

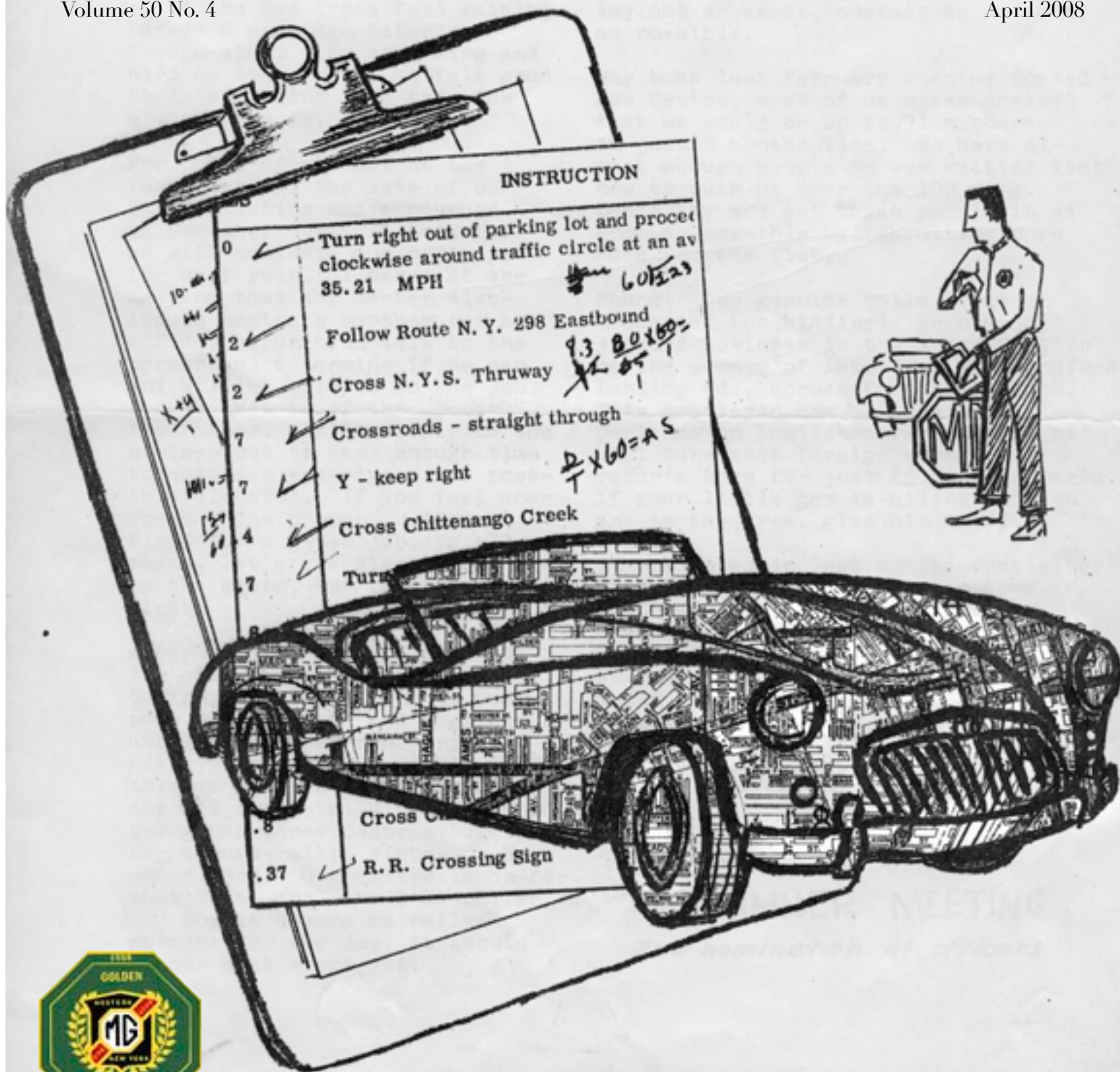
# MG SPOKES



Official Publication of the MG Car Club Western New York Centre

Volume 50 No. 4

April 2008



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# MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 831, Webster, New York 14580-0831

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

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### ADVERTISING RATES as of January 1, 2008

Copy ready business advertising:

Size		Single Issue	One Year
Half Page	7.5" x 4.8"	\$27.00	\$110.00
Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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### BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen\* ~ Joe Tierno ~ George & Nancy Herschell  
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:

Susan Kath  
1039 Mosley Road  
Fairport, NY 14450

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

## Chairman's Corner

Dan Suter

Greetings, everyone! We're getting very close to being able to enjoy all our driving events this season and I can't wait.

At our March meeting, we spent some time discussing and updating the idea of 'Saturday crews'. Saturday crews are essentially a group of volunteers who will show up as a team to help a car project make big progress in a single day.

A number of cars in the club are 'stuck', as unfinished projects (large and small) are preventing them from taking to the road again. This club has a great history of members helping other members with projects. I am a beneficiary of this help. A few years ago (perhaps we can avoid talking about how many . . .) a team of six club members came over and helped me with the nerve-racking task of installing the V8 engine and bulky overdrive gearbox in my factory BGT V8.

Dan Goodwin has agreed to coordinate this effort initially, but the hope is that it can become a nearly self-sufficient, possibly through use of the website. Let's see if we can get a few more cars out to enjoy our 50TH Anniversary year! [See page 19 for more information.]

My MGA continues to grow more beautiful by the week. George, Gil and I have made the happy discovery that the new chrome looks great contrasted against the black paint and that it looks much more like a car with all 4 fenders now in place. [The Editor ☺ could use a picture right here . . .]

As always, please feel free to contact me or any member of the board with ideas, feedback, or news.

—Dan

## Volunteer Opportunity!

Your MG Car Club and Spokes is in need of an Advertising Coordinator. Presently, it is very well organized and will be easy to take over. Duties mainly entail brief communication with our various advertisers for renewal and occasionally getting new ads started.

Contact Dan Suter:

dmesuter@rochester.rr.com or (585) 377-1877

## The Herald

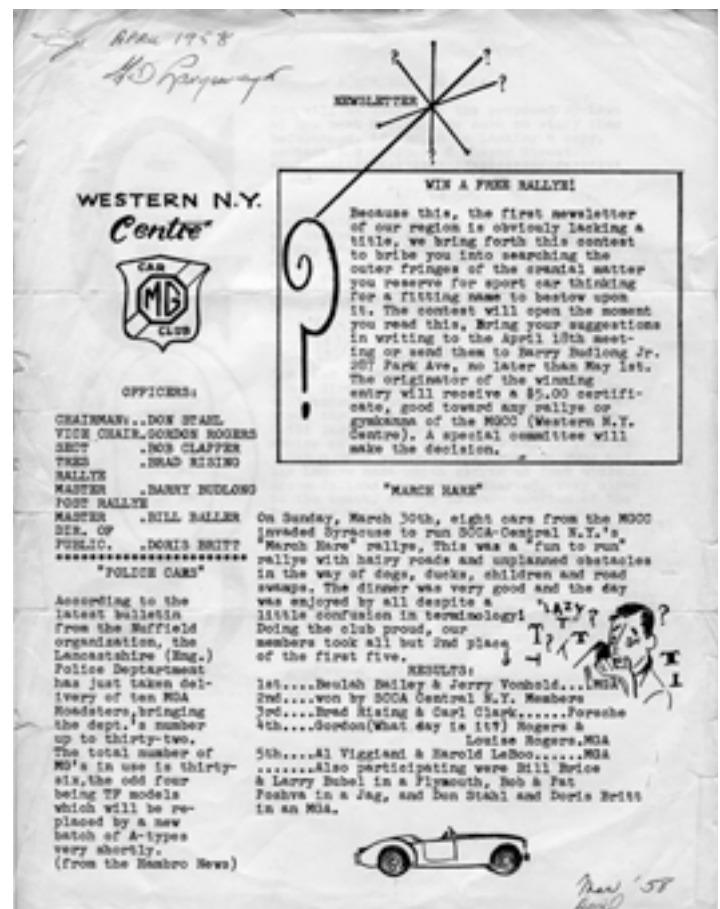
Allen Hess

April 1958 marked the publication of "Newsletter?"; the first newsletter of the newly formed MG Car Club Western New York Centre. A free rallye entry was offered to the winner of a naming contest.

On the second issue Ken Handler's entry, "MG SPOKES" was emblazoned above the first of Doris Britt's delightfully original cover illustrations. Doris Britt, who has rejoined the club was Spokes editor and illustrator for 1958-59. This month's cover, an original Doris Britt was most fitting for this "Rallye" issue.

Doris was also a very active member of the club, as indicated in an article Gil Langswager wrote about the first fairground races. *Larry Bubel and Chuck Heindl organized the thing and there you had the sure-enough excitement and thrills of a real race. . . . There were 14 cars racing, MG's, Austin Healeys, and Triumphs. Jack Sheldon won the first race for MG's in an "A" with Joe Rizzo second and Doris Britt third. The second race for Healeys and Triumphs was taken by Bill Gard closely followed by Dave Asmuth and Pop Webb. The feature race proved that a dirt stock car oval more suits the MG's than the big stuff when Jack Sheldon and his MGA finished way out in front of Bruce Norton's and Doris Britt's "A's and much further ahead of the rest. Take note that our favorite girl friend and newsletter editor showed a lot of the boys how it's done.*

—TRIUMPH





## Activities

Mike and Sue Harrison

March 2ND, the weather was spectacular as seventy-two members turned out for our Winter Steak Roast and Auction. Thanks again go to our cooks Leon Zak and John Baum, to our auctioneers Doug Scribner and Jim Priestley, to Dawn Priestley for delivering items to the winning bidders and collection the funds and to Dan Young for reserving the lodge for our use. The food was quickly devoured and the bidding brought in a good amount [\$277.35] to add to our Monroe Community Scholarship Fund.

Sunday March 30TH, those who gathered to Swing Into Spring at the Old Toad on Alexander Street had a grand time and great food and drink. Our thanks to Laurie Scribner and Dick Powers for handling all the arrangements. Plan to attend next year if you missed it this year.

On April 17TH, our next club meeting, we will hold a Basket Auction to support the club Scholarship at Monroe Community College. Please come prepared to bid on all the clever baskets donated by members.

Sunday April 27TH will hopefully be a sunny and dry day for our first outdoor activity of the year. Cindy and Doug Jack are in charge of this Spring Fling and you can find the details below.

On Saturday May 3RD, our 50TH Anniversary celebration will be off and running with an Old Time Rallye. Dave

Asmuth, as Chief Rallye Master, will head up this event and looks forward to seeing many of you on the road and on time at each checkpoint. See more information in this issue.

The following weekend, May 10TH, is our annual Spring Tune-Up Clinic at MCC under the direction of George Haynes. Again, look for more details in Spokes. Wednesday May 28TH, the last item on our May calendar will be the Stuffing Party in preparation for the Sports Car and Vintage Auto Festival on June 1ST. Check Spokes for time and location and come help get all the packets ready for the Festival entrants.

Sunday June 29 has been reserved for a Lap & Lunch program beginning at 11:00 AM at Watkins Glen International. We need a minimum of 40 for lunch. The cost of 3 laps on the track is \$15.00 per car and the cost of lunch is \$17.00 per person (including tax and tip). Reservations will be accepted at the next two meetings.

July 25-27 is a centennial celebration of the New York to Paris race. A weekend of events is planned in Springville, NY—the home of the winning driver, George Schuster. Is there someone who would like to coordinate plans for a club outing to this celebration? Contact Sue or Mike Harrison at (315) 483-0368 or e-mail mharrison3@rochester.rr.com.

—MGB GT

# MG Car Club Spring Fling Tour

Sunday April 27, 2008

Rally point will be The Garden Factory 2126 Buffalo Road

**Departure Time: 9:00 AM Sharp**

We will visit the Cobblestone Society complex in Childs, NY

Brunch will follow at the Avon Inn, Avon, NY



Maps & routes will be available at the rally point.

Cost: \$17.50 PP. Cost includes admission donation, brunch, juices, tax and gratuity.

Make check payable to MGCC.

**Call by April 20, 2008 for reservations**

Cindy Jack at 248-3872 or

E-mail Doug at djack@rochester.rr.com



# MGCC Minutes of the Meeting

Michael Goodwin

---

March 20, 2008

Call to order- 7:34 PM

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

[Secretary's note #1: (here we go again...)] A positive comment was made by GH regarding the meeting minutes. The Secretary appreciates positive feedback. This time, however, the Secretary inadvertently failed to turn on his recorder. Shucks! Read on; this may not be a total loss.]

### New members and guests – None

**Activities** – Mike Harrison acknowledged the recently-passed St. Patrick's Day with a fitting joke. He noted that on March 2<sup>nd</sup>, 72 members attended the Auction and Steak Roast, and commended John and Leon as excellent steak chefs, and Jim and Doug as superb auctioneers. The auction netted \$277.35 for MCC. Events coming up include Swing Into Spring at the Old Toad (hope you enjoyed it on March 30<sup>th</sup>), the Annual Basket Auction (with proceeds going to MCC scholarship) to be held at our next regular meeting on April 17, the Spring Fling drive (organized by the Jacks) to be held Sunday April 27<sup>th</sup>, and the 50<sup>th</sup> Anniversary Commemorative Old Time Rally on Saturday, May 3<sup>rd</sup> [Secretary's note #2: I don't know what this event is really called. Someone called it "Old Time Rally", but I don't think that means you have to be an old-timer to enjoy it.]. Dave Asmuth pointed out that the Club is supporting this event and so the cost would be held to the neighborhood of \$10 to \$12 per car for both the Rally and lunch. On Saturday, May 10<sup>th</sup>, we'll have a Spring Tune-up Clinic at the GM lab at MCC. George Haynes described the event and his expectations. We'll have use of the facility (including six lifts) from 10 AM to 4 PM. Those interested should sign up with George, and should bring tools, parts, etc. Experienced and highly capable folks will be on hand to help those who need

help. While he had the floor, George mentioned that the following weekend is Import Weekend at Carlisle; George and others will have vendor space, so if you have things you need to buy or sell, or if you want to join the group, contact George. For this Carlisle event, Dave Chase has booked a block of rooms. Mr. Chase's deadline for holding the rooms is May 1<sup>st</sup>, so contact him if you're interested [Secretary's note #3: Though I have no recorded audio with which to verify this, I think I heard that though there's no swimming pool at this place, someone named Dave might buy ice cream.] Additionally (further in the future), the Deer Run Winery will be holding an event on July 12<sup>th</sup>, featuring live music, a pig roast, wine (of course), door prizes, and they would like to have a display of classic cars (one of which could be yours!).

At this point, Mr. Haynes yielded the microphone [Secretary's note #4: There's nothing negative implied there, George. You can tell, since I referred to you respectfully as "Mr. Haynes"] long enough for Activities Director Mike Harrison to remind us that on May 28<sup>th</sup>, there will be a stuffing party for the Vintage Auto Festival. Dick Powers (sporting a nifty Laguna Seca Raceway T-shirt), invited one and all to the stuffing party, and urged us all to help with the Auto Festival in any of many ways (such as setting up the field, helping with vendors, registration, and so on). Dick made a special plea for folks to try to sell advertising and sponsorships (see George Herschell about this aspect; Mr. Herschell said the deadline for program ads is May 1<sup>st</sup> and for sponsors is April 1<sup>st</sup>). Dick noted that the planning is running smoothly, and he lauded the site and field condition (though "we never have rain for the event"). This year, any 1958 cars will be admitted free (honoring the Club's 50<sup>th</sup> anniversary), and Dick said that there will be a new class this year for "nearly original, unrestored" vehicles.

Mike Harrison returned to fill us in on three more upcoming events. The first (still tentative, pending enough interest) is a Laps & Lunch event at Watkins Glen International Raceway. If enough folks sign up, we can get three laps of the course, followed by lunch, with the cost being \$15.00 per car for laps and \$17.00 per person for lunch. We need a minimum of forty to sign up for this to be firm. This event needs an organizer. Another potential event needing an organizer is a July 25<sup>th</sup> to 27<sup>th</sup> weekend in Springville, NY, the home of George Schuster, Sr., winner of the 1908 Great New York to Paris Auto Race. This centennial event will include a parade of vintage cars, exhibits and more. See Mike if you're interested in participating and especially if you'd like to organize a group outing for this. Finally, don't forget the Multi-Club Picnic, scheduled for Queenston, Ontario to be held June 14<sup>th</sup>. For most of the events mentioned above, see elsewhere in *Spokes* for more details.

**Treasurer's Report** - Susan Kath was absent, but Dan Suter reported in her stead. All's well with the Club's finances.

**Membership** – Jim (a.k.a. "Mr. Dues are Due") Priestley reported that there are 54 previous memberships that have not yet been renewed. After the distribution of the upcoming (that is, THIS) issue of *Spokes*, these memberships will be dropped from the list. At the April meeting, Jim is expecting to hand out copies of the updated membership list.

**Regalia** – In lieu of an "Ode to Spring", Doug Scribner began his regalia presentation with a humorous tale. [Secretary's note #5: Some might need a reminder that this story involved a car (fitting for a car club, right?) and a young man's passion (fitting to be told on the first day of Spring, no?)] Doug noted an abundance of 50<sup>th</sup> Anniversary logo items available, and several items with specially reduced prices. There will be

no regalia for sale at the April meeting (so as not to compete for your dollars with the Annual Basket Auction). In May, expect to see lots of warm weather gear for sale.

**SPOKES** – Allen Hess reported that as usual, articles and photos for Spokes are due to him on the Thursday following the meeting. Allen urged us to please see the instructional rally article printed elsewhere in this issue. Also, Allen is looking for any photos of Goodwood [Festival of Speed] in England. Allen also announced that he receives copies of other clubs' newsletters, and that if anyone is interested in seeing them, please let him know.

**Vice Chair** – The Vice-Chair, Mr. Dan Goodwin had no special report.

**Vintage Auto Festival** (aka “the Car Show”) – Already covered; see Activities.

**50<sup>th</sup> Anniversary Committee** – Chairman Dan Suter briefly reported that planning is going well for the Club's 50<sup>th</sup> Anniversary celebrations. See elsewhere in this and upcoming *Spokes* for details.

**England** – Liaison George Herschell had nothing special to report, but it was noted by Dan Suter that the editor of *Safety Fast* (the regular publication of the MG Car Club, England) had requested information regarding the Collier Cup, and that Mr. Herschell submitted an article about the Cup that was published in its entirety in the March 2008 issue. Well done, George!

**Librarian** – Alan Costich reported that the library has been actively loaning out videos lately. He wishes that some of the items would come back!

**Trustee Report** – Nothing to report.

**Web Site** – Leon Zak reported that though it had been goofed up recently, the Cars and Parts For Sale section of the website is working properly again.

**Old Business and Goings-on with Car Projects**– Dan Suter asked for updates on anyone's car projects and

any other old business. Dick Powers's Alfa Romeo will be coming home soon. He's looking forward to driving it again. [Secretary's note #6: For one opinion on how to properly make Dick Powers's name possessive (there, I've done it again!) see [www.getitwriteonline.com](http://www.getitwriteonline.com).] Doug Jack's clutch has been successfully installed. Mike Harrison is buying lots of parts for his MGB GT. Bill Wackerman shared some information on a good deal he got on a tap and die set and invited folks to see him after the meeting for a look and for more information. Dan Suter noted that the North American MGA meet is coming up soon; contact Dan if you want some details. Dan also said his MGA is moving along nicely, and that perhaps we'd be able to read a bit more about it elsewhere in *Spokes*.

The MGCC Board has reviewed the annual budget. There are a couple of items not yet nailed down, but Mr. Suter said that he expects to report more details at the April meeting.

Bob Tescione still has 50<sup>th</sup> Anniversary badges and pins available, and also some 8 x 10 photos of the gathering at the 30<sup>th</sup> Anniversary.

Dan Suter would like to encourage regular, though informal gatherings on Saturdays to help each other with car projects, noting that he's been the recipient of such help in the past. He asked for discussion and a show of interest. Ted Hershey said that it sounds like what we used to do more of in the past. He thought there would be plenty of helpful interest if folks would just come out and say, “I need some help!” Ted noted that in addition to willingness, there are lots of folks who have special tools such as portable hoists available. George Haynes agreed that Dan's was an excellent suggestion, and nominated Vice-Chair Dan Goodwin to organize it. Mr. Goodwin was agreeable with this, and noted that he has an assistant organizer in mind already. Please contact Dan Goodwin if inter-

ested in helping or being helped.

George Leopard mentioned the possibility of some creative and interesting deals that may be struck between someone with some interest and a couple of owners who are listing cars on Craig's List. One was a partially restored 1960 MGA in Brockport, including an engine and second parts car. The car's not actually for sale, but the owner would like to trade for something. George also mentioned a Triumph for sale with MANY extra parts, and suggested a creative trader could broker a deal between the two, or even involve a third car; a \$12,000 TR6 that George has for sale himself!

**Door Prizes** – A nice selection of door prizes was awarded, including some springtime car cleanup items.

**Miscellaneous Comments** – Al Fink (R.I.T. Alumnus) announced that the RIT Staff Council will be hosting a Classic Car Display (for classic vehicles belonging to RIT employees, retirees, trustees, alumni and students) on Wednesday, May 28<sup>th</sup> from 11 AM to 3 PM. Al plans to attend, and to take the opportunity to advertise the MGCC's Vintage Auto Festival, scheduled soon after, for the first Sunday in June. [Secretary's note #7: Since the meeting, Al Fink and Allen Hess have distributed more information about this RIT event to those on the email list.]

Dick Powers talked a bit about the delightful time he had celebrating his 65<sup>th</sup> birthday by racing at Laguna Seca near Monterey and Carmel, CA. Dick described the beautiful surroundings, the track, some tricky turns, and the pleasure of meeting “MG guys” from the west coast. Dick recommends this or something similar as a great way to celebrate a birthday.

**The meeting was adjourned at 8:30 PM and was followed by a video presentation of an MGB restoration project.**

— MGB



## Meeting Attendance

March 20, 2008

Betty Langswager	Leon Zak	Allyn Wagner
Gil Langswager	George Haynes	Scott Hill
Sue Harrison	Allen Hess	Jim Davis
Mike Harrison	Dave Chase	Audrey Davis
Brooks Schneider	John Baum	Doug Scribner
Dave Asmuth	Chris Baum	Laurie Scribner
Alan Costich	Wally Roworth	Mary Murray
Dick Giambra	Joan Heaney	John Murray
Brian Fallon	Paul Heaney	Frank Stepanik
Ted Hershey	Vivienne Rizzo	Gene Dinkel
Bob Tescione	Tim Rizzo	Al Fink
Jeff Kath	Rhonda Rizzo	Dick Powers
Jeff Langswager	Larry Rausch	Cindy Jack
George Herschell	Wes Pittenger	
Nancy Herschell	Sue Pittenger	
Carl Prouty	Doug Jack	
Dan Suter	John Thompson	
Bill Wackerman	Mabel Case	
Mike Goodwin	Carl Webek	
Susan Goodwin	George Leopard	
Dan Goodwin	Don McConnell	
Sean Seeley	David Schantz	
Jessica Seeley	Jim Priestley	

## Basket Auction at the April Meeting

Proceeds go to the MG Car Club Endowed  
Scholarship at Monroe Community College.

Donate a "basket" of goods or services.

"Bid" on baskets of your choice  
by purchasing tickets.

Past ideas include:

Anything automotive: car wash, oil change,  
tune up, rally kit

Anything British: food, beer

Wine

Picnic

Gardening

Food other than British

If you plan to donate a basket please call

Mike or Sue (315) 483-0368

If you don't bring a basket, bring money to bid!

### *In Memoriam*



*Doris Roworth,  
wife of Wally Roworth*



*Ellen Baxter,  
wife of Carl Baxter*





# THE NAVIGATOR

BY COLEMAN

*Reprinted from the Spokes 1959*

## THE BASIC TOOLS

In starting this series of articles, I am assuming that everyone is familiar with the various types of rallies! With regard to the duties of the two persons in the car, it is quite evident that the driver must drive the car, and while driving, find the clues and remain on course. The navigator's main job is to determine whether or not they are on time and to keep the car on time by informing the driver whenever he is early or late. However, if it comes down to being on time or staying on course, the navigator should help the driver find the more difficult clues and spot-check only periodically to determine whether the car is early or late.

The actual job of the navigator is not, in itself, a difficult one, but requires only a little knowledge, a few basic tools, and a lot of experience. The little knowledge that is necessary is in the use of the basic tools of rallying.

Since I might be using some words and phrases that are new to some of you, the following are a few definitions which will aid in the understanding of this article:

**RALLYE** - a timed run over a specified unknown route

**CLUE** - any object or landmark which must be found by the rallyists to determine their route

**ODOMETER** - that little gadget that registers the miles traveled

**AVERAGE SPEED** - the speed at which the car must be run over any definite leg of the rallye

**LEG** - the distance between average speed changes

**AVERAGE SPEED CHANGE** - the point at which the rallyists changes from one speed to another

**LEG TIME** - the time required to travel any specific leg

**OVERALL TIME** - the time required to travel from the start of the rallye to any specific point en route and is usually expressed in actual time of day. This is accomplished by adding the time required to travel, any specific distance to the starting time of the car.

Time is always recorded in hours, minutes, and seconds, while miles are always recorded in hundredths.

Now to proceed! In my opinion, the basic tools of rallying are:

(1) your car odometer, or any special odometer, to record the number of miles traveled, (2) a fairly accurate watch

with a sweep hand and that reads actual time of day, (3) a means of calculating the amount of time required to travel any set number of miles at a specific speed (such as a Stevens calculator or time-distance tables), (4) paper and pencils.

Since recording and keeping track of the number of miles traveled and also the time required for every leg is very important, I propose this format:

On a clean sheet of paper, make five vertical columns about 1 to 2 inches wide and head them as follows from left to right; *Average Speed*, *Total Miles*, *Leg Miles*, *Leg Time* and *Overall Time*. Then make several horizontal rows. In the first horizontal row every block is left blank except the overall time block, in which is entered the starting time of the car. In the second row is placed the first "corrected" average speed in the appropriate block (don't worry about this "corrected" average speed because It will be covered next month when we discuss official mileage, its meaning and importance) and then when the first speed change is reached, the number of miles covered is entered in the appropriate block in row number two. Once the number of miles covered is known, the time required to travel this distance can be computed and then entered under the heading "leg time". The time entered under "leg time" is then added to the starting time of the car, and this total is entered under "overall time". You now have the exact due time of the car at that speed change and by repeating this procedure at all the speed changes, you can obtain the due times at each speed change.

Here is an example of what your sheet would look like if you were car number one, the rallye started at 2:00, the "corrected" average speed was thirty mph and you had traveled 16 miles to the first speed change:

Avg. Speed	Total Miles	Leg Miles	Leg Time	Overall Time
30.00		16.00	0:32:00	2:01:00
				2:33:00

At this point the driver would zero the odometer and proceed along the rallye route until the second speed change was reached, at which time the procedure is again repeated.

This leaves the calculator and calculations, the watch, and the odometer to be discussed. Since the calculator and calculations are an integral part of the official mileage, these will be discussed next month.

Every rallye has a radio at the starting point by which you can set your watch and all that remains in this regard is to read the watch as accurately as possible while en route.

As far as the odometer is concerned (for now) when you reach the starting point, zero it and take the lag out by advancing it until the zero in the tenths position just barely moves. Remember though you have to estimate the hundreths since it only reads in tenths!

## OFFICIAL MILEAGE & CALCULATIONS

This second article on navigating contains a bit of theory, but it is by no means difficult to grasp. If you remember, last month I proposed a format for you to use while rallying which might aid your computations.

In order to best illustrate the problem at hand, I think that it would be best to reconstruct the start of a rallye and talk you thru the entire process of the odometer and average speed corrections that are a must at the official mileage of any rallye.



*Rookie's Ramble, September 1959*

Let's assume that you are car #1 in an average Sunday afternoon rallye. You are in your car, with your tools of rallying, ready to start at 1:01:00 and you have your instructions. Once you leave the starting point, the first thing that you have to do as a navigator, other than help to find the clues, is to compute the time that you are due at the official mileage. This is done quite easily by taking the number of miles to the official mileage (o.m.) and computing the necessary time to travel this distance at the average speed given on the instructions. This is merely a precautionary step so that you can immediately determine your position once you reach the (o.m.).

Let's say that you reach the official mileage without going

off-course and you reach it on time. Now we come to the real work for the navigator. If the average speed for the distance from the start of the rallye to the o.m. was 30 mph and the o.m. was 10.00 mi. then the time required would be 20 min. Therefore, your arrival time at the o.m. would be 1:21:00 regardless of the number of miles on your odometer.

Unless you are very lucky, you will never find that your odometer will read the same as the official mileage. This discrepancy between the o.m. and the odometer is the reason behind all the corrections that must be made at the o.m.

There are two main methods for compensating for odometer errors on rallyes: with a Stevens Computer, or something similar, and a longhand method which involves a bit more time but is far more accurate. If you already own a Stevens, then you are probably already acquainted with the necessary procedure for average speed correction and odometer error compensation.

The longhand method is quite simple; it involves only one division and several multiplications. The procedure is as follows: take the official mileage and divide it into the reading on your odometer. For example, if the official mileage was 10.00 mi. and your odometer read 10.75 mi. you would divide 10.75 by 10 and you would obtain a factor of 1.07 or 1.08. To correct your average speeds, it is necessary to multiply each average speed by this factor. Once this is done, you now have the average speeds that you must maintain to stay on time through the rallye.

Some of you may be saying about now that it will take too much time to do all these things at the official mileage but if you are to even come close to being on time during the rally you must go thru these steps, either with some device that does it automatically or longhand. You might even say: "Why?"

The "Why" of this procedure is also important to every rallyist, so that you are not blindly performing actions that have no meaning to you.

As a rallyist, you should have learned by now that the most important thing in rallying is to stay on course, and the next most important thing is to stay on time.

The job of staying on time throughout the entire rallye, excluding off-course mileage, presupposes that you travel the same number miles that was covered by the persons that laid out the rallye AND that you do it in the same amount of time. No two cars track the same number of miles over any given stretch, of roads, and it is because of this that you get a discrepancy at the o.m. Since, as in the example I gave to you previously, there will always be a difference in odometer readings, it would be impossible for a rallyist to follow the rallye course and be on time with respect to the car that laid out the rallye.

To compensate for this error, the system of o.m. was originated to aid the rallyist in this respect. Let's go to the example that was given previously: the o.m. was 10.00. mi. but your odometer read 10.75 mi. You can immediately see

that your car must travel farther than the lay-out car to reach the same points along the rallye course. Since you must travel farther it follows that you must go faster to reach any specific point than the average speed that was maintained by the lay-out car (L.O.C.). If you recall, the factor that was obtained by the longhand method of correction was 1.08. Now, no matter what you multiply by this number, the result will be larger than the original number. So, you can see that your corrected speeds will be faster than the average speeds that occur on the instruction sheet.

Conversely, the same applies to the case where the odometer reads lower than the o.m. In such a case, the correction factor is less than 1, for example, 0.98. In this case, you must travel at speeds less than those on the instruction sheet. I think that from the above paragraphs, you can see the necessity for average speed corrections based on the odometer error you find at the o.m.

For you novices without any means for calculating your time-distance ratios, I would advocate that you buy either a Stevens Calculator or a set of time tables. The time tables can be obtained from Gordon Rogers (Webb Motors) for about \$5, whereas the Stevens cost about \$14 and as far as I know, you have to order it from out of town.

Next month an article on spot time checks while en route and a talk on how to correct for off-course mileage.

#### TIME CHECKS EN ROUTE AND OFF-COURSE MILEAGE

I imagine that by now, you are all aware of what I consider to be the basic rallye tools, and the format that I advocate using, but since this article concerns itself with another use of the information that you have recorded on your master sheet, lets review a bit about the format and its use.

You recall that we have 5 vertical columns, headed as follows:

*Average Speed, Total Miles, Leg Miles, Leg Time, and Overall Time.* You should also recall, that the only time that anything is entered in these spaces is when you have come to an average speed change while on the rallye. The procedure for checking whether or not you are on time in between speed changes is based primarily on the information that you have in front of you on this master sheet and can be used even before you have come to the first speed change.

To best illustrate the problem at hand, let's take a particular example and follow through the necessary procedure. Here is the situation: At your last speed change, your master sheet read as follows:

Avg. Speed	Total Miles	Leg Miles	Leg Time	Overall Time
30.00	40.00	10.00	20:00	2:40:30

From this we can see that your odometer read 40.00 miles at the last speed change and you were due at this point at exactly 2:40:30. These facts are very important because they are the basis of all your time checks while you are on your present average speed,

The method involved is no more difficult than the one you use at a speed change, in fact it's the same. When you want to determine whether or not you are on time, you merely pick a mileage, say 2 miles after the speed change and determine the time necessary to travel 2 miles at the prescribed average speed. The time necessary to travel this distance is then added to the time that you were due at the previous speed change. In other words, when your odometer reads 42.00 miles, your watch should read 2:40:30 plus the time necessary to travel the 2 miles at the average speed prescribed. This same method is followed for 2 1/2 miles, 3 miles, etc. for as long as you are on one average speed. The important thing to remember is that the number of mile's that you want to check on must be added to the miles on your odometer at the last speed change so that you can read the odometer correctly for the mileage at these time checks, and that the time necessary to travel these miles must be added to the due time at the last speed change.

So you can see that no matter what your odometer read at the last speed change, or when you were due there, you can always calculate the exact time that you are due at any point between speed changes. Now in case you haven't figured out how this system works before you get to the first speed change, here's how! Your master sheet reads:

Avg. Speed	Total Miles	Leg Miles	Leg Time	Overall Time
///	50.00	///	///	1:01:00
30.00	60.00			You are car #1

To make time checks in this situation, you merely read your odometer directly, and add the time required to travel any set distance to your starting time.

Always give yourself enough time (or mileage) to make your calculations so that you have the answer in front of you when the mileage comes up on your odometer. At first you will need a mile or two before you come up with an answer, but as time and your experience progress, you will find that you can do this job in as little as 0.25 miles, maybe even less.

Of course, all of this presupposes that you are never off-course on any part of the rallye. Once you go off-course, your mileage is no longer accurate and you cannot determine whether or not you are on time. However, there is a very simple method for correcting for off-course mileage and I think that it's an integral part of this topic of time checks. In a matter of 2 or 3 very simple calculations, it is possible to completely erase any and all off-course mileage that you might accumulate while rallying. This is the procedure: At the point that you determine that you are off-course and

decide to turn around, immediately write down the odometer reading. When you again get back on course, you again record the mileage reading and by subtraction determine the number of miles that were traveled while getting back on course. Once you have this number, you have merely to double it and add it to the odometer reading at the last speed change and you have erased the off-course mileage.

This may sound confusing but let's take a particular case. You decide that you are off-course and you turn around. Your odometer reads 54.75 miles, and when you finally get back on course your odometer reads 59.75 miles. This means that you traveled 5.00 miles to get back on course, and a total of 10.00 miles off-course. Now let's take a look at your master sheet. It reads as follows at the last speed change:

Avg. Speed	Total Miles	Leg Miles	Leg Time	Overall Time
XXXX	50.00	15.66	36:42	3:26:45

Now to erase this 10 miles that you were off-course, you merely add the 10 miles to the previous speed change total mileage without a change in any other space in the master sheet. It would then read:

Avg. Speed	Total Miles	Leg Miles	Leg Time	Overall Time
XXXX	50.00	15.66	36:42	3:26:45
////	60.00	////	////	3:26:45

Now, any calculations that you make will be correct and you have no worries about off-course mileage. [The time off course will have to be made up.]

## EVALUATION OF INSTRUCTIONS

The first thing that must be said in this article is that I cannot promise to make you an expert instructions reader or interpreter with the material that is contained below. Even though I have been on many rallyes during my short career as a navigator, I have by no means been exposed to all the possible interpretations or meanings that are intended by those "friends" who lay out our Sunday Saturnalias. The material contained in this article is based some what on my own experience and the experience of a few other rallyists in our club, but can by no means be construed as the only meaning that can be implied, nor should it be used as a criterion for any future rallyes. This information is meant to give you an idea of what these phrases have meant in the past and what they might mean if you were to come across them in an instruction sheet. With this thought in mind, I shall begin.

As far as I am concerned, the most important phase of reading instructions is to READ ALOUD to the driver EVERY WORD on the paper, and then make sure that he understands what you have read. The next most important



*Gordon Rogers Rookie's Ramble, September 1959*

thing to do is to avoid using the word "right" to indicate that whatever the driver said to you is correct. Use the word "correct" only. This will safeguard you against a situation such as follows; The instruction reads "Left at T" and as you approach the T, your driver says to you "Left at T". You reply - "right". and he promptly turns right at the corner. If you do not catch what he is doing, and it is quite easy not to, you are off-course and you do not even know it.

Now, let's go a little more into detail about this reading aloud of the instructions! The first thing that you should do after you read the instruction to your driver, is to indicate to him whether or not there are any capital letters in the instruction. This is quite important because, any capital letters will indicate exactly what you are looking for. Take the case: Left after church. If you were to read this to a driver, he would most likely start to look for a church building and he would be completely correct. However, if the instruction read Left after Church, it would most likely indicate a street name or a person's name. If you did not indicate that there was a capital letter on "Church", your driver might not be looking for the proper clue and would most probably miss the turn.

As a generality, you can almost always be correct in assuming that if a word starts with a small letter it indicates a place or building whereas if it starts with a capital letter, it indicates a street or a person's name.

Another very essential phase of reading instructions to your driver is to indicate to him that a word or words are contained within Quotes. In a case such as this, the words within the quotes are most usually on a sign of some kind. For example should the instruction read: Right after "Chevron" then you would have to assume that the word "Chevron" is on a sign of some kind. The sign could be a highway billboard, a



sign in a gas station, on the side of a barn, or a small cardboard sign in a window somewhere. Along with this topic of quotes, we also have another facet of writing instructions, and that is to proceed and/or follow words in quotes with a series of dots. Such an instruction would look like this: Right after “. . . heated pool . . .”. This indicates that all words on the sign are not included in the instruction, and in this case there are some words before and after “heated pool” that are contained on the sign. An instruction of this kind presupposes that you read every word on every sign along the rallye route, but in most cases the sign is quite obvious and difficult to miss.

We now come to a very touchy and disputable subject, that of numbers in instructions. Whenever you come across an instruction that indicates a turn at or after a series of numbers, pinpointing the most likely spot that the numbers can be found is not always easy. There are many ways that the numbers can be arranged, for example: the numbers can be in one horizontal row, or they can be in two or more horizontal rows, or they can be in a vertical row. The most I can do for you in this particular case is to give you an idea where most of these numbers might be found or have been found in the past. For example, you have probably already thought of telephone poles as a source of these numbers and you are correct. On almost all telephone poles the numbers are in three horizontal rows, but there are exceptions to this so be careful. Another source of these numbers could be street addresses or the white concrete posts that are along side our roads. In regard to these white concrete posts, the numbers are usually in one vertical row and usually not more than three or four digits. In most cases they are only one or two.

Since this type of instruction involves stopping at every telephone pole or mailbox along the rally route, it has in the past incurred much displeasure and the tendency to use this type of instruction is diminishing somewhat.

In the same vein, is the use of years as clues on rallyes. Whenever you come across any instruction that uses such numbers as 1958, 1942, etc. there are a multitude of places that can be found. Try looking on bridges, barns, mailboxes, culverts, or buildings such as a Grange or any other public building. The best way to treat this type of instruction is to try to narrow down the possible places where the number might be found, but never to assume that it is in any particular spot. Check every possibility that comes along, which includes all the previously discussed possibilities.

Since every club that puts on rallye usually has their own terminology in regard to phrases, it is essential that you determine before hand just what is meant by such phrases as Y, T, intersection, junction, dirt, etc. In our own MG Club, these phrases are perfectly well standardized and when you see Y or T used you can immediately and correctly assume that you must approach these two types of road configuration from the bottom, which means that as you approach the clue, the road will form these shapes, with your car traveling

toward the top of the letter from the bottom. Again, in our club, whenever the word intersection is used, it means the point where two roads cross each other.

The best way to familiarize yourself with the terminologies of the various clubs in this area is to pay close attention to the clues for the ten miles or so, since they try to keep the cars on course until after the official mileage, so that after a few clues, you can cope with the clues for the remainder of the rallye without too much difficulty.

Also you can learn quite a bit about individual rallyes by merely reading the general instructions which are given out prior to the start of a rallye. The main purpose of these general instructions is to give the rallyists an insight to any particular interpretation that is out of the ordinary and to let the rallyists know exactly what is to be expected during the course of the rallye.



*Little 500, May 2-3, 1959*

I guess that I can best sum up the idea behind this article by quoting something that Gordon Rogers told me when I first started rallying, and that is: “Assume nothing and look for everything!”

—Dick Coleman

*Calculating Speed:*

$$\frac{\text{Distance(miles)} \times 60}{\text{Time(minutes)}} = \text{Speed(mph)}$$

*Calculating Distance*

$$\frac{\text{Speed(mph)} \times \text{Time(minutes)}}{60} = \text{Distance(miles)}$$

*Calculating Time*

$$\frac{\text{Distance(miles)} \times 60}{\text{Speed(mph)}} = \text{Time(minutes)}$$



# RALLYE!



## 50th Anniversary Rallye Saturday May 3, 2008

Rallye Masters:  
Dave Asmuth, Mike Harrison & Bob Barker

Starts at 9:00 AM

Old Ames Plaza on Rt. 104, Ontario County

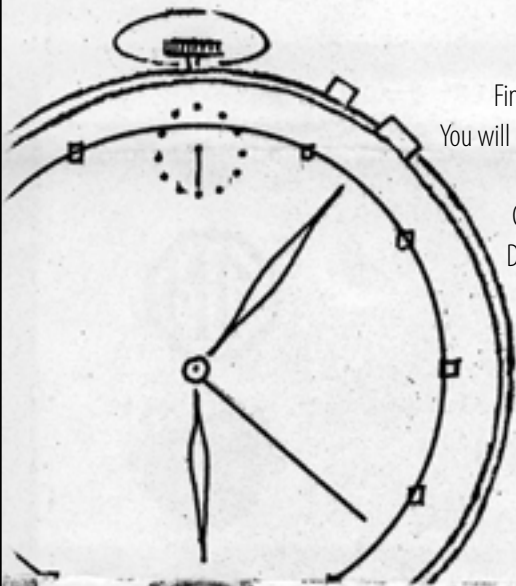
Approximately 3 hours and 2 check points

Finnish at Connelly's Cove, East Side of Sodus Bay

You will need a Stop Watch or other time piece; Compass and  
Slide Rule [that's what he said].

Cost to be determined, but about \$12 per car

Dave (585) 621-7035 Mike (315) 483-0368



Some lighter rallye fare gleaned from the Spokes—

*Dick Coleman was by this time considered a very capable navigator and was much in demand. One of our trophy-hunting, point conscious members decided he would drop his wife type navigator in favor of expert Coleman. Now wives are inclined to fight back once in a while and this one did by taking the family sedan and their son. She beat Hubby by 180 points. I bet you forgot all about that, didn't you? . . . Our friend, the trophy hunter, dumped Coleman quickly but still had no confidence in his wife. He picked Carl Clark and ended up in 12th place. His wife ran with another guy's wife and took first place.*

*Bob Jeffers and Harold LeBoo combined their talents to produce a rallye . . . They pulled a cute little gimmick in this one. When you reached a certain point you were told to open some special instructions. They then told you to*

*disregard the last three average speeds you had used and recompute that section at a lower speed giving you a new departure time from this point not really difficult, just a bit disconcerting.*

*George Gay came up with a new slant on rallying with his June "Rev-Teaser". You drove this one with your odometer covered up. Surprisingly, it didn't seem to make a lot of difference to the winning Robinsons or the other twenty-five entrants.*

*Gordon Rogers borrowed and refined an idea, coming up with an unusual winter rallye for December. He called it "Signs of Winter" and instead of written instructions, used the common diamond shaped intersection marker signs. It was so easy that some navigators went to sleep and their drivers promptly went off-course. Not Dee Merriam though, she brought Dave Elder into first place*





*Carl checks out the books*



*Wanna buy a duck?*



*Five speed, opening doors, four wheels . . .*

## Winter Steak Roast & Auction



*Reserved seats (see last year's Spokes)*



*Hollis starts the kitchen remodeling.*



*Who wants to buy a paper bag?*



*You're gonna need this.*



*No Bills fans . . .*



*Lots of stuff, cheap!*

# California Dreamin' Racing at Laguna Seca

Dick Powers

## THE FIRST MG VINTAGE RACERS WEST COAST FOCUS EVENT

Racing at Laguna Seca was sure a dream come true for me and 222.

That dream started 25 years ago when the Powers family went West for a California vacation. While in Monterey I met someone with a Porsche on a trailer and he told me they were having a club event at Laguna. The next day I dragged Bethel and Rachel to the Laguna track and the die was cast.

About a year ago, all the planning started to come together for this MGVR West Coast Focus Event. Even Bethel said I should go racing in California (WOW!), so I started saving my money. At Mid-Ohio last October, Jim Weissenborn (MGA racer and chief organizer of this event) said it was a go and that started a chain of events that included much info about the track, months of car prep (thanks to John Thompson for his many suggestions) and arranging for a transporter to take 5 MGA's to Laguna and back. Also, the event would be just after my 65<sup>th</sup> birthday, so like *Sebring at 60*, I'd now be racing *Laguna at 65*. I couldn't have planned it any better if I had planned it!



A cold and snowy March 8<sup>th</sup> was the day for all of us in the Northeast to meet the transporter in Scranton, PA. When I left my house about 5 AM,

Mother Nature gave 222 a wintry send off as I left to get Joe Tierno who went with me. By Binghamton, it started to rain and that washed the salt off 222. All the loading went well and we crossed our fingers that the transporter would make it through the Donner Pass and our cars would arrive at Laguna Seca on Friday March 14th.



I flew to Monterey a few days before the event so I could do some sightseeing. What a wonderful spot with historic Monterey, Pebble Beach and Carmel-by-the-Sea all very close to the Laguna Seca track.

Once in Monterey, I started to find out more about the track. The land the track is on was originally part of Fort Ord and the first race there was in 1957 on a 1.9 mile circuit. The track is now owned by the Monterey County Parks Department. There's also the famous Baja Cantina (similar to our Seneca Lodge) nearby that's loaded with fantastic West Coast racing memorabilia. Good food and beer too!

On Thursday, before the racing started, all the MGVR gang went to the Martine Inn and MG Museum for dinner and socializing. It's owned by famed West Coast MG racer Don Martine and is in Pacific Grove, CA. It's a classic old Inn with a great view of the ocean and of many historic MG's. What a way to start the festivities and prime us for MGVR racing at Laguna.

The present Laguna track is 2.3 miles long with 11 turns and it runs anti-clockwise. The long up hill front straight is similar to that at Road



America, Turn 2 is similar to the Big Bend at Lime Rock and like most turns at Laguna, you try to be as late as possible on exit. Turn 5 starts the 300' uphill push to the famous "Corkscrew" (8 & 8a). This turn is like no other I have ever driven. It's even blind going in at the #2 marker, then before you know it, you have to turn left and everything starts to drop from under you and



then you have to turn right (8a) as you descend on this roller coaster ride to 9 and 10.

Turn 10 isn't the hardest turn at Laguna, but in the early Saturday MG practice a little voice from above said to back out of the throttle a little. I had been dicing with Michael Zbarsky's MGA coup and as he entered 10, the rear came out, but I thought he would correct it easily. Well soon it was a spin unfolding before me and we were starting to do some close dancing. Fortunately I read his spin well and at the last second, got by on the right. Had a good laugh after and Tony Ferrari got some great pictures of the fun.





*Tony Ferrari photos*

HMSA doesn't use transponders, record times or give trophies, but they had us all gridded well. We had an MG only race each day and with that group I was gridded mid pack of our 34 car field and that was about right.



My MGA was also in Group 5 with the usual Alfa, Porsche, Morgan, Elva and Lotus racers, but I wasn't prepared to run against 2 Ferrari 250's, both with 3 liter motors. They were fast for sure, but some of the smaller stuff was flying too, including the ex Lew Spencer Morgan: Baby Doll IV (former SCCA National Champion with 180 hp!) and the really fast #41 MGA of Scott Brown. Scott and a Porsche battled for the lead all race long. From the East Coast, Mark Palmer really learned the track quickly and on Sunday had a good race with the same Porsche. There was also one

1622 Elva that Mark and I both dived with. I'm sure Mark was much faster than the Elva, but both of us had the same experience especially climbing on his tail under late braking going into Turn 2 (about 90 mph for me) and then trying to get past in 3-5. That Elva had lots of power and could just out drag us, especially up the hill going to the Corkscrew and there was no way we were going to try a pass there.

Along with all the racing and fun at Laguna, there were some famous cars and people there. In the car category we had the 1934 MG NE of Pete Thelander (the George Herschell drawing of this car was used on our 2007 SC&VAF posters), the 1950 MG TD based Von Neuman Special owned by Don Martine, the MGA based Byers Special owned by Jim Weissenborn and the 1964 ex Huffaker #43 Sebring MGB.

These were all very special MG's to have racing there, but the MG stars of the Laguna event were the two former Ken Miles Specials, the R-1 & R-2 (Flying Shingle). These cars go back to the 50's and with Ken Miles racing them, they made MG and West Coast history. That combination was Unbeatable! I last saw them in 1994 at the 40<sup>th</sup> Anniversary of the Collier Cup that Joe Tierno organized at the Glen. Joe had a good dice with the Shingle and I was just happy being on the same track with them. They were only on the Laguna track during the MG noon touring laps as they are now too valuable to race.



*Ken Miles' MG specials R2 (Shingle) and R1*

There were many notable MG and racing people at this event, but the two who stand out were Al Moss, founder of Moss Motors and Peter Miles, son of

the late Ken Miles. Al is a great guy who used to race an "MG-Morgan" trike. When he found out I was trying to locate Lew Spencer for the 2009 Morgan event at the Glen, he said he would get the information for me and did!



*Jim Weissenborn, Peter Miles, Dick Powers*

And then there's Peter Miles. We met in of all places the "Men's Room" by the garages (God does work in mysterious ways). We were just washing up a little and started talking about the events of the day. He was interested in my racing an MGA and told me he was chief mechanic for someone with a large collection of cars. At some point we both realized we were going to the big banquet and exchanged names and where we were from. For a minute I couldn't believe I was talking to the son of the great Ken Miles. I told Peter about a race in '63 or '64, when I was a corner worker at the Glen. His dad was racing an RSK Porsche in the first race (about an hour long) and finished in the top three. In the next race, he jumped into a Cobra, continued racing for another 3 hours and finished in the top 3 again!

Ken Miles was a real hero to many of us, especially since he built and raced his own MG specials and eventually became a Porsche and Ford factory driver. Peter was genuinely interested in this and other stories about his dad and we continued our conversation at the banquet at the Laguna Seca Golf Ranch.

Racing at Laguna was just beyond category and in or 50<sup>th</sup> Anniversary year, even more meaningful to be racing there in the ex Bob Burns MGA. I'm still smiling! God has again blessed me real good. ◀

Want to make a repair to your car, but would like some expert help close at hand?  
You dream of having a lift?  
You would drive across town for free coffee and donuts?

## Then come to the MGCC Spring Tune-Up Clinic



Saturday, May 10th 10 AM until 4 PM

Monroe Community College Technology Center, near Friendly's on West Henrietta Road  
(entrance is around behind the building)

Sign-up to work on your car or be a helper—call George Haynes at 585-872-6536

More information at the next meeting



*Are You Looking for NOS? NLA?*

*Something with a little patina?*

*Some spare parts? Just in case . . .*

*Is the journey as good as getting there?*



Then You Need to Go to Carlisle, Pennsylvania!

The Import and Kit Car Weekend is May 15th – 18th



As usual, several MGCC members will be operating a Flea Market space and selling our left-over British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 17th to arrive and get setup before the show begins on Friday. In addition to our own wares to sell, we encourage others to send along any parts they would like to sell, or tell us what we might bring home for you. So look around the garage or basement for something which could turn into cash. Let us know your needs.

For more information or to send along some parts to sell, contact George Haynes at 872-6536. **Dave Chase has a block of motel rooms reserved for the weekend, so if you need a room, call Dave at 334-6826 by May 1st.** More information at the next MGCC meeting. ◀



# MG CAR CLINIC

A clinic with special attention devoted to TC and TD models will be held by the TD owners assoc. on Saturday, APRIL 25th. All members of the club and interested parties are cordially invited to attend this gathering which will get underway at 1:00.  
**PLACE:** Bob Jeffers' - North Greece Rd. north of Latta Rd. Watch for the MG sign.  
**FEATURES:** Demonstration of tuning\* Exhaust gas analyser\* Special balancer (we hope)\* Compression gauge\* Diagnosis of transmission troubles\* - by Scotty Ross of the Sport Car Service Center.  
 This is an opportunity to compare cars and swap tips on maintenance and repairs. For further information contact Gil Langwager.

## FOR SALE

1950 2.5 liter Riley sedan. Sharp, potent, good to excellent throughout. \$500 firm. Louis Willsea, BR 1-5066.

*As a result of the Editor's exhaustive research, the first MGCC Tune-Up Clinic was held by Gil Langwager in 1959*

# Somebody Help Me! Can You Help?

Dan Goodwin and Hollis Hames are going to coordinate a "helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Once the pool is established, Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact Dan:  
 (585) 223-9584  
 E-mail [dlgpk@rit.edu](mailto:dlgpk@rit.edu)



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## Seneca Lodge Rooms

Joeanna DeBlaere

IT IS THAT TIME OF YEAR ALREADY, TIME TO THINK ABOUT the Vintage Races at Watkins Glen in September 5-7. We will be doing the lottery like we have been doing for the last several years, seems to be the best way to handle the rooms. Seneca Lodge is still requiring a 3 night stay [Sept 4-6]. The deadline to submit your name and room preference is April 15th and you must be a current club member to apply.

If you would like a room I need your request in writing on or before the 15th of April. You can send it by e-mail to [deblaere@frontiernet.net](mailto:deblaere@frontiernet.net) or by regular mail to Joeanna DeBlaere, 8607 North Shore Drive, Honeoye, NY 14471.

We will need a few people to volunteer to do the party on Saturday night at the log cabin. There is always plenty of people to help with getting this party organized, if you have not hosted the party in the past you might consider doing it this year.



**Final Notice! Requests due by April 15th.**

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## MGs in Vermont

This year "MGs in Bennington" has moved up the mountain to the Kitzhof Inn in West Dover, Vermont. **The three day MG weekend is Thursday July 31 through Sunday morning August 3rd.** I know those who attended last year had great fun driving Vermont's fabulous roads, kicking all those MG tires, meeting old, and new friends, and seeing a bunch of MGs going through covered bridges.

Once again this will be a low key event: no car show, no registration fee, no mud, just a designated host hotel, a reception (paid for by the Inn), an English family style evening meal (about \$20.00 each). This year the hotel will be the Kitzhof Inn; we have reserved all 24 rooms for this event. A very reasonable price structure that includes 3 nights lodging, the reception and three scrumptious English breakfasts has been arranged. Single \$156.00; Double \$255.00 and Triple \$318.00. Reservations should be made directly with the hotel: [www.kitzhof.com/pages/mg.html](http://www.kitzhof.com/pages/mg.html) or 800-388-8310 / Fax: 802-464-2675.

There is no registration fee for attending "MGs in Vermont" but as I would like to keep a record of who'll be attending, I'd appreciate your e-mailing me at [mgadavid@yahoo.com](mailto:mgadavid@yahoo.com)

—David Werblow

## ... and Still More Events

May 4

SCCA 50th Annual Braille Rally

[www.wny-scca.com](http://www.wny-scca.com)

Information: Ann Jordan (716) 652-8344

[AlanJ900@netzero.com](mailto:AlanJ900@netzero.com)

June 14

Wayne County Nursing Home Foundation Car Show

1529 Nye Road, Lyons, NY

Information: [JCrawford@lyonsbank.com](mailto:JCrawford@lyonsbank.com)

June 14, 15th Darien Lake Car Show

[www.GoDarienLake.com](http://www.GoDarienLake.com)

July 13

Genesee Valley Antique Car Society Car Show

Rochester Institute of Technology

August 3

Tappet Twirlers Rockin' In The Park Car Show

Lee Town Park, Upper Turin Road

Lee Center, NY

Information: [www.tappettwirlers.org](http://www.tappettwirlers.org)



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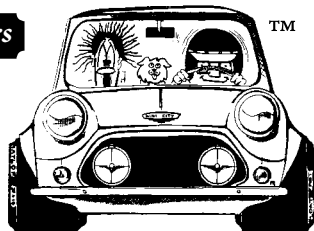
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**WANTED:** MGB in good driving condition; need not be perfect, but not a major project, either. Chrome-bumper roadster preferred but will consider all. Call Hollis Hames at 585-271-7754.

**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:** Racing Go-kart, excellent for autocross. Includes 2 engines, gauges, many spare parts. \$500.00 or BO. Also have racing jackets and pants in youth and adult, and other go-kart racing equipment. Call or email for details. sangster@mgsclub.com or 585-503-5399. 2/08



**FOR SALE:** 1973 Red Midget, Rebuilt 1275cc motor with Weber Carb / 400 Mi./ Rebuilt Transmission. Restoration complete from bottom up. Ready to ride for years to come. \$6,500.00. For pictures Contact: Will Salisbury PO Box 37, Clayton NY. (315)-408-1836, e-mail: my3crows@hughes.net www.willsalisbury.com 3/08

**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.

**FOR SALE:** I have found a line of 165R15 tyres suitable for MG-T's, MGA's and other British cars. Don't pay Coker's price for Michelins (about \$125. each). Call me first! George 585-872-6536

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*Please inform the Editor when ads should be removed.*



Upcoming lectures at the **International Motor Racing Research Center**, 610 S. Decatur St., Watkins Glen, NY.

**May 3rd** Sports Car Club of American Green Grand Prix Rally for alternate fuel and hybrid vehicles. Corporate entries from Toyota, Honda, GM, Ford and IRL. More info: [www.greengrandprix.com](http://www.greengrandprix.com)

**May 17th** author Joel Finn returns to the Center. He will discuss the making of his newest book, "American Road Racing 1948-1950, The Sport Revived." This book, of course, features Watkins Glen.

**June 21st** Gary Doyle will talk about his new book, "Carlo Demand, In Motion and Color." He discusses illustrator Demand's work for books on race cars, motorcycles, tanks, trucks, paddle wheel steamers, air ships and airplanes. Demand was one of the most prolific transportation artists in the history of the genre.

You can find the upcoming events and more at <http://www.racingarchives.org/>

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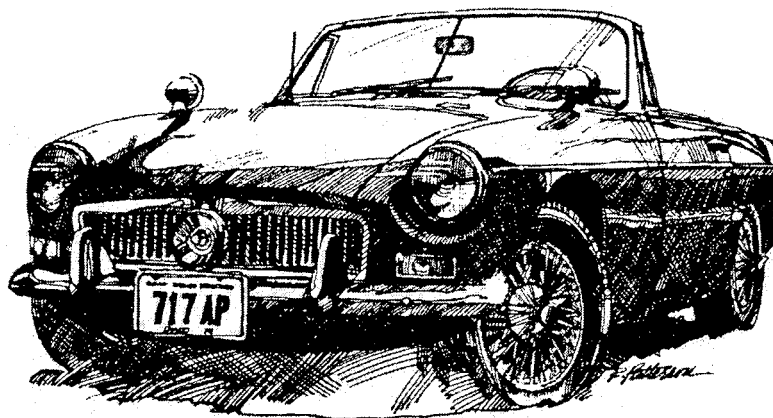
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# Bury Me In An Old Mowog Parts Box

Jay Lockrow



Not being aware of how much you are in touch with things, a little background on this is necessary. In England they have an event that has become hugely popular. It is called the Goodwood Festival and it has become a yearly phenomenon. [www.goodwood.co.uk/revival/] It has grown beyond what anyone thought it would and seems like it will continue. Goodwood was a racing circuit that was closed several years ago for what reason I don't recall. However it has become the home of said festival which includes much pre-war and post-war vintage racing. They also have events for things like Indianapolis roadsters and I believe there is a hill climb on the grounds where local enthusiast Bill Milliken took the famous four wheel drive Miller up the slope. I do not recall if he made any records but he had plenty of practice with the car for several years in the 1950s when he was doing "research" on four wheel drive (FWD) vehicles. It just so happens he did some of this research at places like Watkins Glen, Pikes Peak and other competition venues. Later he returned the car to the FWD Company in Oshkosh where it sat for many years until some enthusiast finally pried it away. It has been restored by Dean Butler and used for the purpose for which it was intended. (Really, really neat stuff)

Car lovers come to Goodwood in droves and most attendees bring their vintage or classic car and park it in the lot reserved for just that purpose. It has been said that the parking lot is as much fun to see as the festivities. People coming dress in period attire and even the medical teams have a period ambulance and wear period nurse uniforms and doctor coats or uniforms. The constables do the same and tweed coats and a proper fedora are all part of the atmosphere. They also have such things as period flybys with period aircraft and such. If memory serves me correctly even the trucks delivering food and beverages to the vendors are period with period livery. I doubt, however if the fees charged are period.

So why don't we try something on this order? We have the Auto Festival put on by The Western New York Centre of the MG Car Club at Farmington in June, followed the next weekend by Euro Car Day by the British Car Club of Western New York. Why not try including period dress, picnic etc. to give the event a little more authenticity and fun. Besides it would give you something else to think about and I bet the gals would love this sort of thing. You could even have a prize for best period costume, best picnic the possibilities are endless. If you have ever been to a military reenactment then you would realize how much fun putting together something like this is. I have seen Civil War, The Great War and WWII reenactments and half the fun is putting together the outfit and accoutrements. I have seen period cigarette packs, fountain pens, chewing gum as well as eyeglasses, shoes, glasses as well as the vehicles and uniforms. It really is kind of fun and just think; you could use that pair of blue suede shoes you have been saving since 1957. Of course you might have white bucks or saddle shoes but come anyway and bring you vintage car. We could have period music and play it at a reasonable decibel level so it won't ruin peoples hearing.



Goodwood Revival 2006

—Roger Walker, Fareham, UK



Goodwood Revival 2006

—Roger Walker, Fareham, UK

If you think I have gone off the deep end let me recall a little scenario from about two summers ago. Those that belong to a group called the AbnormalT's were startled when, on tour, they came upon an English policeman complete with proper motorcycle, uniform and an assistant from the Ministry of Transport (MOT). All competitors were issued a ticket and a fine was collected at the end. There were several compliments for the creative thinking involved with this event as well as could you do it again? This will come to pass but for the record it was well received and the period costumes were the part that made it so successful. ◀

## APRIL BIRTHDAYS

- 1 Linda Spencer
- 3 Michael Short
- 6 Chuck Schaefer
- 7 John Thompson
- 8 Mary Lynne Turner
- 13 Mary Lou Riter
- 13 Catherine Wackerman
- 14 Phyllis Wagner
- 15 Kathy Walsh
- 18 Jane Schantz
- 19 Aldis Lemesis
- 20 William Wackerman
- 21 George Haynes
- 21 Frank Stepanik
- 21 Robert Tescione
- 21 Harriette Hokenson
- 21 Dawn Priestley
- 23 Charles Swarts
- 24 Paul Heaney
- 24 Warren Riter
- 25 Bob Johnson
- 26 Janice Zorn
- 28 Joyce Pegoni
- 30 Elizabeth Rush

**HAPPY BIRTHDAY EVERYONE!!**

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## APRIL ANNIVERSARIES

2 George & Sue Leopard  
3 Daniel & Latty Goodwin  
13 Gary & Carol Newman  
19 Frank & Rosemarie Stepanik  
27 John & Ginny Fowler  
30 Al & Barb Fink  
30 Suzanne & Robert Keppeler

**CONGRATULATIONS!**

## MAY ANNIVERSARIES

- 1 Dick & Patricia Giambra
- 2 David & Cheryl Asmuth
- 6 John & Sherry Corcoran
- 6 Lloyd & Susan Potter
- 7 Garrett & Anne Hoehn
- 10 Tim & Karen Paul
- 12 Chuck & Becky Schaefer
- 13 Jeff & Wendy Miller
- 14 Joe & Bridget Tierno
- 17 James & Sondra Franzen
- 17 Bruce & Susan Krobusek
- 21 Jeffery & Jan Langswager
- 23 Dale & Linda Masters
- 23 George & Lyn Tennant
- 24 John & Chris Baum
- 25 Gene & Anne Faust
- 28 Michael & Susan Goodwin
- 29 Bill & Cheryl Baldwin
- 29 Warren & Mary Lou Riter

**CONGRATULATIONS!**

### MAY BIRTHDAYS

- 4 Mary Ann Shetterly, II
- 5 Nona Kraus
- 5 Kelly Fallon
- 5 Paulette Schultz
- 7 George Herschell, Jr.
- 8 Jane Gaylo
- 11 Peter Pegoni
- 18 Lyn Tennant
- 19 Joe Fazio
- 21 Dan Viola
- 21 Michele Zuck
- 23 Bill Benet
- 23 Grace Gleba
- 25 Jan Langswager
- 27 Harold Rodman
- 28 Bessie Kopen
- 30 John Corcoran
- 31 Kim Avery

**HAPPY BIRTHDAY EVERYONE!!**

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# MG Car Club Western New York Centre      Calendar of Events 2008

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

<b>January</b>  3 Board Meeting 13 Wine & Cheese, Valve Cover Races 17 Meeting	<b>February</b>  10 Go Kart Races 21 Meeting	<b>March</b>  2 Steak Roast & Auction 6 Board Meeting 20 Meeting 30 Swing Into Spring	<b>April</b>  17 Meeting, Basket Auction 27 Spring Fling Tour
<b>May</b>  1 Board Meeting 3 50th Rallye 10 Tune-up Clinic 15 Meeting 21 or 22 TV Channel 13 28 Stuffing Party	<b>June</b>  1 Vintage Auto Festival 14 Multi-club meet, Canada 13-15 Hildene Car Show 19 Meeting 29 Lap'n Lunch	<b>July</b>  3 Board Meeting 12 Vintage Cars Wine Tour 13 GVACS Car Show (RIT) 17 Meeting 20 Autocross 1	<b>August</b>  10 Autocross 2 17 Wagonjack Picnic 21 Meeting
<b>September</b>  4 Board Meeting 5-7 Watkins Glen 16 Meeting 27 50th Anniv. Banquet 28 Autocross 3	<b>October</b>  5 Fall Foliage Tour Garage Tour 16 Meeting 25 Halloween Rallye	<b>November</b>  6 Board Meeting 9 Yacht Club Brunch 20 Meeting — Elections	<b>December</b>  13 Holiday Party No Meeting

Next Meeting  
April 17th 7:30 PM  
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