

Spokes

Official Publication of the MG Car Club Western New York Centre

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August 2008



WAGONJACK

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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

Web Site: www.mgcarclub.com

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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

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

VICE CHAIRMAN

Dan Goodwin
95 Country Downs Circle
Fairport, NY 14450
(585) 223-9584
dlgipk@rit.edu

SECRETARY

Mike Goodwin
8 Harmony Circle
Rochester, NY 14624
(585) 889-2646
mrgoodwin@frontiernet.net

TREASURER

Susan Kath
1039 Mosley Road
Fairport, NY 14450
(585) 425-9994
keuka01@frontiernet.net

ACTIVITIES DIRECTORS

Mike and Sue Harrison
6640 Ann Lee Drive
North Rose, NY 14516
(315) 483-0368
mharrison3@rochester.rr.com

TRUSTEE

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

TRUSTEE

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

MEMBERSHIP

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

HOSPITALITY

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

CARDS AND LETTERS

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

CLUB REGALIA

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

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065
wagonjack@mgcarclub.com

SPOKES EDITOR

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

WEB MASTER

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

CAR SHOW CHAIRMAN

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

U.K. LIAISON

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

SUBMISSIONS ARE WELCOME.

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

MEETINGS

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

SPOKES STAFF

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

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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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Cover Left to Right: Jim Ottman, Bob Kutzenburger, Bert Patenall, Gil Langswager, Dave Wild, Bob Philip,
Marvin Brudno, kneeling with can of Schlitz, John Callahan. Wagonjack picnic Fall 1971

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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

HELLO SPORTS CAR ENTHUSIASTS! Hopefully everyone is enjoying the summer weather and various car activities.

This morning, I am doing a few little odds-n-ends jobs on the MGA including reinstallation of the starter after an internal spring in the bendix got jammed. The car behaved well throughout our trip to Seven Springs, PA for the national MGA meet, with a round-trip total of about 770 miles. I was pretty pleased since it only had about 200 'debug' miles on it before departure.

The meet was amazing. A total of 152 MGAs were there, including 30 Twin Cams and 6 Deluxes. Photos and article can be found elsewhere in this issue.

We're coming up on the heart of our 50th Anniversary celebrations as you can read about elsewhere this issue. When my dad and I joined this club around 1979-80 (yes, I was in high school!), we apparently just missed the last of the Wagonjack meets by a year or so. Dave and Barb will resume the tradition by hosting our 50th Anniversary Wagonjack meet on their farm on August 17. It is the perfect opportunity to have an informal display of our sports cars and enjoy a catered picnic lunch. I will be sending out e-mail requests to help with tent setup and cleanup. Please consider joining the fun!

Thanks to Paul and Joan Heaney for volunteering to store our 'MG' dealership sign trailer. Thanks also to Roger and the staff at Harwood for generously storing it for such a long period until this move was arranged.

See you in August!

—Dan

Pizza Party

*Saturday September 6th
around 6 PM*

*Seneca Lodge Log Cabin
Watkins Glen, New York
Vintage Race Weekend*



The Herald

Allen Hess

UNFINISHED BUSINESS—Apologies to Al Fink because I forgot to credit Al for the cover photograph of the Murray's MGB. This month for members who are wondering what all the fuss is about, Dave Wild "tells all" about Wagonjack! It also provides rationale for the following [via the associate editor].

—TRIUMPH

♦ POTATO DOUGHNUTS ♦

Betty and Barb agreed that the Potato Doughnut recipe in the 1956 edition of BETTY CROCKER'S PICTURE COOK-BOOK was the one they used. (Betty did not add mace.)

Use no milk when mashing the potatoes; set aside one cup.

Beat thoroughly 3 eggs

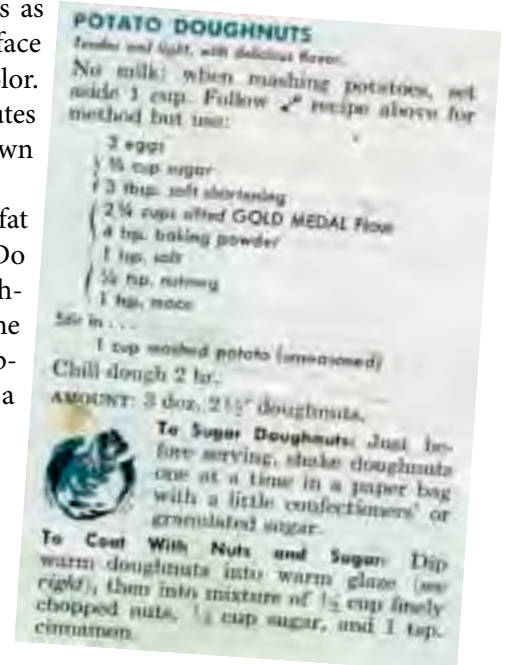
Beat in 3/4 cup sugar
3 tbsp. shortening

Stir in 2 3/4 cups flour
4 t. baking powder
1 t. salt
1/4 t. nutmeg
1 t. mace

Stir in 1 C. unseasoned mashed potato

Chill dough 2 hours.

- ✓ On a lightly floured board, roll out gently 1/3 inch thick.
- ✓ Let rest 20 minutes.
- ✓ In a deep fat fryer, a heavy kettle or a large Wok, heat oil to 390 F. (a cube of bread will brown in 40 seconds)
- ✓ Cut with a floured sharp doughnut cutter.
- ✓ Cook as many at a time as can be easily turned in the fat.
- ✓ Turn doughnuts as they rise to the surface and show a little color.
- ✓ Fry about 3 minutes to completely brown on both sides.
- ✓ Lift from the fat with a long fork. Do not prick doughnuts. Drain over the kettle, place on absorbent paper in a warm place.
- ✓ Optional: Frost and decorate with sprinkles when cool.



Activities

Mike and Sue Harrison

SUNDAY, JUNE 29 THE LAP & LUNCH program at Watkins Glen International was enjoyed by 18 drivers and their passengers. After mastering the curves and straights of the track, we enjoyed lunch and made plans to do it again next year.

Thanks to George Haynes for working with Deer Run Winery to put on their first Vintage Wine and Wheels Car Show. A good time was had by all attending on a hot sunny summer day.

Thanks also to Julia Daykin for a successful first Autocross of the season on a day when the weather was threatening. More about this event in Spokes, too.

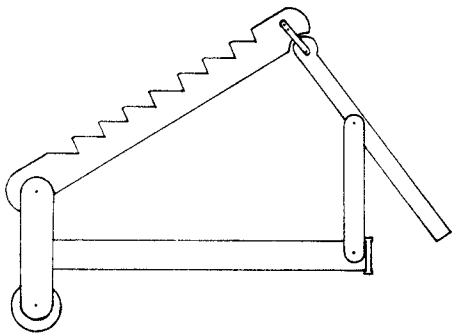
August 17 will be another part of our 50th Anniversary celebration with a catered picnic at the Wild's Wagonjack

Farm. This will give members another opportunity to show off their vehicles as was done in the past before the Car Shows were put on with Victor Lions Club. Look for information in this issue and sign up soon.

If you are headed to Watkins Glen for the Vintage Car Weekend September 5-7, be sure to join club members at the Seneca Lodge Log Cabin for a pizza party Saturday evening.

And look elsewhere in Spokes for details of our final 50th Anniversary celebration which will be held at Genesee Country Museum on September 27.

—MGB GT (Yellow)



Picnic Buffet at **WAGONJACK FARM**

166 Loud Road
Fairport, N.Y. 14450



Sunday August 17th, 12:00 Noon

The picnic will be catered by Papa Joe's and include:

*Baked Chicken • Italian Sausage with peppers and onions • Hot Dogs
Macaroni Salad • Fruit Salad • Baked Beans • Salt Potatoes • Rolls and Butter
MGCC will provide soft drinks and water*

Price \$10.00 per person, \$5 children 10 and under

Make checks payable to MG Car Club

Deadline for Reservations is Friday August 8th

Call Dave and Barb Wild (585) 223-1065

**Last names A-L please bring Appetizers; M-Z Desserts
Please bring folding chairs too.**

**Parking for Sports Cars & Collector Cars in the barnyard;
Family Cars park next to the Gray Barn across the road at 149 Loud Road.**



Celebrate the Golden Jubilee of the

MG Car Club, Western New York Centre



Saturday September 27th.

We are having a party at the Genesee Country Village & Museum in Mumford, New York. Come anytime after 12:00 noon. Upon arrival, go to Admissions and to the special table for the MG Car Club to obtain complementary tickets for the day at the Village. If you are driving a sports car or collector car you will be directed to the Great Meadow for parking. The social hour with cash bar will begin at 4:30 PM in the Meeting Center. Dinner will be seated at 6:30 PM. *Don't forget to wear your name badge!*

The price is \$25.00 per person. RSVP with your entrée selection by September 6th. Make checks payable to MG Car Club mail with your meal selection to:
Susan Kath, 1039 Moseley Road, Fairport, New York 14450.

Hors d'ouvres: Cheese and crackers, fresh vegetables, homemade Swedish meatballs

Tossed salad with choice of dressings

Entrées:

- ♦ *Citrus Chicken sautéed with artichokes, oranges & lemons, served with baked potato and sautéed vegetables.*
- ♦ *Herb crusted Tilapia, a mild white fish with a twist, served with baked potato and sautéed vegetables.*
- ♦ *Eight ounce Char-broiled filet of sirloin, served with baked potato and sautéed vegetables.*
- ♦ *Portabella Mushroom Ravioli in Alfredo Sauce served with sautéed vegetables.*

Dessert: Homemade Crème Puffs with hot fudge and whipped cream

Coffee, Decaf coffee, Hot tea, Iced tea, Lemonade and Soda.



Genesee Country Village & Museum
1410 Flint Hill Road
Mumford, New York 14511
(585) 538-6822
www.gcv.org

When you reach Mumford:

At the flashing traffic light, turn west onto George Street, which becomes Flint Hill Road. The museum is on the left about one mile from the flashing light.

MGCC Minutes of the Meeting

Michael Goodwin

MGCC Meeting Minutes – July 17, 2008

The meeting was called to order at 7:35 PM by Vice-Chair Dan Goodwin (Chairman Dan Suter was absent)

The minutes of last meeting were accepted as printed in *Spokes*.

New members and guests – One new member, Max Pugh introduced himself. Max has an MG TD. Two guests were present; Rod Church who owns an Alfa Romeo Spider, and Mark Pohlman.

Activities – The Harrison & Harrison comedy duo opened the Activities Report with a “painting the porch” joke. [Secretary’s Note #1: With the utmost respect being given to appreciation of our diversity, we shan’t refer to this as a “dumb blonde” joke.] Mike and Sue reported that the Laps & Lunch event at Watkins Glen was a big success, with 18 drivers and 37 for lunch in attendance. Remarks were quite positive, with many reportedly hoping to do it again next year. Mike said they’d likely try to schedule this again for 2009.

Mike also noted that many club members also recently enjoyed the Triumph Touring Club’s Vintage Wine and Wheels Car Show at Deer Run Winery.

Additionally, he noted the dates of the upcoming MGCC Autocross events at MCC (July 20, August 10 and September 28). Autocross organizer Julia Daykin was on hand to give details of the upcoming first Autocross, announcing that there would be prizes for most consistent, most improved, and fan favorite. She also emphasized that the SECOND Autocross this year will be held before the next regular meeting, and encouraged all to attend. (See elsewhere in *Spokes* for more information.)

The Harrisons also noted other upcoming events, including the New York to Paris Centennial Celebration, the Wagonjack Meet at the Wilds, the September Vintage Racing Weekend at Watkins Glen (September 5th through 7th) and the September 27th MGCC 50th Anniversary Banquet at the Genesee Country Museum.

Tim Rizzo asked for the attendees’ consensus opinion regarding the date of the Fall Foliage Tour. Originally scheduled for October 5th, it had been suggested that delaying the event one week to October 12th (to space it away from the banquet) is advisable; a show of hands indicated agreement with the suggestion. The date will be changed as suggested.

Treasurer’s Report - Treasurer Susan Kath reported that the Club’s budget was given a formal review at the recent board meeting, comparing this year’s activities to date to those of last year, and with consideration of the 2008 yearlong

budget. She reported that we are on track with no significant discrepancies or concerns. Susan also reported that the proceeds from the Steak Roast Auction and Basket Auction were sent to the MCC Endowment Fund. She additionally reported the balances of the Club’s bank accounts.

Membership – Jim Priestley reported that already, one member has paid his 2009 membership dues, and reminded us that all memberships expire December 31st.

Regalia – Doug Scribner showed off an array of fine regalia items, including a NOS windbreaker-style jacket with the MG octagon logo and club logo. [Secretary’s Note #2: It was cool; a nifty green. It had a very retro collar that unzipped to reveal a little hood. I tried it on. I was instantly launched back to 1966. I got dizzy. It had long enough sleeves, but the waistline seemed high. I’m taller than average. I didn’t buy it. I can think of at least one *Spokes* editor who should own a jacket like this one!] Doug also offered a premium (Vintage motor oil! In real cans!) to anyone spending over \$25. Finally, he offered some “pewter-like” limited edition MG TD tie tacks (“convertible to earrings”).

SPOKES – Allen Hess strutted to the podium sporting a rather large award ribbon, and reported that ever since he bought his MGCC shirt (as advertised in *Spokes*), he’s been winning car awards, one or two of which he showed off to those present. [Secretary’s Note #3: Is there really any mystery here? Don’t the snazziest-dressed always get the most attention?] Please see elsewhere in *Spokes* for the Regalia ad. Allen went on to echo earlier comments about the thrills many of us experienced at the Laps and Lunch event. He enticingly described (in some detail) what he supposed the event must have been like for John Thompson and Mabel Case, leading the pack in their automatic transmission VW Beetle. Allen correctly supposed that most present had not heard the story, suggested that John should write it up for *Spokes*, and called for a show of hands to see who agreed. [Secretary’s Note #4: I hope you can read John’s report elsewhere in this issue of *Spokes*! We may discover whether or not John actually passed the pace vehicle!] Allen described his plans for the upcoming (this) issue, and reminded us all that articles and other contributions to *Spokes* are due the Thursday following the meeting.

Vice Chair – Vice-Chair Dan Goodwin called on Sue Keppeler for a special report on her the recent trip to GT-33, a NAMGAR event in Seven Springs, PA. [Secretary’s Note #5: This report was so remarkable, it qualifies for a new heading and paragraph.]

Ms. Keppeler’s Special Report on NAMGAR’s GT-33

and the trip there – [Secretary's Note #7: Though I captured the entirety of Sue's hilarious commentary in an audio recording, there is no way to do justice to her storytelling in a brief form. I considered transcribing her report verbatim, but chose not to. I'm guessing that those in attendance at this meeting enjoyed (as much as I did) the adventures of Sue's, Dan's and Brooks' drive to the event and Sue's continuing adventures once there. For those who missed this meeting, you missed a story of push starts, oil leaks, repairs in a parking lot, a gazillion-dollar-restoration-MGA at the show (the bonnet of which had to be opened by Suzie's "specialty tool" coat hanger), and the woes of touring Frank Lloyd Wright's Fallingwater when one should have peed first. If you weren't in attendance, for the right price, I might be able to figure out how to dump my digital audio recording of the tale to CD format!]

Car Show – There was no report this month as Dick Powers was absent (attending the NAMGAR event).

50th Anniversary Committee – It was reported that several members have just gone to the 50th Anniversary banquet site (Genesee Country Museum) to firm things up, and by all reports, the arrangements are all in good shape. [Secretary's Note #8: What an event this will be! Please contact Chairman Dan Suter, Vice-chair Dan Goodwin or Nick Zuck if you're craving more details, but first (of course) see elsewhere in *Spokes*.]

England – George Herschell reported that *Safety Fast!* picked up another of our *Spokes* articles (by Dick Powers, about racing at Laguna Seca). There is still a possibility that the parent organization will be represented at our Centre's 50th Anniversary Banquet.

Librarian – No report.

Trustee and Website Report - No report.

Old Business and Goings-on with Car Projects, Trip Plans, etc. – Al Costich reported that after 5 long years of searching, he has acquired a Gravely 3-gang reel mower, the use of which will cut his mowing time in half. [Secretary's Note #9: I've gotta make some remark, don't I? Mow Safely Fast, Al! Does that mower need a new set of shocks/springs? (See Dick Rzepkowski)] Bill Bethune reported that after driving his Bugeye for ten years in primer, the car has gone to the paint shop. Bill reported that he expects to have it out again in time for the banquet. This report was met with a round of applause. Dave Wild reported about plans for the Wagonjack Picnic (August 17th). The deadline for reservations is August 8th, and he asked that those with last names starting with A-L should bring appetizers, while those whose last names start with M-Z should bring desserts. "Try to bring an interesting car!" See elsewhere in *Spokes* for more information. Dave

also asked for volunteers to sign up to help set up the day before the picnic.

The topic of "What's happening with the sign?" was raised. George Herschell reported that (as far as he knows) the Heaneys have agreed to temporarily store the sign. Al Costich suggested donating the sign to the Watkins Glen Research Museum.

Help Group Update – Dan Goodwin reported that Michael Wright has requested help with fixing problems with his 1964 MGB, and that Allen Hess has offered to help him out. Dan noted that those who have needs with car projects should contact himself or Hollis Hames, and that they would try to connect them with someone in the club with some expertise.

New Business – Al Costich made a formal motion that we donate the MG sign to the Watkins Glen Research Museum. The motion was quickly seconded. Leon Zak made a motion to amend the motion; to form a committee to investigate this possibility. It was suggested that the motion be tabled until the committee has reported. There was some nonsense about a sub-motion to the motion to amend the original motion. [Secretary's Note #10: (Egad! I'm into double digits!) There was clearly evident much emotion regarding the motions. I started getting dizzy again. Leon acted like he really knew Robert's Rules of Order. A least one secretary doubts this. C'mon, you guys! You said the Secretary job was easy!] When [almost] all was said and done, Al was placed in charge of the committee. He quickly reported. The Research Library has let him know that they can take the sign, but cannot guarantee that we can have it back each year for the car show. There was a motion put forth to make the donation, even with the stipulation that we cannot have it back for the car show. A mere six were in favor, and many were opposed, thus the motion was defeated. There was a suggestion to sell the sign on eBay, but this was pooh-poohed. There was clarification regarding the sign's whopping dimensions. Vice-chair Dan Goodwin did his level best to make constructive and orderly suggestions, but near the end of this discussion, it was moved (by Mr. Zak) that the sign be retained as a conversation piece, in order that the club may continue discussing and debating its disposition for years to come. This was seconded, and carried with near unanimity.

Next, the question "Where's the bus?" was raised. Dan quickly suggested that this would be taken up on August's agenda.

Elaine Hess (seriously) issued a plea to all of the women of the club that they join her and Julia Daykin for the Autocross on Sunday, noting that typically, most of the drivers are men. "The more women, the better," she said. [Secretary's Note #11: The men heartily agreed.] There was much applause.

Cars and Parts for Sale – Dick Rzepkowski has an old Minneapolis Moline tractor for sale. Jeff Kath knows of the

Meeting Attendance

July 17, 2008

| | | | | |
|--------------------|-------------------|------------------|----------------|----------------------|
| Betty Langswager | John Zoltner | Don McConnell | Joe DeBlaere | Dick Rzepkowski |
| Gil Langswager | Ted Hershey | Sean Seeley | Aldis Lemesis | Marlene Rzepkowski |
| Anne Faust | John J. MacDonald | Jessica Seeley | Janet Lemesis | Leon Zak |
| Gene Faust | Dick Giambra | Sue Keppeler | Ginny Fowler | Barbara Zak |
| George Herschell | Susan Kath | Max Pugh | John Fowler | Carl Webeck |
| Nancy Herschell | Alan B. Costich | Susan Goodwin | Linda Fazio | Nick Zuck |
| Dan Goodwin | Penny Schroeder | Rhonda Rizzo | Joe Fazio | Loren DeVries |
| Jeff Langswager | Carl Prouty | Tim Rizzo | Tom LeStrange | Gene Dinkel |
| Dave Wild | Laurie Scribner | Elaine Hess | Sue Rausch | George Heissenberger |
| Barb Wild | Doug Scribner | Allen Hess | Larry Rausch | Julia Daykin |
| Roger Gunther | Chuck Schaefer | Chuck Swarts | Timothy Paul | Mary Murray |
| Lyn Smith | Becky Schaefer | John Baum | Wendy Dakin | John Murray |
| Harriette Hokenson | Bob Abels | Chris Baum | Chris Russell | Wally Roworth |
| Leroy Hokenson | Georgian Abels | Dan Priestley | Allyn Wagner | Jeff Kath |
| Mike Goodwin | Bill Bethune | Jim Priestley | George Leopard | Hollis G. Hames |
| Cindy Jack | Mike Harrison | Frank Stepanik | John Thompson | <i>Guests:</i> |
| Doug Jack | Sue Harrison | George Haynes | Mabel Case | Rodney Church |
| Valerie Zoltner | Bob Tescione | Joeanna DeBlaere | Karl Burkhardt | Mark Pohlman |

availability of a cottage on Keuka Lake for rent the weekend of the Watkins Glen Vintage Racing (sleeps six; three nights for \$600; eighteen miles from the track) [Editor's note: see classifieds]. Mike Harrison mentioned a rubber bumper MGB for sale near Sodus Point; he guessed it would be very inexpensive. Barb Zak let it slip that she "has a thing for rubber bumpers" and that "there's nothing wrong with having another one..." George Leopard has acquired a 1960 Austin Healey 3000 that he reports is in pretty good shape. See his ad elsewhere in *Spokes*. Joe DeBlaere has a 1960 MGA that "looks good, runs good."

Door Prizes – A veritable bonanza of prizes was awarded.

Miscellaneous Comments – there were none.

Adjournment – The meeting was adjourned at 8:46.

—MGB



The Riley chassis that John Thompson brought to the car show a couple years ago is nearing completion. He drove it to the July meeting for the first time. The interior is a matching red and the fenders will be black.



Wagonjack???

Dave Wild

WHAT IS THE WAGONJACK MEET?

During the 1960s all the car clubs in the Rochester area, and there were many, had very active road rallye programs. There were several conflicting rallyes on every weekend. This led to enthusiast "burn-out" and many clubs ceased to exist. A new activity became necessary to re-establish member enthusiasm.



The MG Car Club WNY established an informal car gathering in 1969 that specialized in sports cars. This "First Annual Vintage Sports Car and MG 'T' Series Meet" was organized to determine local interest and establish communications among interested parties. It became a non-spectator, members and invited guests only gathering at our home in Fairport, Wagonjack Farm. We also embraced all types of collector cars as well as sports cars. Interest spread rapidly as the event gained a reputation for drawing out rare cars that had been hidden away for years. The first meet attracted many T-series MGs, an MG PB, Triumph TR3, a Rolls Royce, a Morgan, Jaguars, a Deutsch-Bonnet, an Elva, a VW dune buggy and an extremely rare Mercedes-Benz 170H. At the time we owned the oldest car in the Rochester area, a 1902 one-cylinder Rambler which amazingly was an ex-race car, having raced in a demonstration race in the New York



1937 Mercedes-Benz 170H



State Fair. Subsequent meets drew a Singer, Pierce-Arrow, Thunderbirds, Nash Metropolitans, Corvettes, Minis, Volvos, Citroens, Ferrari, Mercedes, MGAs, Bs and Midgettes, a Honda 600, Allard J2, Allard K3, Triumph 1800 and even a C-type Jaguar.

The club held raffles as fund-raisers with prizes such as mini-bikes to cover expenses and support a strong newsletter. Within a year the membership numbers were back to normal.

The Wagonjack Meets were traditionally held in October as the last active event before the cars got put away for the winter. The club supplied a keg of cider and donuts were made by the dozens by Betty Langswager and Barb Wild. Of course coffee was necessary too.



Betty Langswager serves donuts to Emily Castle

Cars were parked on display in rows in our fenced in barnyard and created quite an attraction on our quiet country road. As the event grew in attendance we had to move over the ridge behind the barn to provide more room for the cars. A few years we held field trials for the cars on a rough track out through the woods and brush in the hidden valley behind the barn. That track still exists and was enhanced as our son Scott began his motocross career. It was probably better suited for motorcycles!



The first year the cars were informally judged in only three classes by popular vote of participants: 1. "Best MG T series" 2. "Best Vintage Sports Car" 3. "Best Vintage Race Car". Classes were expanded in later years to accommodate a wider variety of cars.



James Roth, William Tracy, Doug Redmond – Dave Wild presents awards

WHY THE NAME WAGONJACK?

If you are looking for a logical, rational reason for the name, I'm not sure I can provide one. Barbara and I have been antique dealers for over forty years and we both collect things—That's why we need a barn! I'm guilty of collecting old wagon jacks that every wagon or buggy owner had to have to service his vehicle. Most are from the very early to late 1800s and are intriguing because of the many different designs used to lift the heavy duty Conestoga freight wagons to the finely made coach built carriages. Anyway, when contemplating a name for our home (originally a 150 acre dairy farm built circa 1840) "Wagonjack Farm" was high on the list.

WHAT IS THIS ABOUT THE OUTHOUSE?

An event with a number of people requires a "necessary" house and our farm had one (a two-holer-family style) but it was converted to a garden shed. About the time of the third Wagonjack Meet a historic outhouse

became available from the second store established in the hamlet of Egypt (circa 1815). Egypt was Perinton's first center of commerce while Fairport was still a swamp! The store no longer exists, but we have one of the two outhouses that serviced the store which was a stagecoach stop on the Palmyra to Pittsford "corduroy" road. Route 31 was known as "Mud Creek Road" to the Indians and fur trappers of earlier times.



Erecting the Outhouse Fall 1971. Far Left: Scott Wild, Jeff Langswager, Marv Brudno, Dick Gordon, Gil Langswager, Dave Wild

We loaded the outhouse on the race car trailer and hauled it up behind the barn. It required some replacement of rotted wood on the base, a new roof and of course a new hole had to be dug. This project rapidly became a "running" joke among the members who volunteered to help prepare for the Wagonjack Meets. The outhouse was ceremoniously erected over the freshly dug hole and tested! We couldn't just let it go at that, it had to be decorated with race stickers and of course seat belts were mandatory! Appropriate official certificates were issued to everyone involved for "Outhouse Restoration and Erection". This "chic salle" was equipped with a Sears catalog and served us well for many years. Jokes and puns flowed all day—you had to be there!



Left to Right: Marv Brudno, Bob Philip, Dick Gordon, Jeff Langswager, Bob Kutzenburger, Barb Wild, Bert Patenall, Sandy Ottman. On the toilet seats to see if it works: John Callahan, Betty Langswager

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Admiring John Smith's MGB —M. Harrison



Joe Green drove the pace truck —M. Harrison



Staging area —M. Harrison

Laps and Lunch



Mike & Sue Harrison's TR6 leads the queue for laps at Watkins Glen International —A. Hess



—M. Harrison



Plunging round the curve into Turn 6 —A. Hess



Mike Goodwin —M. Harrison



Photo-op on the front straight, Dan Goodwin's MGA

—A. Hess



Lunch & good company —M. Harrison

Pushing Our Way to Pennsylvania

Brooks Schneider

July 13th - 18th was the combined Twin Cam Golden Jubilee and NAMGAR GT-33 in Seven Springs, PA. Five MG Car Club members were on-hand to join in the festivities: Dick and Bethel Powers, Sue Keppeler, Dan Suter, and me. Since Dick was towing the race car to the event, they traveled with comfort and confidence. The story was somewhat different for the other three intrepid travelers as the early (very early) Sunday morning departure time loomed large. While Sue's car was ready to go, Dan and I, both schooled in just-in-time principles, were working until the eleventh hour and beyond. Everyone's favorite rule-writer, Murphy, joined in late Saturday as Dan's starter failed. At that point, we decided that a few days of push-starting wouldn't be so bad. So, after a short delay to fix a leak at 5:30 AM Sunday, off we went.



Dan's MGA was not the only one needing a push.

As a first-timer on an MGA trip, I learned rather quickly that MGAs and thunderstorms are not a great combination. It is amazing how many places water can come in, especially along the header rail, and the quantity is more than enough to thoroughly soak a towel if you have one laying across your lap. While not caulking the floorboards seems to make sense when you're uncertain of whether they might need to be removed again soon, it makes it quite interesting when you hit deep water with the left front wheel. The spray that doesn't go directly up your pant-leg nearly makes it to the inside of the top. Also, the defogger doesn't work especially well when the heater is still apart and stored in a plastic tote in the basement. Despite the challenges, however, we all made it there and back without the assistance of AAA.

Normally, an MGA Twin-Cam sighting is quite rare, but there were 30 Twin Cams and 6 Deluxes on hand for the Golden Jubilee. They were beautifully displayed in an indoor exhibition hall and later arranged on a ski slope in the number "50". One of the more popular stories involved a freshly restored Twin Cam roadster with a bonnet that wouldn't open. The owner showed us pictures of several very experienced members of the Twin Cam fraternity who

tried in vain for many hours to get it open. The next day, Sue opened it in a few seconds with her custom made, coat hanger-based tool.



*Sue Keppeler with Churchill tool #CTHNGR-001
[Spokes will publish the blueprint when it becomes available]*

GT-33 followed immediately, which brought the number of MGAs on-site to nearly 150. Most were exceptional examples, but it was also comforting to discover I'm not the only one with a car with lots of patina. As a slight departure from the cars, a tour of the spectacular Frank Lloyd Wright designed house, Fallingwater, was part of the Tuesday itinerary. The Wednesday car show at a nearby park was an amazing sight, with every MGA model well represented. Congratulations to Dan Suter for his 2nd place award in the Deluxe class.



Sue and Dan at Fallingwater [see the minutes]

All in all, my first GT was a great experience. I felt like a bit of a light-weight, considering the distances many people drove their MG's to get there, but it seemed far enough to me. I met a lot of very nice people, learned a lot in the technical sessions, ate too much, and as "DP" (designated pusher) can honestly make the claim that I have pushed a Deluxe to Seven Springs, PA and back. ♦

photos by Brooks



Twin Cam Jubilee display. Sue Keppeler MGA on right



Dan Suter's 2nd Place MGA Deluxe



Some exotic cars come with matching luggage, this one has a trailer.



The "50" display of MGAs



Dick Powers arrives at NAMGAR GT 33

— Ed Kovalchick



Dan Suter's MGA Deluxe



Brooks Schneider's MGA



Sue Keppeler's MGA Deluxe

2008 Autocross • 3 Part-Series

July 20th Novice School

August 10th

September 28th

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Tom Glanville (who else?!) checks the flow of the course.



Is it going to stop?

Autocross I – July 20, 2008

YES, we had a Successful autocross!!

Well it poured in the AM and we laid out the course in heavy rain with strong optimism in our hearts. And about soon as we were done and shortly after Sue Goodwin brought coffee to “dry” us off the rain stopped. We got the novice school started about 10:15 and crossed our fingers. We had two novices and ten drivers total, four helpers and four spectators. The track dried off quickly and we all took our turns. With the tops down!

Anyway, George Haynes was the last driver in the second group. On his last run of the timed event he ended in the stop box and then the rain started again (roughly 1:30). So, we were dry throughout the actual event. We all made mad dashes to put our tops back up. But then it slowed to a light sprinkle as we cleaned up and passed out awards. Then as we all headed back to our cars to head home it really poured again!!

Perfect timing is what everyone said. I’ll still hope for better weather at the next event though :)

—Julia Glanville-Daykin



Doug Scribner, “Rear wheel drive? What . . .”



Leon Zak



Mike Goodwin



Susan Goodwin, “Favorite Driver Award”



Julia Glanville-Daykin



Tom Glanville



Elaine Hess



Geo. Haynes, fast time of day

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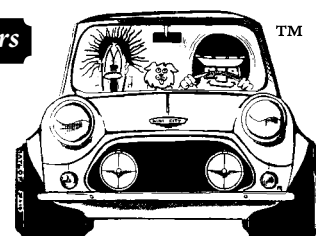
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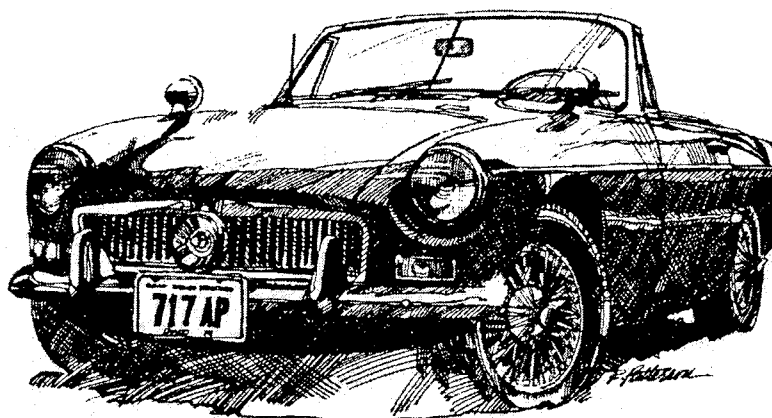
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Bury Me In An Old Mowog Parts Box

Jay Lockrow



IT DAWNED ON ME A FEW DAYS AGO that one of the really good MG stories I have in the back of my head I have never made into a MOWOG column. It is most interesting so here goes. Back in the early 1950s there were a group of guys in the Buffalo area that were active in early SCCA racing. The only one I knew who was mixed up with this group was the late Bob Davidson. I have no recollection who the other guys were but three or four of these characters somehow got permission to put together a MG TC chassis from the BMC parts depot somewhere around Hamilton Ontario.

How they did this is a mystery but from what I understand it did happen. Anyhow they put together a rolling chassis with front and rear axles with springs, shocks and in the case of the rear axle a complete rear end with half shafts, gears, shocks with all the necessary hardware. There was also a hand-brake assembly, gearbox, driveshaft, and a XPAG engine. There was also a steering column, steering box, tie rods, drop arm with all the hardware. It also included a full braking system drums, shoes, hubs and a set of sixteen inch wheels. Now I know this existed because in later years I owned it but hold on a few minutes.

UPON THIS CHASSIS THEY FITTED an Allied fiberglass body. I know this because I once saw a brochure for this body and it was exactly the body on this car. Where Allied was located or when they built the body I have no idea. In about 1952 I saw this car at the Glenwood hill climb in Glenwood N.Y. I also know it ran at Harwood Acres near Jarvis Ontario.

Fast forward a few years to the late 50s or early 60s. A friend of mine,

shown in the picture, purchased the coupe from a used car lot somewhere in the Buffalo area. The car had seen some pretty hard miles so he decided to restore it. He got as far as getting the car apart and then lost interest. Another friend of mine decided he could not live without it so he purchased it.



Again nothing happened. My dad and I purchased the TC chassis to save it and had it for a few years. Along came another guy with grand ideas so we sold the chassis and he purchased the body from my friend. This had to be somewhere in the early 1960s.

After I was finished with my employment with Uncle Sam in 1965 I purchased a MG TC. After about a year I recalled the MG TC chassis and fiberglass body. I tracked it down and we bought it back. (I hope you are all following this because there will be a short quiz later on!)

About this time I discovered that my TC had a badly bent frame so I went into the parts department and brought out a new frame. Now here is what is interesting. This frame has no serial number on it so it had to come from a

parts depot somewhere. This frame is now on my car Along with a few other goodies from the chassis. Like damn fools we sold off the front and rear axle and I have spent more to replace a few items in the rear axle than what we sold both items for years ago. I still retain the engine, gearbox, steering col-

umn and box and other miscellaneous goodies. The XPAG cylinder head had a magnificent port and polish job on it so that resides on my car. I have used some spring shackles and other hardware but most of it has been sold off.

The Allied fiberglass body is another story. We sold that without ever touching it to someone who was going to put it on a MG A chassis. I have never seen or heard of it since. I would safely bet it is sitting in a garage or field somewhere in the area.

If you count the chassis as half a TC and then count owning it twice I guess you could call it owning another TC. All told between my dad and I we owned ten TCs. That is 1/100 of all the TCs built. We gotta be crazy! ◀

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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

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

Next Meeting
August 21st 7:30 PM
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