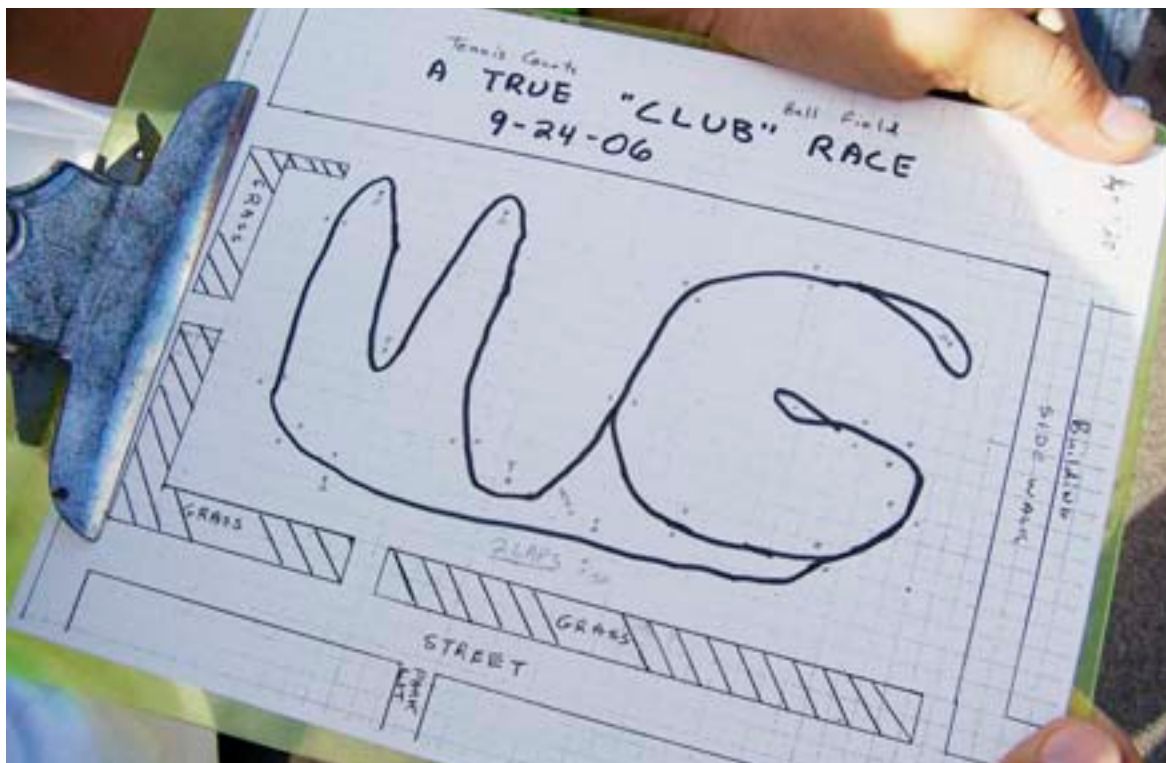


A very nice Allard



# Season Finale Autocross IV

MG Course by Phil Parisi Photo by Mike Goodwin



Steve Rossini

—A. Hess



Matt Handy



George Haynes

—M. Goodwin



William Barkley

—A. Hess



Tom Glanville

—A. Hess



Allen Hess & Doug Scribner



Julia Daykin

—A. Hess



Phil Parisi & Alicia Schneider

—A. Hess



Russell Daykin

—M. Goodwin

# Autocross IV Results September 24, 2006

Wally Roworth

Phil got us another beautiful but windy day.

CLASS	BEST	FIRST	SECOND	THIRD	FOURTH
<i>MGB</i>					
Allen Hess	2:28.15	2:31.28	2:28.15	2:29.65	2:28.44
Phil Parisi	2:32.10	2:33.44	2:32.21	2:32.10	2:32.57c
Mike Goodwin	2:39.58	2:44.97	2:52.03	2:39.58	2:59.53
Elaine Hess	2:40.09	2:49.60	2:47.84	2:41.35	2:40.09
Brooks Schneider	2:44.28	2:59.94	2:49.90	2:46.12	2:44.28

## *Under 2 Liter Prepared*

Steve Rossini	2:22.40	2:27.50	2:22.87	2:23.41	2:23.40
Tom Glanville	2:26.32	2:33.06	2:30.80	2:26.32	2:28.13
Julia Daykin	2:30.88	2:31.00	2:32.21	2:28.63	2:30.88
Russell Daykin	2:32.44	2:47.56	2:35.66	2:38.22	2:33.44

## *Over 2 Liter*

George Haynes	2:24.10	2:26.22	2:25.00	2:24.10	2:24.94
Duane Meyers	2:49.59	3:21.37oc	3:03.38oc	2:53.09	2:49.59

## *Modified*

Matt Handy	2:22.69	2:25.05oc	2:86.35oc	2:23.50	2:22.69
William Barkley	2:24.28	2:24.28	DNF		
Tori Dunning	2:42.17	3:11.63	Eng. quit	2:42.17	2:45.50
Sandi Kimmel	2:46.87	oc DNF	2:53.60	2:50.60	2:46.87

## *Overall Times*

First	Steve Rossini	'05 Mini Cooper	2:22.40
Second	Matt Handy	'71 Lo-Cost	2:22.69
Third	George Haynes	'65 TR 4A	2:24.10
Fourth	William Barkley	'87 Yugo	2:24.28
Fifth	Tom Glanville	'80 MGB	2:26.32
Sixth	Allen Hess	'71 MGB	2:28.15
Seventh	Julia Daykin	'72 MG Midget	2:30.88
Eighth	Phil Parisi	'69 MGB	2:32.10
Ninth	Russell Daykin	'72 MG Midget	2:32.44
Tenth	Michael Goodwin	'78 MGB	2:39.58
Eleventh	Elaine Hess	'71 MGB	2:40.09
Twelfth	Tori Dunning	'00 Coyote Kart	2:42.17
Thirteenth	Brooks Schneider	'69 MGB	2:44.28
Fourteenth	Sandi Kimmel	'01 Kart	2:46.87
Fifteenth	Duane Meyers	'72 TR6	2:49.59



Victoria Dunning

—A. Hess



Brooks & Alicia Schneider

—Doug Jack



Brooks & Alicia Schneider

—M. Goodwin



Sandi Kimmel

—A. Hess



Mike Goodwin



Elaine Hess

—A. Hess



Duane Meyers

—A. Hess



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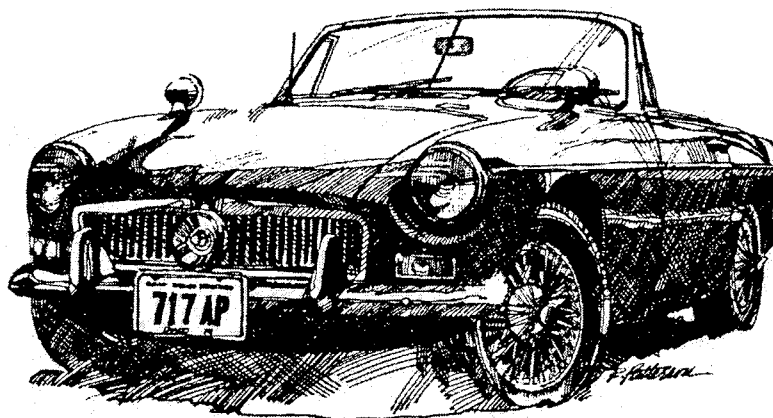
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# Ten Years Ago October 1996

Wally Roworth

---

Cover: Gymkhana; 1959 MGA owned by Karl Burkhardt.

CHAIR Phil Parisi—The September meeting was a huge success. Using Elks wide screen TV We watched car commercials from the past. Speeding faster in improper places. Saw Minis thru sewers, on tops of domed buildings and Ferraris on Paris streets w/Parisians as pylons in autocross. It was a blast!! My broken finger is well and work begins on my car. Fall Foliage Tour and Sue Keppeler will do the Halloween Rally (Another good one).

ACTIVITIES CHAIR By Anne Faust— Well these funny little cars and their respective owners were everywhere this month. Watkins Glen to Ottawa, Canada back to Eastman House Wheels and Reels and now off to Stowe, Vt. (British Invasion). Tune-up Clinic Saturday and Final Autocross September 29. October 6 was the Priestley Fall Tour and November 17th Garage Tour. Holiday Party is at Beefsteak Mining Company Hudson and Ridge. Hors'doerves, dinner, D.J. (Jeff Moulton) and Prizes. Anne would appreciate sharing of your pictures for this year. The :Bent Camshaft: was earned by Carl Webeck at summer rallye. Bill and Suzanne Glanville accepted Activities position for 1997.

VICE CHAIRS REPORT Jim Priestey— Ruth Philip won Hat Night Contest. Bob Volk and Dale Masters tied for second.

*What Have I Gotten Myself Into By "Thumbs" Fitch:* An eye-opening experience on Monday, Sept. 9th. The "Midget Swat Team" name lovingly applied to the team doesn't fit George Haynes, Al Costich and John McDonald are the team, with a wealth of experience they possess. John borrowed Ted Hershey's Engine Hoist. I had attempted to get ready to remove: disconnect, swear, break, swear. The neighbors could be heard slamming windows and doors throughout the adjacent area. Such an Impression! Al

patiently tried to tell me what he was doing and what I should do. My Job —Stay out of the way! My facial look told Al the complete story so he went back at MG speed and the engine was out in an hour. Team done? NO. George wanted to separate the engine and transmission and then pull the engine apart, he gleefully proclaimed. Names of parts in the air and parts neatly laid out on the floor and workbenches under the freezer, on and in the tool box and sundry places.

John's comment (disassembling the hoist) "Now all you have to do is take apart the rest of it". GEE Thanks , John. The transmission is being degreased and when I get to doing the rest I sure hope The Team will be available to refresh my limited memory as to what the hell all of these parts are and where they go. And yes, Al, I'll wire brush all those rusty parts. Thanks al, John and George for such a super Job. You're the BEST!

October Meeting is Book night. Bring what you can and maybe you'll go home with something better, said Jim Priestley.

*Singing In The Rain or Most Fun Ever with Wet Underwear By Joe Tierno:* The excitement of participating and the dread of what major part was going to break this year. Lost five of last eight races. Catastrophic failures: two crankshafts, one pulverized transmission, a melted piston, etc. Brimming with confidence instead of four or six races I will run one. The SVRA Zippo Grand Prix at Watkins Glen. Furthermore the only person to make happy is my charming wife, Bridget who said "I'd be happy if you went around more than once". Hey I can do that! The entry form included a two hour enduro. Two Hours. Feeling like a drunken sailor I said "I can do that". I will even cough up \$175 entry fee despite past years car not making Saturday. My entry seemed like an internal clock started the countdown of the other shoe to fall. I had to choose my

co-driver. Bob Bucher had raced this car won all races and two Collier Cup victories. Many sleepless nights later I decided on Mark Palmer editor of "MG Vintage Racers" MGA Vintage racer who had also broken two crankshafts. Together, maybe we'd defeat the racing spirits.

The weekend starts on Tuesday when Dick Powers and I towed our MGA's to the track. Wednesday, extra cost test day. MG Guru Bob McElroy and Rob Morgan arrived Wednesday morning. Bob resolved the faulty charging system in 5 minutes. Generator fixed the weakness of the regulator allowed huge quantities of current into the battery spewing acid all over the pristine trunk. Bob installed the three year stored regulator. Flawlessly worked then. These were the only repairs. Knowing Mark was going to drive the MGA I gave him 'fatherly' advice: 6000 rpms max, what is your net worth? Want to see your wife again? The forty minute practice run and I watched in anguish as he drove #029 to the grid, the engine sounding grumpy as ever. My fears faded when he returned the car unscathed and with a 2:39 lap. I did a 2:36 lap in the morning. Rain was constant that weekend. The downtown festival was spared with no rain but the biggest year will be in 1998 when we celebrate the 50th anniversary of racing in the towns streets. Bob Bucher and Sherm decker, MGA drivers were inducted into the Walk of Fame. They went onto illustrious careers. Close friends in life they are now joined in immortality. What a joy this history is being preserved. Saturday morning at the enduro we finished 9th out of 35 cars. Our advantage was water, driving against cars with much more horsepower that they couldn't use. In the Collier Cup MGB's easily passed me. A familiar MGA was totally out of control so I sped up and braked less.

—continues page 27

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**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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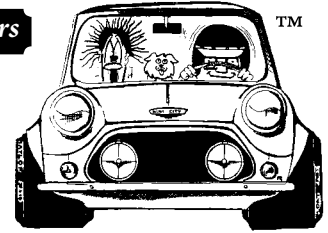
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*Ten Years Ago continued—*

Last turn, last lap, the pursuing MGA lost it, hit the outside barrier and wound up 11/2 feet off the ground. Final race I wound up 13th out of 31. My winter work is improving not repairing the MGA.

*The New England Mountain Adventure MKIV By George Herschell:* Leave House on Friday, drive to Manchester, Vt. for a two night stay. Mount Equinox Hill climb next, then go to North Conway, and on to Stowe Vt. for a couple days. An overnight stop at Lake Placid then home from there. Still the favorite trip.

*Bury Me In An Old Mowog Parts Box By Jay Lockrow:* This article was about Mercedes Benz Series S, SS, SSK and SSKL. It was a long article giving a whole lot of information and pictures. His dad got his first speeding ticket when a grey Oldsmobile was trying to get by and Dad didn't want to hold him up so he kept moving. Turned out to be the Town Constable. I won't forget it.

*Results of the 1996 MGCC Rallye By George Tennant:* 1st Dave Ott/Judy Mincher, 2nd George Haynes/Jesse Beaton, 3rd Joeanna and Joe DeBlaere. Bent Cam Award Carl Webeck/Sue. The race took place in southwestern Monroe County back and forth through Henrietta, Pittsford, Perinton and Penfield. A glorious August Sunday. Refreshment stops were Check Points. All of the Questions were answered in this article.

November Meeting is Election Night and Regalia Night. Biggest spender wins \$25.00 from Moss Motors. A Picture of Gil hauling the MG SIGN to the front yard.

*Static Timing for MGA and MGB By George Herschell:* Listed the Tune up specs for Spark Plug Gap, Points Gap, Pick up Air Gap, Swell Angle, Ignition (Static) timing, Idle Speed and Fast Idle Speed. A drawing to help the explanation, and finally a 5 step timing procedure.

*Comments About Cars By Carl Webeck:* He discussed the various manu-

facturers and the moves they are making like the Mazda RX-7 Miata. Somewhat like a British Roadster. And telling about all of the cars that were going by the wayside as well as the new ones. Let us hope that we don't have to say goodbye to any more sports car dreams.

*Bringing Back An Old Friend By Dan Suter:* When the body rust was completely removed and the partial parts were replaced floor sections, sills, front wings even new quarter panels. Dan Dorschel of D & M completed the finish meticulously. Slow but good. Now that the car is at home with the paint truly completed, I've reflected on the extent of this project. First goal complete. To get the engine and gearbox reacquainted I had the MGCC members to help. Ted Hershey, George Haynes, Al Costich, Gary Newman and Bob Tescione. This turnout reaffirms the "Marque of Friendship".

*Slipping and Sliding on the Back Porcha By Steve Fitch:* The 1996 autocross events were all great. Many new drivers and the "old guard" still haven't lost it yet. Rambling thoughts about the last event. 38 Drivers, the most of the season, All events rain-free, many workers helped, but five were there to help whenever called upon. Huge thanks to George Haynes for his expert advice, Wally and Dorie Roworth for their scoring talents and to Mese Beaton and Nick Manuele for doing every job they were asked to do. Is Sue Kerpeler guilty of child endangerment using them as ballast in her MGC? George and Peggy Heissenberger at the event. And George just came to watch, Right? Bev Haynes was impressive in her Spitfire, another Haynes in the winners circle. There were several more that space won't allow. The results were listed on another page.

*On Collecting-Road Trip-Part 1 By Chris Williams:* My father (86) called and asked if I would like to visit Black Hills, S.D. for a couple of weeks of off roading and such? Much of my interest is the old railroads, mines and mining towns. It's time to investigate the things that are left.. When I returned the folks

that count were much more understanding than they had any right to be. I wouldn't mind being a mine hoisting engineer, We drove the Montego to get it a little dirty and handle the roads we would visit. On the way out I decided to visit the Speedway Museum. I had never been there but one of the legendary Mercedes W196 Grand Prix races with desmodromic valve gear is here. That is 2 cams and alight spring. the cams actually open and close the valves with no "Float". I was having a problem with a pop when I turned the front wheels to the left and then the right. The spring was sticking in the steering drag link. The drive from Indy was marked with a very stiff crosswind and with the numbness in the steering I was very busy every time I changed lanes. As I crossed the center line. I had to roll in some ""left rudder" In my family's home in Janesville, WI. I got Dad's torch and corrected the problem. An old saying "Good enough Boris".

*Dumb Things Not To Do (Again, and again, and again , and again) By D.C. Masters.* Believe me, dumb stuff is highly contagious and can affect anybody, no matter what kind of car. It was an interesting and humorous article. My lesson for the month "Always carry tools". I've asked my wife if she will buy me one of those nifty kits Matt has. I know some people who will be glad of that.

*First Fall Tune-Up Clinic. By George Haynes:* We are going to enjoy another clinic with Monroe Community College Auto Technology Department. Great help from MCC Instructor Tom Fitch who offered enthusiastic help on our technical problems. He also showed us drawings of the new shop on West Henrietta Road. A machine shop, dyno room and classrooms. I appreciate John McDonald who stayed until 4 PM to clean up. My favorite 2 year old was having a birthday party and Grampa had to be there. Even a hard-core British Car enthusiast has his priorities!

This was certainly an interesting SPOKES and much more could have been said. WR ◀

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# Bury Me In An Old Mowog Parts Box

Jay Lockrow



Have you ever seen a special built around MG components and thought "gee that's a neat looking car." Sometime later you see it running in competition somewhere the car is cleaning up everything in its class and sometimes more. If you are like me you probably sometimes wonder how these specials get started. Who designed it, who brought it to completion and what makes it so special?

Just recently in the magazine called Exotic and Sportscar, one of the many magazines put out by Hemmings, there was a wonderful article about just such a car. Basically it was MG TD running gear but the body was very Italian looking all aluminium with tubular frame. The car was very light and it would go like the wind out accelerating a standard MG TD without a problem. The reason of course was the aluminium lightweight body and tubular frame. The front and rear axle

were standard MG TD as was the gearbox but the engine was tweaked so it would get a good deal more horsepower without sacrificing the reliability. In short it was most successful and the article gave a pretty good history of the car both racing and later ownership. Needless to say the car, when found, had seen better days and many botched repair jobs. The restoration was taken on and the easiest part was the mechanicals because it was all standard

MG.T series. The body was a different story because it was all aluminium over a steel cage and no provision had ever been made to prevent electrolysis between the steel and aluminium. Much cutting and replacing of corroded aluminium was needed but out came a car that looked much like a Siata or OSCA of the period. It was reported that three of these cars were built and now two have been accounted for. Several years ago at a GOF I recall seeing the sister to this car and again it was a magnificent restoration and this particular car was fitted with a blower which gave it a little extra urge.

One of the most famous MG specials of all time is the Von Neumann TD that was built on the west coast and took its share of trophy's in that area. Again I have seen this car but it didn't run at the 50th anniversary of the Collier cup at the Glen because it had engine problems in practice. This car again had a huge weight loss reduction by eliminating such things as the interior and fitting lightweight aircraft bucket seats. The front and rear bumpers have been removed and the front dumb irons from the frame removed along with the front wings which have been replaced with cycle wings. With

the engine modifications you now have a very potent MG special.

Again from the west coast came a pair of MG specials called the flying shingle. These were put together over a period of time by Ken Miles Both were MG T-series based and again tremendous weight loss coupled with a tweaked engine resulted in very potent machines for the time.

Probably the most famous MG special maker of all time was Harry Lester. I'm not sure how many specials he nailed together over the years but I once heard a story that Harry was being shown one of his cars based on a TA or TB running gear. It had all the proper markings but Harry responded. "I don't remember building that car!" It is possible that he built so many he just plain forgot which was which.

A year or so ago at Watkins Glen for the 50th running



*The cars in the foreground are the two MG specials built by Ken Miles. The big coupe in the background is the Alfa Romeo 2900 that won the very first Watkins Glen race in 1948.*

of the Collier Cup the number of MG specials was outstanding. For the most part most of the specials are pretty much stock bodied with cycle or bobbed wings to reduce weight. The removal of wind-screen replace by brook lands screen, lack of upholstery and the paring down of unneeded road equipment is the norm. However keep your eyes open and you will see the occasional special aluminium body or even glassfiber that has been used to save weight. Remember

even well known marques like Bentley used fabric bodies on racing machines to save weight and even Charles Lindberg left his toothbrush behind to reduce weight. Keep your eyes open there might be a MG special right in your own back yard.

A little side note and off subject for the month. Last weekend I attended the Antique and Classic Boat Show at the Buffalo Launch Club on Grand Island. While looking over many of the early race boats I noticed a lone early hydroplane off to the side without an entry card on it. From the shore I spotted what looked like a Miller powering this little jewel. Out on the dock I went and after some very intense scrutiny and consultation with two or three others that shared my enthusiasm we agreed it was Miller powered. This morning I dug out my book on the Miller Dynasty and now I am 100% sure of my discovery. With a little more research I might even be able to tell you what model it is but at the moment it was a thrill to see a Miller outside of captivity. Unfortunately I discovered some people just don't get excited over these things. Pity them, they don't know what they are missing. ◀

**OCTOBER BIRTHDAYS**

2 Sue Kron  
 4 Patricia Giambra  
 5 Barbara Kingston  
 7 Brian Fallon  
 9 Rob Duffner  
 10 Dick Rzepkowski  
 10 Brian Smith  
 10 Linda Masters  
 11 Jim Priestley  
 11 Doreena Hames  
 11 Beverly Swarts  
 12 Kay Johnson  
 13 Shirley Forrester  
 15 Roger Jaczynski  
 16 William Brorein, Jr.  
 16 Bruce Krobusek  
 16 David Russell  
 16 Gail Colegrove  
 17 David Leete  
 17 Donald Sweeney  
 17 Susan Krobusek  
 21 Susan Henderson  
 22 George Heissenberger  
 22 Mary Sweeney  
 24 Charles Elam  
 25 Timothy Paul  
 26 Joan Heaney  
 28 George Tennant  
 28 Bridget Tierno  
 29 Al Colquhoun  
 30 Suzanne Keppeler

**HAPPY BIRTHDAY EVERYONE!!**

**WELCOME NEW MEMBERS**

**Matt & Andrea Handy**  
 75 Westminster Road, Apt. 1  
 Rochester, NY 14607  
 585-739-5074  
 LOTUS KIT CAR

**Lorie Judge**  
 266 Briarwood Drive  
 Rochester, NY  
 585-342-3920  
 1965 MG MIDGET

**OCTOBER ANNIVERSARIES**

? Sean & Jessica Seeley  
 1 Brooks & Gayle Schneider  
 8 Robert & Annabelle Tescione  
 10 Dave & Barb Wild  
 12 Karen & Roger Jaczynski  
 14 Scott & Gail Schipper  
 15 George & Beverly Haynes  
 16 Joe & Linda Fazio  
 20 Wally & Doris Roworth  
 26 Julia & Russell Daykin

**CONGRATULATIONS!**

**NOVEMBER ANNIVERSARIES**

2 Gordon & Diane Neatrour  
 2 Charles & Beverly Swarts  
 4 Steve & Pat Sangster  
 12 Paul & Ginny Wheeler  
 18 Henry & Sue Kron  
 26 Douglas & Cindy Jack  
 29 Leon & Krystyna Todaro

**CONGRATULATIONS!**

**WELCOME BACK**

**Karen & Roger Jaczynski**  
 P.O. Box 246  
 Byron, NY 14422  
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 1971 MGB

\*\*\*\*\*

**DON'T MISS THE  
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**NOVEMBER BIRTHDAYS**

2 Gordon Neatrour  
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 6 Steve Sangster  
 8 William Barkley  
 8 Chris Williams  
 9 Al Isselhard  
 9 Brooks Schneider  
 11 John Cordeiro  
 14 Evelyn Stone  
 15 Thomas Rapp  
 16 Joseph Schultz  
 19 Alan Costich  
 19 Carl Webeck  
 20 Dale Masters  
 22 Leroy Hokenson  
 22 Pat Dix  
 23 Margaret Cook  
 24 Suzanne Cordeiro  
 25 Don McConnell  
 27 Jim Padula  
 28 Doug Scribner  
 28 Wendy Austin  
 28 Barbara Zak

**HAPPY BIRTHDAY EVERYONE!!**

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**WELCOME NEW MEMBERS**

**Doug & Susan Avery**  
 54 Cayuga Street  
 Seneca Falls, NY 13148  
 315-568-2321  
 1965 MGB

**Victoria & Drew Dunning**  
 31 Eldora Drive  
 Rochester, NY 14624  
 585-426- 3716  
 2001 COYOTE

**Roger Corea**  
 7385 Willowbrook Road  
 Victor, NY 14564  
 585-370-9491  
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All items are available for purchase at our monthly meetings, or delivery can be arranged.  
Contact: Laurie Scribner 585-872-5133 (weekdays).



## MG Car Club Western New York Centre, Inc.

### Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

Name \_\_\_\_\_ Birthday \_\_\_\_\_  
Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_  
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Occupation \_\_\_\_\_ E-mail address \_\_\_\_\_  
Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:

Jim Priestley  
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Bloomfield, NY 14469

# MG Car Club Western New York Centre      Calendar of Events 2006

*For the latest information visit our web site [mgcarclub.com](http://mgcarclub.com)*

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

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