

# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 49 No. 11

November 2007



## Fall Foliage Tour

Meeting November 15th 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, NY



Founded 1958

*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 form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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## EXECUTIVE OFFICERS and APPOINTEES

### CHAIRMAN

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

### VICE CHAIRMAN

Dan Suter  
186 Hillrise Drive  
Penfield, NY 14526  
(585) 377-1877  
[dmesuter@rochester.rr.com](mailto:dmesuter@rochester.rr.com)

### SECRETARY

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

### TREASURER

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

### ACTIVITIES DIRECTORS

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

### TRUSTEE

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

### TRUSTEE

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

### MEMBERSHIP

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

### WEB MASTER

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

### CAR SHOW CHAIRMAN

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

### U.K. LIAISON

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

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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.

### SPOKES STAFF

**Advertising:** George Herschell (585) 872-1194  
**Address Changes:** Jim Priestley (585) 657-4225  
**Mailing:** Doug & Laurie Scribner (585) 872-5133  
**Web Page Photos:** [gary@sandusky.cc](mailto:gary@sandusky.cc)  
**Send Photos to Spokes & Web:** [photos@mgcarclub.com](mailto:photos@mgcarclub.com)

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

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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:

Joanna De Blaere  
8607 North Shore Drive  
Honeoye, NY 14471

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

# The Herald

Allen Hess

Charlie Searles writes that Alan Hess was the editor of MG Magazine for the MG Car Club—thirteen issues between 1933 and 1935. “Looks like you’ve been reincarnated!”

As we rapidly approach 2008 the fiftieth year of the MG Car Club Western New York Centre, the fiftieth committee and Spokes needs your help. A special edition of Spokes is being planned to coincide with the banquet in September. **But, we need something to put in it!** That’s where you come in. The Spokes needs stories about people, events, memorable moments and maybe, some that should be forgotten (your

Volvo fell over in an autocross). Don’t leave this to someone else because you have only been in the club for (X number of) years. We want to cover fifty years not just the first ten. So whether you joined in the ’60s, ’70s, ’80s, ’90s or last week, your contribution is needed.

Do you have photos? Some really good ones have already come in and I am looking forward to more. I can scan prints and negatives or advise you of the settings needed for a good reproduction.

—TRIUMPH!



Stories & Photos needed for  
the 50th Anniversary



## From the Chairman

Leon Zak

With the help of family and friends the garage project made it into the Garage Tour. A goal of mine for the past few years. The timing is also very good — my term as Chairman is coming to an end, my garage is ready for work. I call that good timing. I’m ready to get going on all the projects I’ve lined up in my head. And of course Barbara is most likely ready for me to do the projects lined up for me in her head. I see that as a good thing - just like rebuilding this house and garage were a good reason to buy tools — I’m sure she has something lined up for me that will require some tool I don’t already have, so, how can that be anything but good? I just hope it’s something that really will need that welder I haven’t been able to justify. I can hear the conversation already, “No, really, diamond steel plate book cases in sewing rooms are becoming the rage now.”

In the beginning of this driving season I was able to drive the MG a lot and it was driving very well. Then the work on the property got back in gear, work scheduling and travel picked up and of course the pleasure driving suffered. I thought I’d be able to make it up this fall but I got this call — “What does it mean when there’s a lot of noise and a bad smell in the MG?” I say “What kind of noise, what kind of smell?” and the answer is “Like clanging and banging and

a really bad smell like something is burning.” Ouch. This is not a good sign. The good part was “I don’t think it’s the engine.” OK, this is a good direction. I can think of many things that aren’t “engine” that can “clang and bang”, a couple things that could “smell really bad”. But other than the engine I’m not getting a good feeling for both “clang and bang” and “really smell bad” together.

So project number 1 is lined up. Maybe it needs a welder to fix it?

And on the subject of the club - we’ve got a full slate of unopposed candidates for all the board positions. A good mix of experienced and new to the experience people. We’ll officially welcome them at the November meeting. Now would be a great time for you to make your thoughts on the runnings of the club known. [ e-mail: board@mgcarclub.com ] I’m sure all ideas and suggestions would be welcome.

Leon ...

P.S. I must have been really good this fall - the Great Pumpkin came and visited me and left 16 little pumpkins for me. Geez, thanks.

— V8

## Activities

Brooks Schneider

Despite near record-setting warmth, it must be Fall — the calendar and the activities we've been having say so.

As is customary, October has been one of our busiest months. Thanks to Tim and Rhonda Rizzo for another great Fall Foliage Tour. Every year this is one of the club's favorite outings. George Leopard organized an excellent Garage Tour the following weekend. The turnout was amazing. Thanks also to all of those who opened their garage doors for all to see and to Chris and Eileen Williams for feeding the horde at the end. As I'm writing this, we're counting the days until the Halloween Rallye. Mike and Susan Goodwin have promised a hair-raising experience.

Nov. 11th will be the annual brunch at the Rochester Yacht Club, hosted by Anne and Gene Faust, then we will wrap up 2007 with the Holiday Party on Dec. 8th.

This year's Holiday Party will be at Jack's Place in Durand Eastman Park and will be limited to 100 people, so please sign up early. As in previous years, we will have an optional gift exchange. This year we will also collect new, unwrapped toys to be donated to the Marines "Toys for Tots" campaign, for those who might want to support that cause. Additional information about this campaign can be found at <http://www.toysfortots.org>.

If you want to think ahead, it's not too early to start working on your 2008 Valve Cover Racer, since the bar is raised a little higher every year. January will be here before you know it.

—MGA

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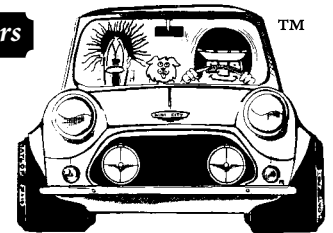
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# Yacht Club Brunch

Sunday, November 11th 11:30AM

**Rochester Yacht Club**

**5555 St. Paul Blvd.**

**Rochester, NY**

Menu: Omelet station, Quiche, Chicken Pesto, Seafood Newburg, Scrambled eggs, Bacon & Sausage,  
Belgian Waffles, Breakfast Pastries, Fresh Fruit, light dessert, tea and coffee

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

# MGCC Minutes of the Meeting

Marlene Rzepkowski

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## MGCC Meeting Minutes- October 18, 2007

**Call to order**-7:35 PM

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

**New members and guests-** New Members: David Schantz with a restored MGB and returning original member Doris Britt. **Guests:** Chuck and Becky Schaefer with an Audi TT.

**Treasurer Report-** All accounts are doing well. Specific details can be obtained from Joanna DeBlare, our treasurer.

**Membership-** Jim Priestley reported that with 2 more new memberships our club would have 340 members. He currently is collecting dues for the next year.

**Librarian-** No Report. However, in his absence, it was suggested that the librarian should consider bringing the entire library inventory to each meeting as well as presenting a detailed explanation of the Dewey Decimal System.

**SPOKES-** Articles for the next issue are due next Thursday, October 25, 2007. Photos are still needed of the Fall Foliage Tour and the Garage Tour. Halloween Rallye photos and articles will be needed for the December issue. Two or three calendar photos are needed. Allen Hess stated that he will be editor of SPOKES for one more year.

**Regalia-** Doug Scribner reported that there is a great selection of items geared toward colder weather now available. These items include polar fleece, sweatshirts, lap blankets, all weather hats, back packs, car magnets, and mugs all with the club logo.

**England-** George Herschell gave an update on our situation with the parent MG Car Club in England. We will be getting more recognition in the future as well as having our 50<sup>th</sup> Anniversary listed on their calendar with world wide circulation.

**Trustee Report-** Bob Tescione told everyone that the 50<sup>th</sup> Anniversary badges and pins have come in and are available for pick up. Additional pins and badges can be purchased at this time as well.

**Activities-** Brooks opened his report with his customary joke. A review of past events was given. See the Activities Report in SPOKES for a detailed list of future events. There is still a need for candidates for Activities director for the upcoming election.

**Car Show-** No Report.

**Web Site-** No report as Gary Sandusky has moved away from our area. Thanks to Gary for a job well done on the web site.

**Vice Chair-** Dan Suter reported that the MGCC 50<sup>th</sup> Anniversary committee will have more details on events soon. The committee is working with Allen Hess and needs stories, photos, vignettes or anything of interest that involved the MGCC over the last 50 years. These items will be incorporated in the monthly issues of SPOKES leading up to the anniversary and culminate with a commemorative issue at the end.

**Old Business-** Leon Zak spoke on his findings for donating car seats to the Medical Motor Service. Leon proposed a motion to donate \$1000 to Medical Motor Service to fund purchasing of car seats. The motion was seconded with no discussion taking place and the motion passed by unanimous vote.

It was noted at this time that anyone can make a suggestion for charitable donations by just contacting any board member. [Contact information page 2 or e-mail: [board@mgsccarclub.com](mailto:board@mgsccarclub.com) ]

Clarification on the idea of re-establishing a Charitable Donations committee was given. No committee was actually formed and the possibility of re-establishing this committee will be addressed in 2008 by the newly elected board.

**New Business-** Jim Priestly led taking nominations for new board members. All of the following were nominated and seconded:

Chairman-Dan Suter  
Vice-Chairman- Dan Goodwin  
Treasurer- Susan Kath  
Secretary- Mike Goodwin  
Elected Trustee- Jim Priestley  
Activities Director- Still looking for candidates  
[Since the meeting, Mike and Sue Harrison have volunteered and accepted the nomination]

## **Cars and Parts-**

**For Sale:**

1997 Volvo: passed inspection, \$3000 or best offer, contact Leon Zak  
2 MGB Roadsters-parts cars, one engine, cheap. See Dave Wild  
GT6-contact Al Fink.

Parts wanted: one valve cover for a 1967 MGB, contact David Schantz

**Miscellaneous Comments-** It was noted that Bill Rampe won an AACA Junior National first place at Hershey with his TR3

**Door Prizes – Awarded**

**Motion to adjourn and seconded at 8:30 PM.**

— MG TF

## Attendance

October 18, 2007

Betty Langswager	Susan Kath	Gene Faust
Gil Langswager	Tom LeStrange	Marlene Rzepkowski
Barb Wild	Dave Engdahl	Dick Rzepkowski
Dave Wild	Allen & Elaine Hess	Joeanna DeBlaere
Frank Stepanik	Bill Baldwin	Joe DeBlaere
Leroy Hokenson	Cheryl Baldwin	Dan Suter
John Zoltner	Carl Prouty	Aldis Lemesis
Val Zoltner	Leon Zak	Janet Lemesis
Cynthia Jack	Mike Harrison	Wes Pittenger
Ginny Fowler	Sue Harrison	Sue Pittenger
John Fowler	Dave Asmuth	Nick Zuck
Doug Jack	Lane Boughton	Gene Dinkel
Beverly Swarts	Gayle Schneider	Don McConnell
Charles Swarts	Brooks Schneider	George Leopard
Bob Tescione	Mabel Case	Jim Priestley
George Herschell	John Thompson	Charlie Searles
Nancy Herschell	George Haynes	Al Fink
Tim Rizzo	Steve Sangster	Wendy Dakin
Rhonda Rizzo	Pat Sangster	Mark Pohlman
Sean Seeley	Doug Scribner	John Murray
Bob Abels	Laurie Scribner	John Baum
Georgian Abels	Mike Goodwin	Chris Baum
Paul Heaney	Larry Rausch	Guests
Joan Heaney	Jeff Langswager	Chuck Schaefer
Dave Chase	David Schantz	Becky Schaefer
Jeff Kath	Anne Faust	Doris Britt

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Bloomfield, NY 14469

**\$30 Payable to MGCC Western NY**

**Or Use PayPal**

**www.mgcarclub.com**

(lower left corner home page)

# MG CAR CLUB 2007 HOLIDAY PARTY

*Saturday, December 8, 2007*

**JACK'S PLACE**

**1200 KINGS HIGHWAY (DURAND EASTMAN GOLF COURSE)**

*Social Hour – 6:30 PM Buffet Dinner – 7:30 PM*

*\$ 10 per person\* (limited to 100 people, please sign up early)*

*Menu: cash bar and hors d'oeuvres. Buffet of Sirloin tips, Chicken French, rice, oven roasted potatoes, vegetable, baked ziti, house salad, and rolls followed by assorted cake plate, and coffee.*

Optional gift exchange - Bring a gift, take a gift in the \$10 range. Please wrap gifts and mark if for man, woman or either.

Optional toy donation - Bring a new, unwrapped toy, which will be donated to the annual Marines "Toys for Tots" campaign. See <http://www.toysfortots.org> for details.

Sign up at November meeting or contact Brooks or Gayle at (585) 225-5251 or [bjsbrooks@aol.com](mailto:bjsbrooks@aol.com) for information or reservations. Please make checks payable to "MG Car Club". Final count needed by Nov. 24th.

Brooks Schneider  
463 Drumcliff Way  
Rochester, NY 14612

\*60% subsidized by MGCC

# It was a “Heluva Good” Fall Foliage Car Tour

Rhonda and Tim Rizzo

What I like most about planning the Fall tour is the serendipitous nature of the planning. We usually start with an idea, be it a destination, an interesting intersection, or we want to take the club on some of our favorite roads. But at some point something falls into our lap straight from heaven and it's something that we couldn't have predicted or planned for.

This year that serendipitous something occurred as we were planning the route. We were driving along when Tim and I said at the exact moment, “STOP THE CAR”! I looked over at Tim and he was looking to the left at a Victorian house with carved gargoyles on the roof. I said “very nice but look to the right at the old car”. I don't hear Tim say “I don't know what kind of car that is” very often but he said it then and without giving the gargoyles another thought, pulled into the driveway behind the mystery car.

As Tim was giving the mystery car the once over, I went to the front door to introduce ourselves. Just then the mystery car's owners Steve and Pam Heald were coming out to see who the crazed people were who were eyeballing their car.

In short order: introductions were made; we found out the car was a 1912 EMF; they told us they owned 4 other cars including a 1910 Breeze and a 1908 BrownieKar; they proudly said their Mora and Maxwell are in the car museum in Norwich, NY; they informed us that they belong to the Horseless Carriage Club of America. After talking for just a few minutes we felt we had known Steve and Pam all our lives.

As we continued to talk, I mentioned that we hadn't found a restaurant where we could end the tour. They recommended Relish in Pultneyville. We thanked them, said we would check it out and the conversation returned to cars. At this point the heavens open up and I found myself saying to Steve and Pam, in a serendipitous voice, “would you like to join us on the tour”?

That simple question resulted in: our club being Pam and Steve's guest the day of the tour to see their “garage” and all it contained; Steve giving a wonderful talk about the cars and the other “Brass Area” collectables there in the “garage”; Pam and Steve picked up the cheese trays Tim and I had ordered and had a lovely table set up for snacks; Pam's sister and brother-in-law, Sue and Craig DeNagle coming out with their 1913 Model T Touring car then chauffeuring Vivienne Rizzo to our next stop, the “Heluva Good” Cheese Shop (Mom's reaction: “I felt like the Queen”); friends of Pam and Steve accepted their invitation to come and enjoy our cars; all our new friends joining us at Relish for lunch.

Long after the other MGCC members left to finish the tour or to scatter to the 4 winds, Tim and I sat and chatted with our new friends. It had been such a wonderful day I did not want it to end. As that thought came to me, serendipity

again took over the tour when much to my delight Sue and Craig offered Tim and I (and we quickly accepted before they changed their mind) a ride in the Model T. Serendipity saw to it that I was to feel like the Queen that day, just as Mom had.

As Tim and I reflect on this year's tour our club's motto, “The Marque of Friendship”, seems particularly relevant. We are so thankful for the new friends we made during this year's tour and we want to take this opportunity to thank them for helping to made this tour not only memorable but a great success. ◀



—Rhonda Rizzo



Breeze

—Leroy Hokenson



Vivienne Rizzo

—Rhonda Rizzo



EMF 30

—Leroy Hokenson



EMF 30

—Jeff Kath



Big turn out of MGCC cars

—Jeff Kath



—Dave Chase



Lunch, The Landing at Pultneyville

—Dave Chase



The Landing art gallery

—Leroy Hokenson



—Dave Chase



Heliva good day.

—Rhonda Rizzo

# Garage Tour

Visiting Leon Zak, British Racing & Restoration, Gene Faust,  
John Thompson, B&C Restoration, AutoLine Sports & Classics,  
Chris and Eileen Williams

Organized by George Leopard



*This is the place*

—Angelo Lisuzzo



*British Racing and Restoration*

—Dave Engdahl



*Leon Zak's*

—Angelo Lisuzzo



*BR&R*

—Dave Engdahl



*Gene Faust's*

—Angelo Lisuzzo



*Gene Faust's*

—Leroy Hokenson



*Doug Faust's*

—Dave Engdahl



John Thompson's

—Angelo Lisuzzo



John Thompson's

—Dave Engdahl



B&C Restoration

—Angelo Lisuzzo



John Thompson's

—Angelo Lisuzzo



Lunch at the Williams'

—Angelo Lisuzzo



Chris Williams'

—Angelo Lisuzzo



AutoLinc shop

—Angelo Lisuzzo



Autolinc

—Leroy Hokenson



AutoLinc showroom

—Dave Engdahl

# MG (S)Miles and Bugattis Everywhere Part LXXIV (74)

George Herschell

OK, I know this is supposed to be about MG's but once in awhile something happens that takes my feeble mind off MG's. This year at Watkins Glen, with the Bugatti Club of America in attendance, and then visiting the Bugatti model show in Canandaigua, my mind went back to my recollections of some Bugattis and the stories that went with them.

I think the first Bugatti I ever saw up close and personal was one owned by Jim McLean the then CEO of General Dynamics here in Rochester. It was at a car show and I remember being awe struck by the beauty of the car and also of its size. After MG's the Bugatti coupes seem positively monstrous but absolutely gorgeous. I don't remember too much about Jim's car right now but it did leave an impression that would later be honed on seeing more of the same. At one time there was a Bugatti owned by a member of our club. Jay Lockrow's father, Cliff, had a Bugatti single seat competition car and I'm not sure if it was a Type 35 but I'm sure Jay will set me straight on which model it was. I asked him one time where they kept it and I was told in their den. Yes you read that right. They had a den on the lower level of their house and the car was able to get inside. I told Nancy about that one time and her only comment was "Forget It"! Oh well it was worth a try.

A few years after I joined the Vintage Sports Car Club of America we went to Limerock for the Fall Finale, and sat on the hill and watched the first turn for most of the day. In one race there were five Bugattis dicing it out and that first turn was a real test of a drivers skill. There is a tight right hand turn then a long sweeping left turn going up hill and as runs right past the spot where we were sitting. To see five Bugattis dicing it out there was a thrill and a half for me, as I had never seen that many Bugattis in person at one time and now to see five racing was like a dream. We were in the pits later in the day and got to meet some of the driver/owners and one in particular was a gentleman named Fred Willits. Someone asked him what he would do if he damaged his Bugatti and he calmly said I'll go home and get one of my other ones and race that. OK. Nuff said. We did get to see a Bugatti child's pedal car in the Briggs Cunningham Museum in Florida many years ago and I always thought my kids would love that but . . .

In his book "Kings of the Road", Ken Purdy, has a wonderful chapter about the Bugatti and Ettore Bugatti himself. Bugatti always favored cable operated brakes telling his critics at one point that he built his cars to go not to stop. He also told W. O. Bentley that he thought he (Bentley) built the finest "lorries" (trucks) in the world. Such was the personality of Ettore Bugatti.

Now we come forward to two years ago when the

Saratoga Museum had a display of Bugatti automobiles. I just had to see this and we stopped on our way home from Hildene. I couldn't believe my eyes because here were 14 Bugattis, all under one roof and on display. Where would you ever get to see 14 Bugattis in one place, but here they were. One in particular was the Bugatti Atlantic Coupe which was a Pebble Beach winner and also one of only two known to exist. Ralph Lauren owns the other one.



*Atlantic Coupe*

—George Herschell

We did find out that of the 14 cars on display, 12 of them were all owned by the same doctor. It brought to mind a few stories I read at one time about an auction where there some Bugattis on the block. There was a doctor bidding on one and at one point a person sitting near him heard that the doctor owned 9 or 10 Bugattis already. He asked the lady who was sitting next to him (which happened to be the doctors wife) what kind of a doctor the gentleman was and her answer was "a damned good one". There was also another story about that same auction and the woman who told her husband that if he bought that Bugatti she would leave him. A person sitting near by told the man to buy the car, as it would be easier to find another wife than another Bugatti. Oh well to each his own I guess. I just wonder if the doctor that owned the cars at Saratoga was the same doctor in the auction story.

Every year when we go to Hildene we always visit the Mt. Equinox Hill Climb sponsored but the VSCCA. There is usually a Bugatti Type 35 running in that event. I shudder every year when I hear that car start out on the climb as it must have the loooooongest first gear in the world. Every year I wait for the crashing sound of pistons coming through the hood. (I said hood, it's not British you know) So far he must know what he is doing because it hasn't happened yet. But it does scream.



*Bugatti Type 35*

—George Herschell

Now we fast forward to Watkins Glen this year and the Bugatti Club of America and their tour. Eighteen or nineteen Bugattis all parked under one tent and all of them racing. There were two beautiful coupes that (to the best of my knowledge) were not racing. I would say on the open market these cars must have been in the hundreds of thousands of dollars if not a million. One was a gorgeous black and maroon coupe that my son fell in love with. There was a small door on the passengers side front fender and my son wanted to know what that was for. With all my profound (?) knowledge all I could tell him was, “damned if I know”. But if you wait patiently (like I did) long enough all these questions get answered. There was a young man with the car and at one point he unscrewed the knurled knob and took off that door. In there was the battery and he proceeded to turn the battery cut off switch to the on position. That car was as fine a restoration as I’ve seen anywhere and I marvel in the fact that something that rare and valuable is being driven on our roads today.



Footnote: On Sunday morning when we were leaving town I saw that car come down the hill onto Franklin Street in the most blinding driving rain you would ever hope to see. It was a “monsoon” but this priceless automobile was being driven and was being followed by three Type 35s no windshields, no tops, just the cars and three very wet drivers heading to the track. You “gotta” love em.

Then as the finale to the Bugatti experience we went to the Canandaigua Historical Society Museum to see the “Bugattis in Miniature” exhibit. We couldn’t believe our eyes in that there were a “zillion” Bugatti models in various scales tracing the history of the Bugatti automobiles and related ventures. They were broken down in some cases by the material that was used to create the models, i.e.: paper, ceramic, wood, kits etc. There were even two children’s Bugattis, one a pedal car and the other gasoline powered.



*Bugatti pedal car*

—George Herschell

I can remember also going to Clyde’s restaurant in Chevy Chase MD and seeing a Bugatti pedal car on display in one of the windows along with an Alfa Romeo Zagato and a Mercedes 540 K pedal cars. The mural on the wall facing the stairway down to the racing bar also had a Bugatti leading a Bentley around a turn with the dust flying and being chased by a number of other classic Grand Prix racing cars. There were also a number of Bugatti model cars in the display cases on one wall of the bar. Great place to visit and I urge all that are in that area to give it a try.

So all in all September was Bugatti month for all that are interested in cars and especially this amazing car and it’s amazing designer and builder.



*left: Bugatti Coupe* —George Herschell

# Bugattis at Watkins Glen



—Allen Hess



—Allen Hess



—Brooks Schneider

# Valve Cover Racing Official Rules

Brooks Schneider

## The Cars:

- The cars shall have no power source. All motive force is provided by gravity.
- Cars shall be based on actual rocker cover or cam cover from an MG or British made automobile engine.
- Wheelbase shall be no more than 24 inches. *Note: The staging lane is only 24 inches long.*
- Wheel track shall be no more than 14 inches.
- Cars must have 4 wheels, each no more than 6 inches in diameter.
- Cars shall weigh 12 pounds or less.
- Car design should allow the front wheels to touch a 2 inch high starting gate.
- Any car changed during the races is subject to inspection.

## The Course:

- The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
- Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area.

- The official "Starting Line" shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, shall be provided.
- The run-out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
- The finish line shall be marked 20 feet from the front edge of the launch incline.

## The Races:

- Cars will run in heats of 2 cars each.
- The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going further within its lane wins.
- If the wheels of a car should touch a lane marker, or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
- The winner of the round is the first car to win 2 races.
- Lanes are alternated between races.
- Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double-elimination to the finals. A car is eliminated after losing 2 rounds.

## *MG Car Club Wine and Cheese Party featuring The Valve Cover Races!*

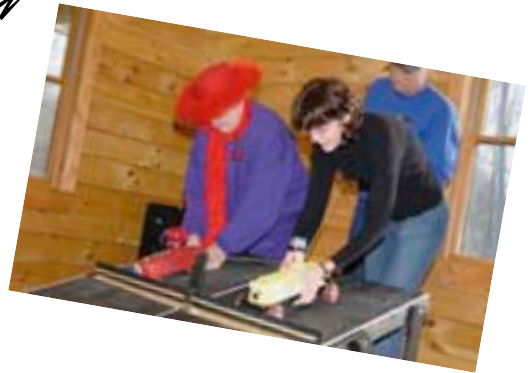
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**WANTED: MGB** in good driving condition; need not be perfect, but not a major project, either. Chrome-bumper roadster preferred but will consider all. Call Hollis Hames at 585-271-7754.

**WANTED: MGA or TR3** in driveable condition - not a show car. Call Rob Parada at (cell) 585-350-8183.

**WANTED: MG-T series parts**—TA thru TF—any and all. Cash money paid. Please call George or Bev Haynes at 585-872-6536.

**FOR SALE: 1983 TR6**, French Blue, New top, but needs installation, Owner for 20 years, No winters, excellent shape, 44,683 original miles, VIN # CF2311U, Asking \$7800. Paul Thatcher (585) 729-7625

**FOR SALE: 1949 MG TC TC #6976** Clipper Blue. 1970's restoration by Doug Redmond. 2001-professional work on

brakes, steering and engine. Low mileage reproduction tires new from Barry Walker in England. Wheels trued at California Wire Wheel-2001. New steering wheel 2001-original three-spoke wheel available with car. Extra wheel. Tonneau cover, original MG owner's manual, tool roll, English style license plates (TC 6976), side curtains w/case, many spares. Current NYS registration and inspection-a driver! Contact owner Geoffrey A. Briggs (585) 344-0834

**FOR SALE: 1979 Triumph Spitfire.** Green with tan interior. Completely restored five years ago; few carefully-driven miles since. A nice trouble-free car. Call Bill Rampe at 585-671-6519 or 585-330-1661 (cell) for more details.

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On Oct 22, 2007, at 8:47 AM, Alan Costich wrote: "That old Volvo 122S that I've been picking at for the past how many months actually started on it's own and I drove it around the lot Saturday. And I have a witness."



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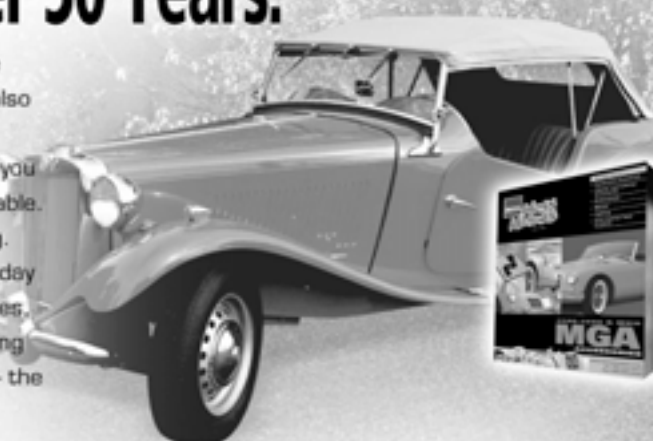
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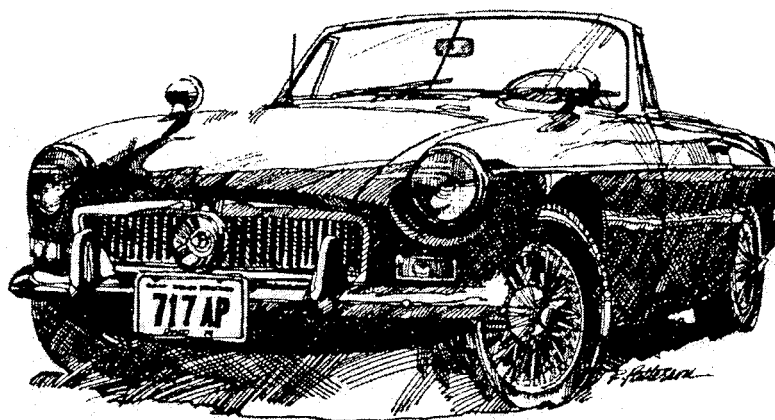
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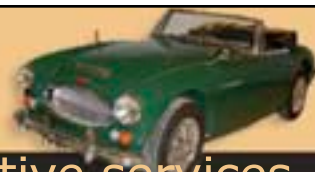
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# Bury Me In An Old Mowog Parts Box

Jay Lockrow



You are not going to believe this but it is true, I swear on a stack of Bugatti head gaskets. The other morning, sometime in mid September, I returned from taking the dog on his morning constitutional. As is my habit I switched on the T and V while having my breakfast and was watching the Today Show. I was in the process of sipping my coffee when Matt Lauer came on with a special report from Tehran in Iran. He was bringing to our attention that there were some lovely places in the city of Tehran plus the fact there were people not engaged in the entire political goings on etc. He had some really nice pictures of a park; I believe a Zoo and also a local car collector. The announcer mentioned that the local car collector had a 1958 Morgan and it showed a clip of him driving it. He wound up by saying that Morgan's have wooden chassis. YES! Right there on NBC on national TV in front of who knows how many millions of people? My jaw dropped and hit the table and I put my head in my hand and just slowly shook my head in disbelief. The urban legend had finally taken over the truth! I thought about e-mailing NBC and telling them of there faux pas but decided, why bother. Trying to correct a mistake on national TV is like finding a stack of Bugatti head gaskets to swear on.

This however, is how these sorts of urban legends get started and spread like a plague.

If this were a blunder about something to do with NASCAR or the NFL they would be inundated with corrections but old Jay is not going to be the single soul to try to bring NBC to correct it. I'm sure they believe they are right but you would have to do all the legwork to prove them wrong. Nuts let the myth go. I have argued this point for ages but I get nowhere. Now I just ask the person that gives such a statement to show me the wooden chassis or frame. They can't of course but they always point to the body tub and say there! Of course all you have to say is "that is not the frame, it's the body tub." I give up; you can't fight NBC even though you know they are wrong.

Unfortunately T and V are more and more like that today. The just don't seem to want to do the research into the small details. One of my big complaints is that they will have a show on of some sort and show a scene with an automobile in it. Might even be a close up but never long enough so you

can identify the vehicle. Frustrating to people like me that makes a habit of trying to identify vehicles in movies. I especially like it when I can and then show other mistakes like later tail lights, or the car itself is too new for the picture etc. This subject has been covered before but I still find it interesting to find "goofs" in movies and TV programs. Even Jeopardy is not without mistakes. One night there was a category of some sort and they showed a picture of a percussion lock from a percussion era rifle or pistol. They asked what it was and the contestant remarked, "What is a flintlock." One could plainly see it was a percussion lock by the shape of the hammer and the obvious nipple where the percussion cap goes. He was called "correct" and once again I shook my head. I've seen other mistakes but these are the two I readily recall. Keep aware you will be amazed by the incorrect answers out there. <



*Dick Powers' Morgan with a new steel frame (sitting on wooden picnic benches)*

**NOVEMBER BIRTHDAYS**

6 Steve Sangster  
 8 William Barkley  
 8 Chris Williams  
 9 Al Isselhard  
 9 Brooks Schneider  
 11 John Cordeiro  
 14 Evelyn Stone  
 16 Joseph Schultz  
 19 Alan Costich  
 19 Carl Webeck  
 20 Dale Masters  
 20 Katie  
 21 Andrea Handy  
 22 Leroy Hokenson  
 22 Pat Dix  
 23 Margaret Cook  
 24 Suzanne Cordeiro  
 25 Don McConnell  
 26 Sue Leopard  
 28 Doug Scribner  
 28 Charles Searles  
 28 Wendy Austin  
 28 Barbara Zak

**HAPPY BIRTHDAY EVERYONE!!**

\*\*\*\*\*

**NOVEMBER ANNIVERSARIES**

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  
TO ALL!!****DECEMBER ANNIVERSARIES**

1 George & Mary Ann Shetterly  
 5 Barry & Robin Christ  
 12 John & Linda Spencer  
 16 Clay & Jean Bull  
 19 Mike & Sue Harrison  
 26 Dezi & Bill Benet  
 26 Brian & Kelly Fallon  
 27 Michael & Karna Palermo  
 28 Charles & Irene Searles  
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 12 Dick Giambra  
 12 Becky Schaefer  
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 17 Don Lovell  
 18 Keith Gaylo  
 18 Betty Langswager  
 19 Doug Avery  
 19 John Fowler  
 19 Hollis Hames  
 20 Mary Murray  
 21 John Murray  
 22 David Schantz  
 27 Dezi Benet  
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 28 Arnold Van Denburgh  
 29 John Forrester  
 31 Michael Barbera

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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 2007

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

<b>January</b>  4 Board Meeting 18 Meeting 20 Wine & Cheese, Valve Cover Races	<b>February</b>  11 Go Kart Races 15 Meeting	<b>March</b>  1 Board Meeting 4 Steak Roast & Auction 15 Meeting 25 Swing Into Spring	<b>April</b>  19 Meeting
<b>May</b>  3 Board Meeting 12 Tune-up Clinic 17 Meeting / Carlisle 30 Stuffing Party	<b>June</b>  3 Vintage Auto Festival 10 Autocross & Novice Sch. 9-10 Hildene Car Show 21 Meeting 23 Multi-club meet, Canada	<b>July</b>  12 Board Meeting 8 Autocross 2 19 Meeting 20-22 1000 Islands Weekend 29 GVACS Car Show (RIT)	<b>August</b>  5 Steak Roast and Rallye 12 Autocross 3 16 Meeting
<b>September</b>  4 Board Meeting 7-9 Watkins Glen 16 Autocross 4 20 Meeting	<b>October</b>  7 Fall Foliage Tour 14 Garage Tour 18 Meeting 27 Halloween Rallye	<b>November</b>  1 Board Meeting 11 Yacht Club Brunch 15 Meeting — Elections	<b>December</b>  8 Holiday Party No Meeting

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