

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 50 No. 5

May 2008



LeMans MGA LBL 303

Meeting
May 15th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

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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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.

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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! AS I WRITE THIS, OUR DRIVING season has happily gotten underway. We've already seen a number of member's cars in attendance at the April business meeting as well as the Cobblestone tour on April 27.

One topic that I would like to address is our need for Volunteers, especially in regards to some of the smaller roles assisting the club. We're a very successful club that has a great history of being well run and also giving back to the community through charitable donations—which are funded via the car show. To accomplish all of this, the club needs a variety of jobs done—within the club and at the Car Show. Many able people are filling many of the larger roles ranging from various activities, to the website, to the newsletter, to the car show committees.

However, we have an ongoing need for a wider participation. We'll do our best to keep opportunities visible. Please give some consideration to helping out.

My MGA is getting closer to completion. The engine has run again and continues to sound beautiful. We now have an order placed for the convertible top and tonneau—the late MGA 1600's and Mk II's had unusual top colors, including grey...that are apparently not too popular among restorers today. Thus, my grey top is on special order. The car will be showing up at club events soon!

—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

Also Spokes Editor beginning in 2009. If you might be interested but are not sure, talk to me. I can teach you everything you need to know.

—Allen Hess

spokes@mgcarclub.com or (585) 381-9796

The Herald

Allen Hess

YOU'LL RECOGNIZE THE COVER DRAWING from this year's car show poster. Again, George Herschell has provided the Spokes with an article and additional photos about the MGA in his drawing. In the spirit of the 50th Anniversary, Joe De Blaere has written about his first MG. He's found some photos of it too—he hasn't changed a bit! In the course of restoring his MGA, Dan Suter caught up with a former member now residing in Florida and supplied us with photos and story.

The 1908 Great Race Centennial has been mentioned before by Mike and Sue Harrison. This month Jay Lockrow gives us a brief history of the race. A schedule of activities in Springville, NY is on the preceeding page.

In addition to our club's many upcoming events, there are numerous announcements for other shows and races both near and far.

The Spring Fling Tour is past and was great—photos and story next mont. The Rallye is now days away and we are looking forward to it. Have Dave and Mike planned something as hair raising as the picture below? That too will be answered next month.

—TRIUMPH



Activities

Mike and Sue Harrison

ON APRIL 17 AT OUR CLUB MEETING, WE HELD A very successful Basket Auction to support the club Scholarship at Monroe community College raising over \$400.00. Many thanks go to the donors: Jim & Ginny Fowler, Carl Prouty, Mike & Susan Goodwin, Sean & Jessica Seeley, Elaine and Allen Hess, Vivienne Rizzo, Mary Murray, Doug & Cindy Jack and George Herschell.

On Sunday April 27th, Cindy and Doug Jack let the first outdoor event of the year by taking members on a tour of Cobblestone building for our Spring Fling Tour. Although we were unable to attend, they no doubt enjoyed a delight brunch at the Avon Inn in Avon, New York.

By the time you get this issue of Spokes, our 50th Anniversary Rallye will have been completed on May 3rd. Thank to Dave Asmuth, Bob Barker and Mike Harrison for planning this event and to the Langswagers for manning the final checkpoint at the lunch destination of Connelly's Cove restaurant on Sodus Bay. We think that a good time was had by all and the rallye did not prove as difficult as the prior Spokes articles may have led you to believe.

May 10 is our annual Spring Tune-Up Clinic at MCC under the direction of George Haynes. Look for more details in this issue of Spokes.

Wednesday, May 28, the last item on our May calendar will be the Stuffing Party in preparation for the Vintage Auto

Festival on June 1. Check Spokes for the time and location and come help get all the packets ready for the Festival entrants.

June 1st, the Vintage Auto Festival in Farmington needs lots of volunteers, so please offer your services to Dick Powers, who is the main man for this event.

Saturday, June 14 offer an opportunity to join our fellow car enthusiasts across the border in Queenston, Ontario for their Annual Multi-club meet. See the ad in Spokes for more information.

Sunday June 29 has been reserved for a Lap and Lunch program beginning at 11 AM at Watkins Glen International. The cost of three laps on the track is \$15.00 per car and the cost of lunch (including tax and tip) is \$17.00 per person. Deadline for reservations is May 28. If we do not receive the required minimum of 40 people for lunch we will have to cancel. See the ad in this Spokes.

July 25-27 is a centennial celebration of the New York to Paris race. A weekend of events is planned in Springville, NY, home of the winning driver, George Schuster. [See Jay Lockrow's article and the ad in this issue] 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 us at mharrison@rochester.rr.com

—MGB GT

Rare Racing Film at the May 15th Meeting

The program for the May 15th MGCC meeting will be a 27 minute film produced in 1963 and '64 entitled "A Look at Sports Car Racing" filmed at the Dunkirt, New York airfield and the Watkins Glen race track. It was shot in 8mm with dubbed in sound. The camera was mounted on the roll bar of Dave Wilds ELVA Courier for the "in car" sequences. The film was submitted to the Rochester amateur film festival then known as "Movies on a Shoestring" in 1964. It was selected for showing at the Dryden Theatre and was transferred to DVD in 2007.



Car Show Stuffing Party

Wednesday May 28th 7:00 PM



Come help "stuff"
the car show "goodie bags",
assemble trophies
and snack



Dave and Barb Wild's

166 Loud Road
223-1065



(Loud Rd. is at the 2nd traffic light East of
Perinton Sq. Mall on Rt. 31,
opposite Egypt Fire Dept.)
Fairport, NY

Light Refreshments Served

MGCC Minutes of the Meeting

Michael Goodwin

April 17, 2008

Call to order- 7:42 PM

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

New members and guests – One guest, Patty Gillett, was welcomed, as was a new member, Loren DeVries. Loren has a 1970 MG Midget.

Activities – Mike and Sue Harrison opened their segment of the meeting with a joke, reminiscent of old-time radio theater. [Secretary's note #1: I personally am not old enough to actually reminisce about old-time radio; may I guess the same is true for all readers of these minutes?] Mike reported that 60 were in attendance at the Spring Fling at the Old Toad. Thanks and applause went to Laurie Scribner and Dick Powers for organizing this annual event. The basket auction would follow the regular business of the meeting, with proceeds going to MCC scholarships. Mike and Sue thanked those who donated baskets.

Upcoming events include the April 27th Spring Fling drive to Childs, NY for cobblestone touring followed by lunch at the Avon Inn. Cindy and Doug Jack called for additional sign-ups.

On May 3rd the club will hold the Old Time Rally. Rally organizer Dave Asmuth clarified the cost at \$15 per car, including lunch for both the driver and navigator. He gave some additional information about the start time and directions.

The Spring Tune-up Clinic will happen on Saturday, May 10th from 10 AM to 4 PM at MCC's facility. About this, George Haynes noted there would be six lifts available, free coffee and donuts. Those interested should bring parts and tools. Expert help from other members will be available, and there is no charge for participating. [Secretary's note #2: I can attest from personal experience that you can learn a lot at a tune-up clinic, including helpful hints

like "Get your toolbox out of the boot before you raise your car on the lift!"]

On Wednesday evening, May 28th the "stuffing party" will be held at the Chase's, in preparation for the Vintage Auto Festival to be held Sunday, June 1st. Dave Chase noted that the Vintage Auto Festival is the Club's largest event and the biggest fundraiser. He described the new class created for unrestored vehicles and gave an update on the status of preparations and advertising. Flyers and posters were made available for distribution, as well as tickets that may be sold by members at half price before the show. Dave pointed out that all of the proceeds from early-sale tickets go to the club that sells them (in our case, the dollars aren't split with the Lion's Club). George Herschell added a few tips about distributing posters and flyers. Please cross off the postage permit information on the back of the flyers. This is intended for those mailed by the club only. Don't try to mail any of these! They both encouraged all to volunteer in some way to help make the show a success.

On Saturday, June 14th, the Multi-Club Picnic will be held again in Queenston, Ontario. Leon Zak reported that an "electronic poster" with details will appear on the website. There is no pre-registration required and the cost is rumored to be \$5 per person at the gate. The club is looking for a volunteer to lead the drive from Rochester to the picnic.

Mike Harrison reminded us of the opportunity for "Laps and Lunch" at Watkins Glen, but noted that we need to sign up a minimum of 40 for lunch or the event won't happen. (If 40 regular members hadn't signed up by end of the evening, the signups would be opened to guests, who would be required to become members for the day.)

Mike also noted that we're looking for a volunteer to coordinate a trip to the centennial celebration of the New York to Paris Race.

Dave Chase mentioned that at the September Vintage Auto Racing Weekend at Watkins Glen, Hot Wheels will have a display of full-size cars and a display of some of their Hot Wheels collection, and it's speculated they might issue a limited edition commemorative car.

As always, please see elsewhere in *Spokes* for details on many of these events.

Treasurer's Report - Susan Kath reported that the Club's finances are in great shape, even after paying MCC for the upcoming Autocross events.

Membership – Jim Priestley regretfully reported that members still owing dues are now former members. He noted that if any were present, they could see him about reinstating.

Regalia – Due to the night's Annual Basket Auction, Doug Scribner announced that we wouldn't have the full display of regalia we usually enjoy. Doug did, however, bring along some pocket-sized items; new Car Club stickers freshly available.

SPOKES – Allen Hess requested contributions of reports on club events, other articles and photos. He suggested that someone write an article summarizing all the recent buzz around "new oils and old engines". Allen announced that *Spokes* needs a new advertising coordinator, and that it's not a very difficult job for someone looking for a way to volunteer a bit of their time and energy. He further reminded us that he'll be vacating the Editor position later this year. Club Chairman Dan Suter reiterated the pleas for volunteers, noting the importance of *Spokes*.

Vice Chair – The Vice-Chair, Mr. Dan Goodwin, reported that he and Hollis Hames are assembling a pool of volunteers for car project help. Please give Dan or Hollis your name and any special area of expertise you have. Also, please let them know if you're planning a project you might need

help with. See elsewhere in Spokes for contact information. Dan promised that he and Hollis would do their best to pair up projects and skilled help. In Hollis's absence, Dan assured us all that Hollis will be taking any phone calls to support this effort to help get projects finished and more great cars back on the road.

50th Anniversary Committee

– Chairman Dan Suter gave a brief update on the status of preparation for the Club's 50th Anniversary celebrations. The 50th Committee will be reconvening soon. See elsewhere in this and upcoming *Spokes* for details on the upcoming events, including the rally, Wagonjack and banquet.

England – Liaison

George Herschell reported that *Classic MG* ran a full-page article on the 50th Anniversary of the Western New York MG Car Club!

Librarian–Alan “Marcel Marceau”

Costich gestured that he had no special report this month. [Secretary's note #3 –There was copious laughter and applause, but BLAST! I was writing and missed the whole thing!]

Trustee and Website Report

– Leon Zak reiterated what Alan said. Dan Suter thanked Leon for all the work that goes into making the website work.

Old Business and Goings-on with

Car Projects– Dan Suter asked for a show of hands of those who have gotten their cars out already this spring, and noted there was a great showing in the parking lot before the meeting. He asked for updates on car projects. Al Costich got his Triumph started. Allyn Wagner got his '67 MGB out last week, as his newer car died on him. Dick Rzepkowski reported that his MG Midget racecar had been tagged last fall as “illegal” because the coil-over springs had changed the car too drastically from the original leaf spring setup. After much effort through the winter, he now reports that he has tak-

en the necessary step backwards, with the car now sitting on a new leaf spring suspension. Dick also reported on the “new” car the Rzepkowskis drove to the meeting, a 1979 MGB Roadster converted with a Rover V8 and automatic transmission, converted by a fellow in Syracuse. We heard “They're ALL Marlene's cars!” Susan Goodwin reported on her new classic Austin Mini “Peppy” (or “Pepe”, it's from France), new to the Goodwins last October. Susan noted that to go 65, you need to go about 100, since it's gauged in kph. Dan Suter reported that he has the “straightest, most-aligned front bumper” he's seen on an MGA in ages, and that the project is getting closer and closer to completion. Dan also shared that while recently in Tampa, he visited Glenn's Repair Shop, operated by Glenn and Gail Lenhard, former club members. The shop is the leading MG and British restoration shop in the area. He was pleased by their graciousness and by the possibility that they may try to attend the 50th banquet in September. No, the shop won't likely be included in the Fall Garage Tour! Look for more in future *Spokes* articles!

New Business – George Leopard will be organizing the Fall Garage Tour again this year, and reports that while the date is not yet firm, it's looking like it will be November 15th. He has spoke with the Harrisons (Activities Directors), and now is looking for volunteers to show their garages.

Bob Tescione called for volunteers to contact potential car show judges. With some persistence, all the lists of potential judges were distributed. Volunteers need to verify the contact information for the judges, and find out if they're willing to serve as judges again. Post cards will be mailed out to the judges following the May meeting.

Cars and Parts for Sale – George Leopard mentioned a “barn find” 1971 GT6 with genuine low mileage. Alan Costich offered a 1963 Volvo 122S

(Amazon) with lots of “go-fast goodies”. Dick Rzepkowski elicited sniggers, chortles and outright guffaws when he offered a set of low-mileage Carrera coil-over shocks, only driven on Sundays! Dave Chase knows of a rubber bumper Midget in the town of Rush that looks like it's in good shape being offered at \$4000. (Dick Rz. suggested that if you buy that Midget, he could offer you a hot deal on an axle, made up with Carrera coil-over shocks...). Dave Asmuth knows of a Fiat X-19 rear-engine hardtop for sale in Greece at a really good price.

Miscellaneous Comments

George Haynes reported that he was asked by Harwood Automotive to announce that they need us to find a new place to store the big MG sign. Bob Abels volunteered to take it, at least for a while.

Door Prizes – A nice selection of wines, car stuff and T-shirts was awarded.

The business portion of the meeting was adjourned at 8:43 PM and was followed by the Basket Auction awards.

—MGB



Meeting Attendance

April 17, 2008

Betty Langswager
Gil Langswager
Carl Prouty
Bob Tescione
Jessica Seeley
Sean Seeley
Susan Goodwin
Mike Goodwin
Paul Heaney
Beverly Swarts
Charles Swarts
Dan Goodwin
Dave Wild
Barb Wild
Sue Harrison
Mike Harrison
Becky Schaefer
Chuck Schaefer
Bob Abels
Georgian Abels

George Herschell
Nancy Herschell
Jeff Langswager
Cindy Jack
Doug Jack
Jim Priestley
Dawn Priestley
Susan Kath
Joeanna DeBlaere
Joe DeBlaere
Vivienne Rizzo
Tim Rizzo
Alan B. Costich
Mabel Case
John Thompson
Dick Giambra
Audrey Davis
Jim Davis
Cheryl Baldwin
Bill Baldwin

Allen Hess
Wally Roworth
Leon Zak
Chris Baum
John Baum
Doug Scribner
Laurie Scribner
Bill Wackerman
Tom LeStrange
Marlene Rzepkowski
Dave Asmuth
Aldis Lemesis
George Shetterly
Dan Suter
Nick Zuck
Dave Chase
Lane Boughton
Jeff Kath
Joe Cameron
George Haynes

Scott Hill
John Fowler
Ginny Fowler
Brooks Schneider
George Leopard
Allyn Wagner
Dick Rzepkowski
Don McConnell
Carl Webeck
Al Fink
Gene Dinkel
Mary Murray
Steve Sangster
Pat Sangster
Loren DeVries
Guests:
Patty Gillett
Tara Morgan

Ken Handler 1920–2008 The man who named “SPOKES”

We have lost a friend and a former member of the MG Car Club. Ken was a good friend of ours for many years. He and his wife, Betty, joined the club at the same time as we did. They owned an MG TD and had two kids, Douglas and Sharon. At the inaugural meeting a contest was held to name our publication. Ken came up with “MG SPOKES” and won a free entry to a rallye. Ken was also involved with racing at Watkins Glen right from the start. He was one of the earliest members of Race Communications Association and was very active in that for many years. When the MGA came out he just had to have one so he bought one from Don Stahl at Sports Car Sales. Chuck Heindl and I were buying and selling T series MG’s at the time so he asked us to find a buyer for his TD. He later sold the MGA and left the club and RCA but we always kept in touch. He and Betty did attend the 25th anniversary party the club held at Hamlin Beach Park. Betty passed away shortly after that. When we decided that our place on Atlantic Avenue was too much for us he suggested we look at his town house in Stonefield Commons. We liked it and ended up buying a place there. He later moved to Rochester Hills, Michigan to be with his son, Doug, but we kept in touch. He was always interested in what we were doing with the club. We will miss him.—Gil Langswager

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 dlgipk@rit.edu

Hollis Hames
(585) 271–7754

Origins of the Sports Car & Vintage Auto Festival

Dave Wild

The year 2008 marks the 37th anniversary of the Sports Car & Vintage Auto Festival. To fully understand how and why this event was established it is necessary to examine the Rochester area sports car scene back in the 1960s. At that time there were a large number of local car clubs all of which had very active road rally programs. There were so many rallies going on one had the choice of several every weekend!

The Genesee Motorsports Council was formed in an attempt to prevent conflicts among the various club rally dates which helped the situation for a few years. But the end result was that the enthusiasts “burned out” on rallies as the primary activity and as club members drifted away many clubs ceased to exist. The clubs with broader activity interests survived but were also at a low ebb with fewer members. Even the hot rod and custom car clubs were having trouble retaining members and very few if any of those clubs of the '50s exist today.

The MG Car Club, Western New York Centre did not escape these problems but had wider interests than most. We enjoyed a reputation as innovators with a history of races, hill climbs, time trials, winter trials, Concours d'Elegance and what is now termed “rallycross”. The MG Car Club survived because it always had fresh ideas, a “can do” attitude and a determination that the club would “carry on”. However, we needed a new activity to rebuild membership and enthusiasm.

At the time there was only one local car show, the August antique car show sponsored by the Genesee Valley Antique Car Club. Although growing older, most of our cars did not yet qualify as antiques. We reasoned that there was room for another show that specialized in sports cars but embraced all aspects of the auto hobby. In 1969 that became the informal, non-spectator, members and guests only, Fall gathering at our home in Fairport, Wagonjack Farm. Interest spread rapidly as our show gained a reputation for drawing out rare cars that had been hidden away for years. Fund raising raffles augmented the treasury and supported a strong club newsletter. Within one year we were back up to 110 members.

I had always felt that the people involved in the various aspects of the automotive hobby should work more closely together to benefit the overall hobby. Information and skill, freely exchanged between the groups could only serve to benefit the whole. Our show could provide an opportunity to bring enthusiasts of antique and classic cars, hot rods, customs and sports cars together in one inclusive setting. More involvement and a more united voice could foster the growth of the area wide motorsports hobby and at the same time benefit local charities. A “win-win” all around!

One of the Wagonjack meet participants was Jim

Ottman, a member of the Victor Lions Club and Morgan owner. After several Wagonjack meets we had developed a list of people with interesting cars. A core group of MGCC members was formed which included the Brudnos, Herschells, Langswagers, Ottmans, Philips, Kutzenbergers, Adams, Packers and other families. We made a presentation to the Lions Club about establishing a large Spring car show on a 50/50 basis to open the car enthusiast's season. It was to include all aspects of the car hobby and support the charitable activities of both clubs. We brought to the Lions Club a ready-made 300 car potential show and they brought a show site and community acceptance to us. The MGCC was to provide the show administration and organization. The Lions were to provide the logistical support and food service. This partnership, sealed with a handshake continues to this day. Although we scheduled the Sports Car Festival in the Spring, for eleven years we continued to draw more rare cars out of hiding at our private Wagonjack meet in the late Fall.

The Sports Car Festival was held at the Victor School grounds for many years. We jointly cleared rocks and brush from the fields around the school as the show expanded. As the school built new buildings and expanded the athletic fields it became necessary to move the show. First to the Finger Lakes Race Track and now to our new site at Farmington Town Park. We endured all kinds of weather during the years of the show including snow one year (In June!). By and large though, the “sun always shines” on the Sports Car & Vintage Auto Festival.

Jim Ottman, representing the Victor Lions Club and I, representing the MG Car Club, co-chaired the first Sports Car & Vintage Auto Festival and carried on for a couple of years until Jim moved from Victor. We had a well trained corps of volunteer workers by then, so I continued as the Chairman for a total of 13 years. Occasionally during those years, I overheard the Festival being referred to as “my” car show. I did not think it was particularly good for an event that required so many hard working volunteers and raised so much money for charity to be seen as aggrandizing one person. Therefore, I decided to take a lesser role. Fortunately, others have always been willing to step up to take on the responsibility of show chairman and it has continued to grow into the major event it is today!

The members of both the Lions Club and MG Car Club should be very proud that over the years the Sports Car & Vintage Auto Festival has raised enthusiasm for the auto hobby, the area clubs have become resources for each other, and over \$100,000 dollars have been contributed to local charities! Further, we in the MG Car Club can take pride in the fact that we are still known for our “fresh ideas” and our “can do attitude”. ◀

What's All This About Motor Oil?

Doug Scribner

Changes in automobile engine technology, environmental concerns and oil formulation in recent years have combined to foster a controversy in our hobby.

Motor oils are formulated with various combinations of additives and detergents. The controversy relates to the levels of zinc and phosphorus that make up the anti-wear additive ZDDP (zinc-dialkyl-dithiophosphate).

ZDDP is most effective in high-friction areas, such as where flat tappets meet camshafts. Here the pressure is so great that the oil is squeezed out, leaving the additive to do the lubricating. Without about 1200 parts per million of ZDDP in the oil, there would be high wear on the cam and tappets.

The Environmental Protection Agency has mandated longer factory warranties for emission controls, causing auto manufacturers to pressure oil companies to reduce ZDDP in order to minimize or eliminate clogging of oxygen sensors and catalytic converters in modern cars.

All new-car engines made since 1995 have roller or sliding tappets to reduce friction and improve smoothness at higher rpm. Older engines, like those in all of our favorite cars, have flat tappets.

New-car manufacturers are also specifying oils with lower viscosity (thinner, lighter) as a way of reducing power

losses and increasing fuel economy. Our older engines generally require higher viscosity oils, especially when run primarily in the heat of summer.

What to avoid:

Oils that meet the latest American Petroleum Institute (API) standards for street-legal, "energy conserving," gasoline engine use. An API starburst symbol on the bottle means the oil meets the latest industry specifications, fully satisfies emissions requirements and fulfills all new car manufacturer warranty requirements. But it also indicates seriously reduced ZDDP content, which can cause problems with flat tappet engines.

What to use:

The consensus among camshaft manufacturers seems to be that the first 500 miles or so (the "break-in" period) on a new or rebuilt flat-tappet engine is critical; that without sufficient ZDDP in the oil the cam will be damaged. After that, it can't hurt, but might not be necessary. In addition to common moly cam/assembly lube, the break-in oil additive most often recommended is GM/Delco Engine Oil Supplement (EOS).

Most racing oils, some diesel oils (for now—big rigs made after 2007 will have catalytic converters) and most full synthetic oils have all the right stuff for our engines. Brands that have been mentioned include Valvoline, Redline, Royal Purple, Pennzoil Racing, Amsoil, Shell Rotella (diesel), Brad/Penn and, yes, even Castrol. While none will have a "contents" breakdown on their labels, the information is available on websites.

Synthetic oil is not recommended for break-in of flat tappet engines, but after that it will out-perform conventional and synthetic blend oils in nearly all aspects of engine protection. Synthetics typically have higher viscosities and improved resistance to thinning at high temperatures and thickening at low temperatures.

So: use the right oil, use proper filtration and change everything at the proper interval, and you and your car will be fine. I promise. ◀

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Three time winner Gene Dinkel



See Activities article
for Basket Donors



Herschell Print won by Dan Suter



MG History · LeMans MGA LBL 303 Part Four

George Herschell

IN 1955 MG DECIDED TO RUN THREE MG PROTOTYPES at the Le Mans race prior to the formal introduction of the MGA. The cars were number 64 (LBL 303), driven by Ted Lund and Hans Waffler, car number 40 (LBL 301) driven by Johnny Locket and Ken Miles and car number 42 (LBL 302) driven by Dick Jacobs and Joe Flynn. (*See last paragraph for clarification of these numbers.) The body styling on the cars was strictly MGA but the engine and gearbox were highly modified to compete at Le Mans. The body's although looking exactly like an MGA were all aluminum and extremely lightweight with no interior trim to speak of, and the passenger door on the car 64 was permanently closed for the race.



Capt George Eyston was the team manager, Alec Hounslow was the chief mechanic and John Thornley was the head of the entire operation. Car 64 was to be the back up car and was to be used only if space was available, which happened when Stirling Moss's Mercedes ran into the back of another car putting the victim out of the race. This opened up the spot for the #64 car. The race started and the cars ran very well with the suggested average speed of 60 mph gradually rising to around 80 mph. On lap 28 Jacobs flipped the #42 car and he and the car were burned quite badly in that accident. At almost the same time tragedy struck when the Mercedes of Peirre Levegh crashed into the stands and burst into flames creating an inferno for the spectators trapped there. The race continued and all emergency vehicles were summoned to the crash site.

With car #42 out of the race only the #41 and the #64 cars were still running. At 5 AM Lund took over the #64 car from Waffler and continued to press forward. But at the Arnage he went in too fast and damaged the front fender and the undercarriage. He limped back to the pits with the car and Alec Hounslow was able to get it back in operation

with only a six minute pit stop. Waffler took over driving and continued the race. At about 2 PM Lund came into the pits thinking something was amiss but was told everything was fine. As the race ended the #41 car was the first MG take the chequered flag and the #64 car was not too far behind. So both MG's finished the race.

I first saw this car at an MG T Register event in North Conway NH when it was owned by Gord Whatley from Canada. I was here that I thought I would like to use that car as a subject for one of my drawings. I photographed the car and filed the photos away for future reference. This year I thought it would make a good subject for our car show publicity material. After I had the drawing finished I

started to look up the reference material I had on the car and was able to find the present owner. His information was very valuable in now being able to put an update to the material I had which went back a number of years.

According to the new owner this is the car that was originally the number 41 car (LBL 301) and was driven at Le Mans by Lockett and Miles. The car was damaged later that year and had its chassis replaced by the factory and was loaned out to the Fitzwilliam racing team for the 1957 racing season. The aluminum body was painted Tyrolite Green in accordance with the Fitzwilliam Livery and was campaigned actively in

1957 including the Mile Miglia, Nurburgring, Silverstone and Goodwood among others. At this time it was returned to the factory and sat there for a few years. It was then purchased by Wilson Southworth a wealthy Canadian studying at Oxford. The factory would not sell the car with the aluminum body so it was replaced with a steel body before being sold to Southworth. Southworth took the car back to Canada with him and it was later sold by his wife (while he was away) to a farmer for his daughter to drive. It was from there that Gord Whatley bought the car.

He later sold the car to Gerry Gougen and I saw it a number of times at Gerry's museum in Westminster VT. When Gerry died his wife sold the collection and the car went to its present owner, Jeremy Savage, and his father from RI.

Jeremy was kind enough to send me a photo of the car as it is now, being restored in the UK, and painted in Tyrolite Green and the Fitzwilliam Livery racing trim. Personally I would have finished the car as it was when it ran at Le Mans but . . .



numbered 40, 41 and 64. The photo also shows the number plates as LBL 301, 302 and although not seen on 64 LBL 303. The article states:

"The observant have noticed that in the early pictures the cars were 40, 41 and 64. MG. Had two entries in the race and later increased it to three. For some unknown reason the at a late stage, after scrutineering the numbers had to be changed to 41, 42 and 64. Logically you would think they would leave 41 alone and make 40 into 41 but they couldn't do that because of the run of chassis numbers so they had to change 40 to 41 and 41 to 42 hence the different numbers in the race."

One interesting personal addition to this story is the fact that when the team leaders and managers were listed (Capt Eyston, John Thornley, Cecil Cousins, Alex Hunslow) Nancy and I realized that we had met every one of them at one time or other. In fact we have MG items and prints signed by all of them. They were very gracious people every one of them, and we feel most fortunate that we were at the right place at the right time to be able to meet them all. ◀

I have to thank Gord for the loan of some of his photographs of the car which made it possible for me to do this drawing.

*Just recently, in an issue of Safety Fast, there was an article about the numbering of the three MG A's at Le Mans. If you notice the first photo in this article the cars are

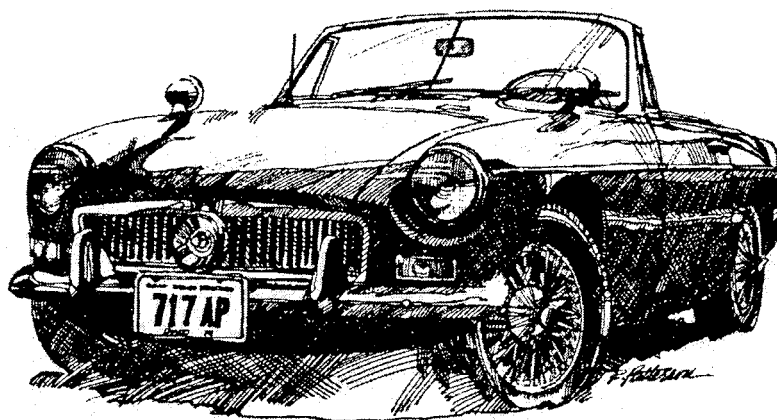
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My First MG

Joe De Blaere

WAS IT 1966 OR 1967? WHO CAN REMEMBER THE 60's? I was a college student at RIT and could have a car on campus and needed one as I lived in an apartment on Lawton St. (off of Pearl St.) in the city.

It was a 1958 MGA, 1500, with wire wheels, a former racecar. Race history unknown. It was beat but it ran. I bought it from my "friend" for \$125. My dad had just retired and we started the rebuild together. I didn't know much about engines then but knew enough that this one needed a rebuild. We did it without removing the engine from the car as best we could. New rings, bearings (most of them) and ground the valves by hand. We stripped 7 coats of different colors of paint off it and gobs of Bondo. My dad constructed a new wiring harness, from scratch, with no wiring diagram to work from (he drew one himself

probably won't be another car on this road until morning; I mean we were out in the sticks. Within 30 minutes a car did come along, I stood in the middle of the road and flagged it down. Thank goodness I knew the guys who were driving from my high school days---they were a long way from home too. Got gas, called her parents and explained why we were going to be late and resumed our journey. About a week later, on that same road in the middle of nowhere there was a small church appropriately named St. John in the Wilderness. It was a moonlit night, I had the top down, on my way home from work when a deer ran across the graveyard towards me. I envisioned his antlers impaling me in the side of the head. As I ducked he gracefully leaped over the back half of the car. Another close call.

This was my daily driver and went back to college with



as we went along). If there was a Haynes workshop manual available then I didn't know about it. Moss? Never heard of them, we drove about an hour into NYC to get new parts. There was an MGA in the local junk yard where we got lots of parts, seats, lights, grill and tires. A local painter did the finishing touches and we painted it baby blue. It looked pretty good

I got it registered and the first week on the road it ran out of gas about 10 miles from the nearest civilization in Herriman State Park where I worked summers as a skate guard in a roller rink. It was a Monday night I recall only because it was my day off. Must have been around midnight walking in the dark, no lights, and no flashlight and oh did I mention my female companion had no shoes on either, she had left them home! It was our first date—and I figured our last. I had trusted the damn gas gauge, my first exposure to "Lucas Prince of Darkness" British electrical systems. There

me. My normal route was Rt 17W to 81N to the Thruway in Syracuse west to Rochester. The expressways were not completed in those days and I had to drive through many small towns & construction. Around Binghamton it began to pour buckets of rain. Naturally I was getting wet. I could hardly see, it was coming down so hard (and we all know how great those wipers are). Defrost, yeah right! I was driving in a muddy dirt construction zone when I hit a small lake. Actually it was a big mud puddle maybe 4 inches deep. The mud flew off to both sides like the bow wave of a small naval destroyer. The car promptly stalled but momentum carried me to the far side of the swamp. I figured I was a goner. I almost got out of the car but noticed water coming in the doorsills. Now what? I pulled the start switch and she fired up, thank you Lord. The next day my roommates, who had never seen the car before, asked me what color it was because it was so covered in mud.



A DIFFERENT DRIVE BACK TO SCHOOL, ON THE THRUWAY portion, a gent frantically pulled along side me waving his hand back & forth. Kind of like the Queens wave with fingers closed but faster. He pointed to my rear left tire. The car was full of stuff, books, tools etc. I had a steamer trunk on the luggage rack, which added some weight. I peaked out of the car and saw my left rear wire wheel was about to disintegrate, the tire wobbling back and forth about an inch. I was going about 70 MPH. Fortunately, a rest area loomed ahead and I put on my spare (which actually had some air in it). Half the spokes were broken. After a brief discussion over the phone my dad decided to make me a set of solid wheels. I claim to have had the first set of MGA Deluxe knockoff style wheels in history. This is not quite true as it was after 1962, I had never heard of Deluxe style wheels at that point so I



thought we invented them. Dad took the inner splines from 4 wire wheels and had them welded onto solid rims with 4 small strengthening supports to keep them true with moon hubcaps cut around the knockoffs. They were kind of cool, also baby blue. On to the next fond memory.

There was no can of worms then. The expressway ended at a red light near the Broad Street Bridge. What is all this goo dripping onto my good shoes? Smells funny too. It was brake fluid. I was going about 50 MPH heading towards the back of a line of about 20 cars stopped for the red light. The emergency brake was a joke; it worked at least as well as the gas gauge, which was just barely. With no time to recover I down shifted, jumped the curb to the right, ran parallel to the stopped cars along a 20 degree grass slope and by the time I got to the light it had turned green!!!!!! I zoomed back onto the road with my heart in my throat. As you can imagine there were a few horns honking as I jumped pass them all back onto the road. Another close call. That is when I discovered it made a difference what kind of brake fluid you used. I rebuilt that master cylinder about 4 times before I figured that out.

The end came shortly thereafter. On a weekend beer run, with a case of Bud sitting on my roommates lap, a woman ran a stop sign on Pearl St. and I "T"boned her. The beer cans got punctured by the radio knobs and was foaming all over the car and us. Fortunately, the cop saw this and that we had not been drinking (no tops were popped,yet) so issued only the lady a ticket. Her insurance company totaled the MGA and I got \$200 bucks for her. She sat behind my apartment for a few months before my brother-in-law came and took her for the engine.

Quite a bit of misfortune that car. Lots of good times too. Good or bad I had the MG bug.

It would be a few more years until I got my first "B", it was a red '69 MGB roadster. But that's another story . . .



My current MGA is a red 1960, 1600. What goes around comes around, 42 years later.



The 2nd Annual Multi-Club Picnic Saturday June 14, 2008

Queenston Heights Park
(Queenston, Ontario, just near Niagara Falls).
The event starts at 10:00am and runs until 4:00pm.

It will feature lots of activities including:
Valve Cover Racing, Funkhana, Car Show And Picnicking.



Bring a picnic or there is a restaurant in the park

This event is aimed only at sports car enthusiasts and guests. It is not being promoted as an event for spectators. This is your opportunity to meet new friends from all over the Great Lakes area with a love for our cars. There are 6 clubs involved.

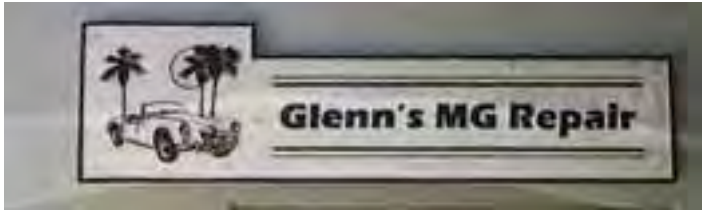
There is a \$5 PER CAR charge at the gate for the park rental fees.

Pre-registration is not required but it will be nice to know how many to expect. There is a web page at <http://www.mgcarclub.com/multiclubpicnic> where you can signup. Valve Cover Racing rules, map and information about Queenston Park at this website.



Visit to Glenn's MG Repair

Dan Suter



During a visit to Tampa over Spring break, I contacted Glenn Lenhard of Glenn's MG Repair in St. Petersburg, as I was searching for an obscure handbrake part for my MGA restoration. Glenn invited me to his shop for a visit and tour.

Glenn and his wife Gail grew up in Rochester and were members of our MGCC during the time that Glenn was studying at the Eastman School of Music in the 1970's. They still have their old English white '62 MGA that he purchased here. They had a number of stories to share from their years here and they expressed interest in possibly joining our 50th Anniversary celebration.

The shop is impressive. There are four bays for repair work. The day I was there a Mini Cooper and restored Healey 3000 were in there. In the next area, an MGA 1500 and MGB were being assembled as part of ground-up restoration projects. The last portion of the building held the bodywork bays and paint booth. Six people work in the shop in addition to Glenn and Gail. I have to say that the MGB sill repair going on there was the best I have ever seen. All in all, it was a wonderful visit and a good chance to meet up with former members of our club. ◀



The MG Car Club of Central New York invites you to



EUROCAR 2008



Featuring European Motorcars and Motorcycles

Father's Day • Sunday, 15 June, 2008 • 9 AM to 3 PM

Lorenzo State Park, Routes 13 & 20 Cazenovia, NY

On field by Noon, judging begins at 12:30, Awards at 3pm, tops up, hoods/trunks open

Dash plaque & goody bag to the first 150 entries, door prizes for entrants,

Music-food--vendors, Spectators free!

New this year, Memorabilia Contest open to the public, must be Euro-car or bike related (see reverse)

A percentage of all show proceeds will be donated to Vera House

Presented in cooperation with NYS Office of Parks, Recreation & Historic Preservation

Details/registration also at: www.mgcarclub.com/cny

EUROCAR 2008 CAR CLASSES

- | | |
|---|---|
| 1. Austin Healey 100-4,100-6, 3000, Jensen | 21. Italian Other to 1988 |
| 2. Austin Healey Sprite/ MG Midget | 22. Swedish Cars to 1988 |
| 3. MG-T Series | 23. German Sports/ Coupes- Mercedes, BMW, Porsche, etc. to 1988 |
| 4. MGA 1500, 1600 | 24. German Luxury-Mercedes, BMW, Audi, Etc. to 1988 |
| 5. MGA 1622, MkII, Deluxe, Twin Cam | 25. VW/ German Other to 1988 |
| 6. MGB/ MGB-GT Chrome Bumper 1962-1969 | 26. French Cars to 1988 |
| 7. MGB/ MGB-GT Chrome Bumper 1970-1974 | 27. Micro cars to 1988 |
| 8. MGB/ MGB-GT Rubber Bumper 1974½- 1977 | 28. Exotic/ Sports, Ferrari, Pantera, Etc. to 1988 |
| 9. MGB/ MGB-GT Rubber Bumper 1978- 1980 | 29. Trucks/ SUV to 1988 |
| 10. Classic Mini (to 1987) | 30. Modified/European Other/ Replica to 1988**** |
| 11. Triumph TR2, 3, 3A | 31. Early Motorcycles, Original Dress thru 1969 |
| 12. Triumph TR4, 250, TR6 | 32. Later Motorcycles, Original Dress 1970- 1985 |
| 13. Triumph Spitfire, GT6, TR7, TR8, Other | 33. Modern Motorcycles 1986- Present |
| 14. Jaguar XK120, XK140, XK150 | 34. Modified/ Custom Motorcycles, Scooters, 3- Wheelers |
| 15. Jaguar E-Type | 35. Contemporary Sports/ Coupes 1988 to 1998 |
| 16. Jaguar Luxury/ Other, XJ6, XJ12, XJ-S, MkII to 1988 | 36. Contemporary Sports/ Coupes 1999 to 2008 |
| 17. British Sports/ Coupes, Morgan, Lotus, Etc. to 1988 | 37. Contemporary Luxury 1988 to 1998 |
| 18. British Luxury/ Other, Rolls, Bentley, Etc. to 1988 | 38. Contemporary Luxury 1999 to 2008 |
| 19. Alfa Romeo to 1988 | |
| 20. Fiat to 1988 | |

Eurocar Show Vehicle Entry Form

Name _____ Year _____ Make _____
Address _____ Model _____ Judging class _____
City _____ State _____ Zip _____ Phone _____

Return to: **Deb Larkin**
3917 County Rt. 4
Oswego, NY 13126

Pre-register by June 13th **\$7 per entry**
Day of Show **\$14 per entry**
Checks payable to: **MGCCCNY**

I agree to release & discharge from any liability, losses or damages, the show staff, officers, management & all others connected to this event of the MG Car Club of CNY, Lorenzo State Historic Site and the State of NY. This release must be signed before entry to the field.

Signature _____ date _____

~ Awards not mailed ~ for sale window signs on field-maximum 8 ½ x 11" ~
~ Entrants must be on field by noon ~ tops up, hoods & trunks open for judging ~
Questions about Eurocar entries? 315-342-3234

Want to make a repair to your car, but would like some expert help close at hand?
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Saturday, May 10th 10:00 AM until 4:00 PM



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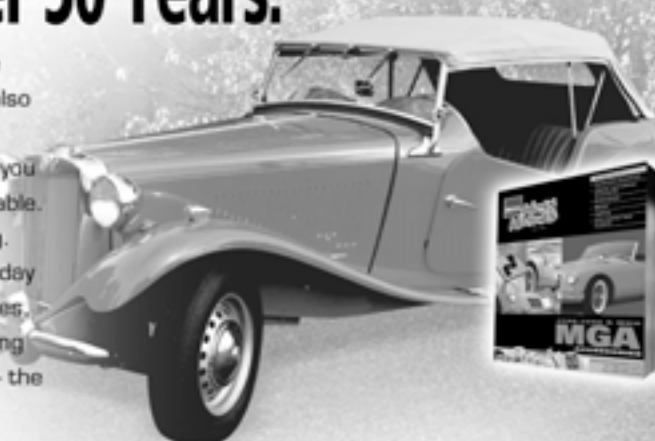
As usual, several MGCC members will be operating a Flea Market space and selling our left-over British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 17th to arrive and get setup before the show begins on Friday. In addition to our own wares to sell, we 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.

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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 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

—David Werblow



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... and Still More Events

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Woodstock British Car Get Together
Woodstock, NY

Len@PegasusShoes.com

June 7

Cannonball House and Car Tour

Farmstead of Brock and Pamela Yates Wyoming, NY
www.artswyoco.org

June 7

British Car Show

Quebec City, Canada www.carvaq.org

June 14

Wayne County Nursing Home Foundation Car Show
1529 Nye Road, Lyons, NY

Information: JCrawford@lyonsbank.com

June 14, 15th

Darien Lake Car Show

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

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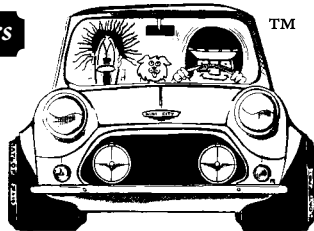
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WANTED: MGA or TR3 in driveable condition - not a show car. Call Rob Parada at (cell) 585-350-8183.

WANTED: British car parts and uncompleted restorations, MG, Triumph, etc. Call Beverly (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@mgcarclub.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 sixteen **165/80R15 Kuhmo tyres** for sale; fit MG-T's MGAs and other British cars. Don't pay Coker's price for Michelins (\$140 to \$180 each!) These are \$50.00 each and will sell quickly! Call George (585) 872-6536

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 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/>

A poster for the 'Can-Am Thunder Returns To Mosport' event, dated June 20-22, 2008. The poster features a large image of a race track with several cars. Logos for 'endura', 'SascoSports', 'CAN-AM', 'HONDA', 'YAMAHA', 'KAWASAKI', 'SUZUKI', 'TRIUMPH', 'MG', and 'VARAC' are visible. Text at the bottom includes 'Weekend Super Ticket - in advance (by June 15) \$50.00', 'at the gate \$75.00', 'Sunday \$20.00, Saturday \$25.00, Friday \$15.00', and contact information for VARAC.

Great Race Centennial Weekend

July 25-27

Springville, New York

<http://www.townofconcordnyhistoricalsociety.org/GreatRace/celebration.htm>

► ► ► A tour leader is needed if the club is interested in this event. Contact the Harrisons (see page 5) ◀ ◀ ◀
Springville is about 80 miles via local roads or 100 miles via the Thruway from Rochester (S-SE of Buffalo)

Friday – Great Auto Race Exhibition at Bob Johnson Motors Showroom, 195 West Main Street.

Saturday – Gun competition at Springville Field and Stream, White Street; Antique car parade by Genesee Valley Antique Auto Club; Dedication of George Schuster historical marker, 74 North Buffalo Street; Great Auto Race Exhibition (see Friday); film “The Great Race” at Joylan Theater, 11 West Main Street; Community BBQ featuring a presentation by Schuster’s great-grandson, Jeff Mahl at Springville-Griffith Institute High School, 290 North Buffalo Street.

Sunday – Vintage auto tour down North Buffalo Street; film “The Great Race”(see Saturday); Genesee Valley Antique Auto Club ‘People’s Choice Award.

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All cars have been or are being brought up to spec to minimize buyer distress from hidden issues. I have a small library of reference material you are welcome to use. I also can discuss appreciation rates. This is a hobby business, so please forgive my haphazard operating hours.

Searches - Purchases - Consignment Sales

I can find the car you want for a small fee – Please contact me if you have a car to sell, either a good car you no longer want or a car with needs you don’t wish to address. Also, I will sell your car on consignment if you wish – See my web site for details.

Available Spring/Summer, or now for less if you want to do some work

1984 Porsche 944 – Exceptional condition, one executive owner since 1988 – white – 47K miles - \$8,500

1983 Porsche 911SC – High quality car, 57K miles, platinum, performance extras - \$21,950

1979 Porsche 911SC – Quality bare metal repaint and restored interior, 94K miles, strong engine - \$14,950

1973 Triumph TR-6 – Original paint, true 45K, new top, never rusted, preservation class candidate - \$17,000

1969 Porsche 912 Targa – Exceptional, 83K, fresh engine, original pan, red/black 5 speed 5 dial - \$18,000

1968 Porsche 911T – Beautiful black body and interior, engine rebuilt with webers, needs floor pan work - \$18,000 as is

1983 Porsche 944 – 55K miles, 16” Rial wheels, cheap barn find project – good turbo engine available to make road rocket

My Keepers

I have several special cars in process of refurbishment/restoration for my own use & investment. I could be persuaded to sell. They include a ‘58 Alfa Giulietta, ‘63 Mk II Jaguar, ‘71 E-type coupe, ‘72 Porsche 911T

Bury Me In An Old Mowog Parts Box

Jay Lockrow



If you are a long time reader of MOWOG you may remember that at least twice I have mentioned an event called The Greatest Race that started in New York City in February 1908 and went across the United States, across Japan, some of China, Russia and ended in Paris in June. Originally the cars were supposed to go to Alaska and drive across the Bering Strait. No one ever checked that the Bering Strait didn't totally freeze so the Thomas was shipped back to Seattle and shipped to Japan. The Thomas was the only car to do this leg of the race before it was abandoned and they received several days grace from the officials. The Thomas Flyer built right here in Buffalo down on Niagara street was the car that eventually won the race. The German Protos actually beat them to Paris but was disqualified from the win because of having shipped the car by rail in the mid west and also the fact that the Thomas had several "grace" days because of going to Alaska. The building where the Thomas Flyer was built still stands and is part of Rich Products Co. that makes things like Reddi Whip.

The gentleman that drove the Thomas most of the way was George Schuster. Schuster took over when the car reached San Francisco. Schuster was the only person aboard the Thomas to go the entire race distance. Schuster drove the remaining distance and the car covered some 22,000 land and sea miles total. Schuster made all of the repairs and service on the Thomas including replacing the gearbox, welding the frame and others too numerous to mention. Bear in mind there were no roads or maps in those days and the Thomas for several hundred miles ran on the railroad ties of the railroad. In fact at one point the Thomas was labeled as an official train. Also it was brought to my attention that Schuster made and used his own equipment for navigation. In the middle of nowhere you never know where you were.

Years later after the Thomas Company went out of business (Model T Ford and mass production line!) Schuster worked for a time for Pierce Arrow and eventually moved to Springville and opened a Dodge agency sometime in the early twenties. He later became a security guard at a local industry until he retired. He lived in Springville until his death in 1972 at the age of 99 and a half.

How do I know it was 99 and a half? Because his great grand daughter told me so! Seems a few weeks ago probably in February I noticed a little article in the Sunday paper about a display and reception in one of the local auto dealers in Springville. The display had some memorabilia of George Schuster and a good deal of photographs of the Greatest Race as it was just 100 years ago that this event was taking place. We hopped in the car and drove the twenty minutes or so

to Springville and went to the display in the local Chrysler Dodge dealer. After looking around for about forty minutes or so I was engaged in a conversation with a gentleman about the event. He in turn introduced me to Schuster's great grand daughter. We had a delightful chat and she told me a good deal about her great grandfather and some things not generally known like his homemade sextant and a gun that he carried the entire distance. She told me it was his German perseverance that kept him going and made him finish the race. She told me the "Great Gramps" as she called him, never thought that the trip was that much of an undertaking. All I can say is look at some of the pictures and read an account of the race and you will have a great deal of respect for what he did. Fighting huge snow drifts and mud like gumbo (where they actually lost some horses) was no picnic.

All this leads to July 25-27 Great Race Centennial Weekend. The exhibit will be available for viewing and on Saturday a Vintage car parade, car show, chicken BBQ and the unveiling of George Schuster Historical Marker. Earlier in June there will be a Soap Box Derby Race as well as Ice Cream Social, concerts etc. Go to www.townofconcordnyhistoricalsociety.org, www.thegreatautorace.com, or call (716) 592-0094.

I have my doubts if the restored Thomas Flyer will be there as it belongs to the Harrah museum in Reno. Harrah purchased the car from Henry Austin Clark of the Long Island Auto Museum sometime in the 1960s. It was in pretty deplorable condition and Harrah flew Schuster out to Reno to rusticate the car. After pointing out several of his "repairs" they knew they had the authentic car. The only car of the race which exists except the Protos but that is only a chassis. Harrah restored the car to the "condition" it was in when it arrived in Paris in June 1908. It was taken out and driven in the dirt a little to make it authentic and that is the way it stays. I have seen the car at Hershey and it is a joy to behold. If only I had known it sat for years in a barn in Elma and no one knew about it. ◀



Thomas Flyer in Buffalo

—Concord Historical Society

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
- 12 Kathy Rampe
- 18 Lyn Tennant
- 19 Joe Fazio
- 21 Dan Viola
- 21 Michele Zuck
- 23 Bill Benet
- 23 Grace Gleba
- 25 Jan Langswager
- 26 Rosemary Burke
- 27 Harold Rodman
- 28 Bessie Kopen
- 28 Dan Young
- 30 John Corcoran
- 31 Kim Avery

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
- 20 Robert & Georgean Abels
- 21 Jeffery & Jan Langswager
- 22 Doug & Susan Avery
- 23 Dale & Linda Masters
- 23 George & Lyn Tennant
- 24 John & Chris Baum
- 25 Gene & Anne Faust
- 26 Matt & Andrea Handy
- 28 Michael & Susan Goodwin
- 29 Bill & Cheryl Baldwin
- 29 Warren & Mary Lou Riter

CONGRATULATIONS!

JUNE BIRTHDAYS

- 1 Madeline Moodie
- 2 Annabelle Tescione
- 6 Latty Goodwin
- 7 Doris Britt
- 10 Janet Lemesis
- 10 Patricia MacDonald
- 11 Charlotte Wright
- 12 Ted Hershey
- 13 Rosemarie Stepanik
- 14 Anne Hoehn
- 15 Julia Daykin
- 21 James Hanrahan
- 23 Garrett Hoehn
- 23 Carl Prouty
- 24 John Baum
- 25 Eileen Williams
- 26 Gene Dinkel
- 27 Tony Makepeace
- 28 George Shetterly, II
- 30 David Asmuth
- 30 John MacDonald
- 30 Valerie Zoltner

HAPPY BIRTHDAY EVERYONE!!**JUNE ANNIVERSARIES**

- 2 Dan & Rosemary Burke
- 2 Leroy & Harriette Hokenson
- 5 John & Mary Murray
- 7 John & Margaret Cook
- 9 Jim & Gail Colegrove
- 12 Doug & Laurie Scribner
- 12 Arnold & Stacey VanDenburgh
- 13 Jeffrey & Susan Kath
- 13 Tony & Eileen Makepeace
- 14 George & Nancy Herschell, Jr.
- 14 Aldis & Janet Lemesis
- 15 Bill & Kathy Rampe
- 16 James & Mary Hanrahan
- 16 Will & Karen Salisbury
- 16 Norman & Charlotte Wright
- 21 Gil & Betty Langswager
- 22 Jeff & Janice Zorn
- 23 Jon & Patricia Richter
- 29 Dick & Marlene Rzepkowski

CONGRATULATIONS!**HAPPY BIRTHDAY EVERYONE!!****WELCOME NEW MEMBERS**

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50TH Anniversary Pin \$3.00

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Also available is a wide selection of clothing items
(shirts, jackets, etc.) embroidered with the club logo.
Prices shown are for members only.

50th Anniversary Sticker . . 1.50

Car Badge \$25.00

Badge Clip 5.00

Patch, embroidered 2.50

Key Fob, large leather 4.00

Pin, cloisonné. 3.00

Dash Plaque, 40th Anniv. . . . 4.00

Sticker, front adhesive. 1.50

Sign, magnetic (10"). 15.00

Tote Bag, embroidered . . . 15.00

Bumper Sticker 1.00

Name Badges w/MG. 15.00

MGCC Cookbook. 5.00

Sport Cap, embroidered . . 12.00

Vehicle Log Book. 6.00

Fire Extinguisher 12.00



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meetings, or delivery can be arranged.
Contact: Laurie Scribner 585-872-5133 (weekdays).

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MG Car Club Western New York Centre, Inc.

Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

Address _____ City _____

State _____ Zip+4 _____ Today's Date _____ New ☐ or Renewal ☐

Cars owned & Year _____

Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐

Other hobbies, etc. _____

Occupation _____ E-mail address _____

Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

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

Jim Priestley
3326 County Road 40
Bloomfield, NY 14669

MG Car Club Western New York Centre Calendar of Events 2008

For the latest information visit our web site mgcarclub.com

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 Vintage Cars Wine Tour 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 27 50th Anniv. Banquet 28 Autocross 3	October 5 Fall Foliage Tour Garage 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

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