

Spokes

Official Publication of the MG Car Club Western New York Centre

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November 2008



Watkins Glen GRAND PRIX FESTIVAL
Concours d'Elegance Winner
Janet & Aldis Lemesis' XKE

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

The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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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.

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Quarter Page	3.6 x 4.8	\$16.00	\$65.00
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BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen* ~ Joe Tierno ~ George & Nancy Herschell
Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch* ~ Jim Priestley
Wendy Dakin ~ Dave Chase ~ Wally Roworth

*Members Emeritus



Add Your Name to the MGCC Endowed Scholarship Plaque

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

Susan Kath
1039 Mosley Road
Fairport, NY 14450

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

Chairman's Corner

Dan Suter

IT IS DIFFICULT TO BELIEVE THAT IT IS NOVEMBER already, and that we are getting ready to attend the Garage Tour and to put the cars away for the winter. This year's driving season seemed to fly past!

Material from Spokes has continued to be picked up and shared by Mike Hawke in Safety Fast, the publication of the MGCC UK. Informally, it would appear that Jay Lockrow's material has been used most often this year, but certainly Dick Powers and George Herschell's work has been picked up as well. Thanks to Jay, Dick, George, and Allen our editor for your contributions!

Over the past two summers, I have joined my brother-in-law to-be, George Wallace, on two different vintage car events in the region. The first was the '07 Franklin Trek, held every year in Cazenovia, New York, celebrating these air-cooled cars made in Syracuse until the mid-1930s. This year, I joined the East Grand Packards regional 'Henry Joy Tour' held in Victor and surrounding areas.

I like getting to see how enthusiasts in other areas of our hobby use and enjoy their cars. Both events were both heralded as 'Regional Meets' and seemed to feature a casual, low-key way for members to socialize, tour, and sightsee. Each featured daily driving tours (with beautifully prepared route books—I'll bring one to our next meeting) through scenic routes to interesting regional attractions: Colonial Belle on the Erie Canal, Letchworth Park, Scenic Railway out of Canandagua, Watkins Glen track tour. Neither held formal car shows but did offer ample time for parking lot socializing and inspection of member's cars.

In the end, it is not dissimilar to our own social calendar, and run by equally committed enthusiasts. I always enjoy hearing of successful restoration projects of unusual cars, whether it is the quality of the solid engineering displayed in a 1941 Packard Series 180 Touring Sedan, the innovation and workmanship in a custom-bodied 1929 Franklin Town Car, the beautiful shape of a 1970 MGB, or the anticipation of the exhaust burble of a recently discovered local Triumph TR8!

Have you thought about volunteering to take over as Spokes editor? Now is the time to step forward and contact Allen if interested.

We'll see you at our November meeting, Garage Tour, and Holiday party!

—Dan

2009 Board Members
Election at the
November 20th Meeting

The Herald

Allen Hess

THIS MONTH WE AGAIN LEARN SOME LITTLE KNOWN facts about one of our members in the days of his youth. You will enjoy it. I still have another one to print, when the time is right.

I am also catching up on some past events: the Watkins Glen Vintage Grand Prix and Autocross III. We obviously have a good time at the autocross. Why else would we not have the sense to come in out of the rain. Several members contributed photographs from Watkins Glen. Alan Costich provided a large number of Glen photos taken by his friend Steve Schmidt. Keeping with the racing theme, Al Issehard sent us a story and photos about his trip to Bonneville Speed Week as a crew member.

Tim and Rhonda Rizzo's Fall Tour report includes a photo of every participant—thirty-one cars!

Finally, note the ads for November and December events. Reservations and payment will be due soon. **Oh! Your Dues are due too!**

—TRIUMPH

WANTED—SOMEONE TO FILL THIS SPACE.

SLID UNDER THE DOOR:

Gil and Betty Langswager won 1st Place in the TD class at the Gathering of the Faithful at Jiminy Peak, Hancock, Massachusetts, October 1-5.

Austin and Morris Parts in Stock
MG · Triumph · Spridget Parts from Major Supplier

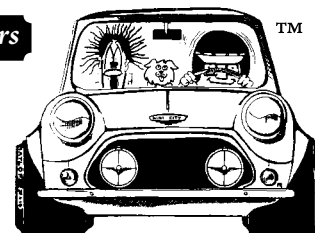
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Activities

Mike and Sue Harrison

MANY THANKS TO THE COMMITTEE THAT MADE all the arrangements for our spectacular 50th Anniversary banquet. Watch Spokes for full coverage of this event. Now that the Autocross season is over, we also give thanks to Julie Daykin for handling the 2008 season. The Fall Tour on Sunday, October 12 was well attended and they could not have had a nicer day for a drive in the country. We do appreciate the time Tim and Rhonda Rizzo put in to making this a fun day for all. The Halloween Party on Saturday, October 25 will be over by the time you get this Spokes and we are sure that Elaine Hess provided great food, fun and prizes for the large costumed crowd.

Be sure to mark your calendars for Sunday, November

9 Brunch at the Rochester Yacht Club and contact Anne Faust by Nov 3 if you have not already done so. The Garage Tour on Saturday, November 15 under the leadership of George Leopard will start at 9:00 AM at British Racing & Restoration. See details elsewhere in this issue. Our final event of 2008 is the Holiday Party on Saturday December 13. We had a good number sign up at the Oct meeting, but have room for more, so please contact us asap. See details in this issue.

We are putting together the 2009 calendar of events and would welcome any suggestions and volunteers.

—MGB GT

MG CAR CLUB 2008 HOLIDAY PARTY

Saturday, December 13, 2008

Lake Shore Country Club
1165 Greenleaf Road, Rochester, NY 14612

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

Cash bar and hors d'oeuvres

Buffet Menu: House Salad, Rolls, Carving Station - Sirloin Roast, Stuffed Chicken Breast, Vegetable Lasagna, Oven Roasted Potatoes, Vegetable Medley, Pastries, Coffee, Tea

PRICE PER PERSON \$20.00

Reservations due by December 1 to Harrisons.

Please make checks payable to "MG Car Club"

Mike and Sue Harrison

6640 Ann Lee Drive

North Rose, NY 14516

(315) 483-0368

mharrison3@rochester.rr.com

Optional — Bring a gift, take a gift in the \$10.00 range. Please wrap gifts and mark if for a man, woman or either. In addition to gift exchange option, you may bring a new toy unwrapped for the annual Marines Toys for Tots campaign.

MGCC Minutes of the Meeting

Marlene Rzepkowski

October 16, 2008

Call to order-7:34 PM

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

New members and guests- Guests: Tina Palma with a 1969 MGB.

It was noted that Brian Neri from Boston, NY has rejoined the club after he attended the 50th Anniversary celebration.

Treasurer Report- In Susan Kath's absence Dan Suter gave the report with all accounts doing well. Specific details can be obtained from Susan Kath, our treasurer.

Membership- Jim Priestley suggested that we try to renew our memberships earlier this year. He currently is collecting dues for the next year.

Librarian- Alan Costich reported that there are new tapes available and a list of these can be found on the club's website.

SPOKES- Articles for the next issue are due next Thursday, October 23, 2008. Photos are still needed of the following events: Race Tracks that the racers were at this past summer, Watkins Glen Concourse, Fall Foliage Tour. **Calendar photos are needed for the January issue.** Still looking for a SPOKES editor to replace Allen Hess.

Regalia- Doug Scribner reported that there is a great selection of items geared toward colder weather now available. Other items for sale include polar fleece, sweatshirts, jackets, hats, car magnets, and mugs all with the club logo.

England- George Herschell said that Safety Fast printed another one of our articles from SPOKES. Dan Suter told that after spending time with Brian Woodhams on our 50th Anniversary celebration weekend that Brian felt good about being here and re-establishing ties with our club. Dan also appreciated his effort to come to this event and to those in our club who helped to make him feel welcome.

Trustee Report- No Report

Activities- Mike and Sue Harrison opened there report with a customary joke. A review of past events was given. See the Activities Report in SPOKES for a detailed list of future events. Jim Priestley made note that the Great Race will be passing through the Rochester area and that details can be found on its web site or in the latest issue of SPOKES.

Car Show- No Report

Web Site- No Report

Vice Chair- No Report

Old Business- Dan Suter asked for updates from members on car projects, trip plans, etc.

New Business- Nominations for the 2009 MGCC board election were requested. The following slate of officers were nominated, seconded and passed:

Chairman-Dan Suter

Vice-Chairman- Dan Goodwin

Treasurer- Susan Kath

Secretary- Mike Goodwin

Elected Trustee- Jim Priestley

Activities Directors- Mike and Sue Harrison

Condolences were given to Steve and Pat Sangster on the recent death of their son Jeremy. In accordance with this a motion was made, seconded, and passed to make a MGCC donation to the Strong Memorial Burn Trauma Unit in his memory.

George Herschell addressed a question about what is happening with the Brudno Award. He gave a brief history of the award and stated that there are candidates currently being considered by the Brudno Award committee for this award.

Cars and Parts- For Sale:

Jaguar XK 120 for sale near Buffalo. See Wendy Dakin for details.

2 MGB Roadsters-1971 and 1972, see Dave Wild.

2 Corvairs- see Dick Powers

Door Prizes – Awarded

Motion to adjourn and seconded at 8:16 PM.

LIBRARIAN'S REQUEST:

"The Great Automobile Race" donated by Jim Priestley has been in great demand. It was expected back at the October meeting but didn't appear. The Librarian now regrets that he did not make a note of the borrower. Please bring it to the next meeting as there is another avid reader waiting for it.

Meeting Attendance



October 16, 2008

Betty Langswager
Gil Langswager
Mike Harrison
Sue Harrison
Allen Hess
Anne Faust
Gene Faust
Dan Goodwin
George Haynes
Alan Costich
Wendy Dakin
Mark Pohlman
Jeff Langswager
Penny Schroeder
Tom LeStrange
Jeff Kath
Dave Asmuth
Doug Jack
Ned Paulsen
Ted Hershey
Nancy Cleveland
Leroy Hokenson
George Herschell

Nancy Herschell
Carl Prouty
Dan Suter
Chuck Schaefer
Becky Schaefer
Lane Boughton
Dave Wild
Barb Wild
Jim Priestley
Dawn Priestley
Dave Chase
Bob Abels
Georgean Abels
Cheryl Baldwin
Bill Baldwin
Mabel Case
John Thompson
David Leete
Dick Powers
Laurie Scribner
Doug Scribner
Bill Wackerman
Larry Rausch

John Fowler
Ginny Fowler
Julia Daykin
Eileen Makepeace
Tony Makepeace
Max A. Pugh
Tim Rizzo
Rhonda Rizzo
Vivienne Rizzo
Don McConnell
Joe Fazio
Elaine Hess
Marlene Rzepkowski
Dick Rzepkowski
Joeanna DeBlaere
Joe DeBlaere
John Murray
Mary Murray
Gene Dinkel
Al Fink

Guests:
Tina Palma

In Memoriam

Jeremy Sangster,
Son of
Steve and Pat Sangster


Yacht Club Brunch

Sunday, November 9th 11:30AM

Rochester Yacht Club

5555 St. Paul Blvd.

Rochester, NY

Menu: Chicken Pesto, Seafood Newburg, Scrambled Eggs, Bacon, Sausage, French Toast,
Breakfast Pastries, Potatoes, Fresh Fruit, Light Desserts, Tea & Coffee

Cost is \$21.00 per person

Please send checks payable to Anne Faust by November 3rd.

Anne Faust
67 Glenwood Dr.
Webster, NY 14580



Garage Tour

Saturday, November 15th 9:00 AM

Start: 285 Ormond St., Rochester – *British Racing & Restoration*
(Inner Loop to Joseph (Old Post Office), 2 immediate rights onto Central, 2nd left)

Next Stop: 799 Holt Road, Webster, North of Rt 104
Mini City, Dick Powers race shop, Tin Cup Racing, Berg Racing

Next Stop: 1070 Webster Road, Rt. 250 North of State
George Haynes

Last Stop: 2291 Penfield Rd., Penfield – *Ritter Automotive*

Maps available at Ormond St. and Holt Road.

There is no after tour gathering planned

Call George at 585-746-1848 for info/directions/suggestions



A Great Ride

Mike Harrison

IT STARTED WITH A 1932 FORD COUPE with mechanical brakes which I bought for \$20.00. If you have never driven with mechanical brakes, you had to plan on stopping a good 150 foot before you had to. This was a great car to drive through the fields and orchards of Grand View Heights, 'til I lost the steering arm driving down Interlaken Drive into Cranberry Pond. It took a good week to find enough guys and gals to pull it out, at which time it ended it's life and was replaced by an Austin A35.

By then I was getting close to getting a driver's license. The Austin had a well-used engine and could have competed with the Green Hornet as the blue smoke billowed from it's one inch exhaust. The car did make it to Watkins Glen for my first view of a real sports car race. The old road course had hay bales piled along the road to keep the cars from the spectators and I doubt that many of the cars exceeded 60 miles per hour. The sound of tuned exhausts and the smell of Castrol were enough to set the stage for a lifetime love affair with cars and some great memories and friendships.

I was fortunate enough to have good friends who liked to play with cars: Dave Asmuth, Bob Barker and Frank Williams. The four of us installed a Buick V8 which I got from Dick Kluth who was racing stock cars at the age of 16. We had to cut out the firewall and mount the accelerator to the bell housing. The first shift from second to third took out the differential. This led to improvements in the front suspension and a modified Henry J rear end. We ran my first road rallye in the Austin and found a whole new group of great people with fine sports cars. The Austin was a very quick car, but it just didn't quite fit in.

Larry and Mabel Bubel and Norm Webb suggested a yellow

1953 MG TD. Larry was a wealth of information when it came to sports cars and tuning engines. Larry's favorite line would be "You have to go in harder and come out faster if you are gong to win." Something I didn't do well, but I sure had a lot of fun trying. I can remember hours with a hacksaw crosshatching brake bands and embedding copper wire in the crosshatches. The thought was that this would dissipate heat and reduce brake fade.

The TD was one of the finest and most fun cars I have ever owned. So easy to work on and a sheer pleasure to drive. If you have never driven with the windshield down at night, catching moths in your teeth, you have missed one of the greatest driving experiences.

In late 1955 it was time to get more speed from the TD, so I proceeded to take the engine to stage 4 tuning. Lightened the flywheel, added aluminum dome pistons, chrome molybdenum valves and had the engine dynamically balanced by Beamans of Buffalo. The project took place in Dave Asmuth's garage and Bob and Dave have never let me forget putting the distributor in at 180 degrees off at 3 in the morning. Norm Webb gave me an old Judson blower (super-charger) which was added to make a rather quick MG TD. My racing career was rather limited but many late nights were spent at Dave's house playing the *Sounds of Sebring* and the *Theme from Peter Gunn*. Most Formula 1 drivers raced for a stable and had plaques on their dash with *Owner and Driver*. After a few tall ones, Dave decided we should race under Écurie Sow (Stable of the pigs) with plaques

to read Owner Associates Finance Co and our name for Driver of the car. Some people in the neighborhood had milk delivered— we had 2 kegs of beer delivered each Friday. The water faucet in the kitchen had Standard Beer on the cold side and Topper Ale on the hot. No one had a bed of their own, crash wherever you could. After hours of BlackJack games and lengthy car discussions along with many tall ones, it would be time (2AM) to drive to Schaller's for onion rings and hamburgers. Dave in his Austin Healey, Ronnie Weins in a MGA GT, Roger Jones in a MGA, Frank Clapper in a Porsche, Bob Barker and Al Dreas on Harley's, and me in my MG TD would let the sound of maximum revs echo across Cranberry Pond, Long Pond and Buck Pond as we drove down Edgemere Drive for a little fortification

In this same MG TD, after a sorority dance at the U of R, I proceeded to drive over my date's foot as I let her out at her dorm. The next week when I returned for a date, she informed me that I had broken her foot. This same great woman has spent the last 50 years keeping me out of trouble. Aside from breaking my future wife's foot, these memories still bring a smile to my face. ☺



Grand Prix Festival Concours d'Elegance



The First Triumph TR2

—Doug Jack



Triumph 1800

—Doug Jack



Austin

—Brooks Schneider



Cadillac

—Steve Schmidt



1958 AC Ace Bristol

—Allen Hess



Dan Suter's MGA Deluxe won Honorable Mention

—Brooks Schneider



The Lemesis' Jaguar also took Best of Show at the race track

—Brooks Schneider



1954 Bentley Sports Saloon

—Allen Hess



Bentley dash

—Allen Hess

Tour de Marque & Founder's Tour



Start at the War plane Museum—Doug Jack



Triumph Tour de Marque —Doug Jack



TRs tour the old course —Rhonda Rizzo



Tim & Rhonda Rizzo —Steve Schmidt



Ned Paulsen —Steve Schmidt



Bob Harris —Steve Schmidt



Scott Hill —Steve Schmidt



Bill & Kathy Rampe —Steve Schmidt



Valerie & John Zoltner —Steve Schmidt



Allen & Elaine Hess —Steve Schmidt



Scott Hill, Turn 1 —Allen Hess



Milo agrees —Rhonda Rizzo



Founder's Tour —Mike Harrison



Stacey & Arnold —Stacey Vandenburg



Leon & Barb Zak —Stacey Vandenburg

Around the Campfire



Saturday morning generator repair . . .



Not successful.



Log Cabin hosts Rosemarie & Frank Stepanik



Hosts and Activities Directors Mike and Sue Harrison



On the front porch— Dave, Mike and Frank



Out back— “Hey, you know what would be really cool?”



“What? . . .”



At the Track



Joe Tierno

—Steve Schmidt



Alan Costich

—Steve Schmidt



Tom Glanville

—Steve Schmidt



Richard Powers

—Steve Schmidt



Ted Hershey

—Steve Schmidt



Dick Rzepkowski

—Steve Schmidt



Vroom, vroomm! . . .

—Brooks Schneider



Suzanne Glanville awards the "Glanville Cup" —Brooks Schneider



Triumph TR250K

—Doug Jack



Triumph Paddock

—Doug Jack



Arnold

—Stacey Vandenburg



MGA at the BARC display

—Brooks Schneider



Oh those Corvettes . . .

—Allen Hess



BARC 50th Anniversary

—Allen Hess



—Brooks Schneider



Group 44 TR6

—Allen Hess



Triumph feature race, TR250K and TR6

—Allen Hess

The British Cars are Coming One by Land, One by Sea

Rhonda & TimRizzo

2008 has been a landmark year for a number of reasons. Watkins Glen and a certain Rizzo (who will not be named) turned 60; the MG Car Club of Western New York Centre celebrated its 50th Golden Jubilee; and at the Jubilee it was brought to our attention that on October 12, 2008, the same day as our fall tour, the MG Car Club would be celebrating the 78th anniversary of its very first meeting. So it seemed only fitting to start our fall tour with a toast of congratulations to our fellow car enthusiasts across the pond!!!!!!

October 12th was a “sunny Sunday” as the MG Car Club’s Jubilee Trophy Rally was driving through the Lincolnshire countryside in England. Many hours latter we in New York State were enjoying the same “sunny Sunday” for our annual fall tour.

The day started with a cloudless blue sky setting off the pure white Senators Mansion to perfection. The members of the club who stood to watch the cars arrive and have their pictures taken in front of the mansion must have agreed, since no one was in a hurry to go inside for brunch and the mansion tour.

We left promptly at 12:00, “toasted”, full from the wonderful brunch, with our “tops down” and only needing light jackets.

Friends of ours who were told that the tour would be passing their home had gathered at the roadside to cheer us on as we passed them 10 minutes into the tour.

We were treated to fields of sunflowers and corn all along the route. I was a bit disappointed, however, that there were

no migrating birds to be seen at the Iroquois National Wildlife Refuge/Tonawanda Wild Life Area. On the other hand, Milo was not disappointed because this tour passed more horses, cows and goats than any of the other tours we have taken her on.

The cars did not string out much on this tour and it was a joy to see them in the rear view mirror and when we looked back at them as we made our turns.

I did not get the chance to observe our members at the Charlotte Genesee Lighthouse since I was in line quite a while to go up into the lighthouse and then got reprimanded for having Milo on the property (no one who helped us plan the event mentioned that no dogs would be allowed). So I tried to keep a low profile (if that is possible with a Jack Russell Terrier) by keeping her with me at the edge of the festivities. I hope everyone got to Climb to the top of the lighthouse if that was of interest to you and that you enjoyed the museum and the vendors.

In closing I want to thank everyone who joined us on the day of the event and my coworker, Nancy, for referring me to the Senator’s Mansion. It was a perfect start to a perfect day!!!!



Tour Leaders Rhonda and Tim Rizzo

—Rhonda Rizzo



—Allen Hess



—Allen Hess



Linda and Bill Bethune

—Elaine Hess



—Rhonda Rizzo



—Rhonda Rizzo

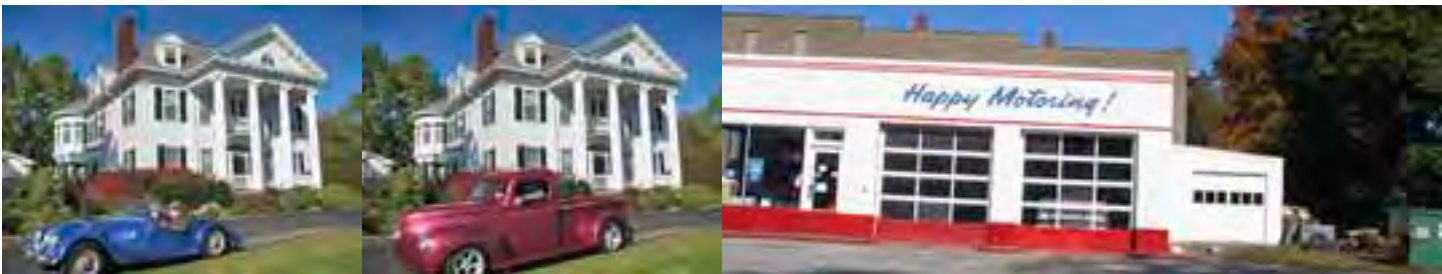




—Rhonda Rizzo



—Allen Hess



Autocross III Results September 28, 2008

Wally Roworth

<i>Class/Driver</i>	<i>Best Time</i>	<i>Run 1</i>	<i>Run 2</i>	<i>Run 3</i>	<i>Overall Times</i>		
MGB					1 Greg Turner	Focus	2:33.9
Allen Hess	2:39.5	2:42.7	2:39.5	2:41.5	2 Julie Daykin	Midget	2:37.7
Michael Goodman	2:50.4	3:09.9	2:50.4	2:51.1	3 William Barkley	Yugo	2:37.8
John Smith	2:87.7	3:07.1oc	2:59.7c	2:44.5oc	4 Allen Hess	MGB	2:39.5
Under 2l Stock					4 Jim Robinson	S2000	2:39.5
Jim Robinson	2:39.5	4:05.3oc	3:53.1c	2:39.5	4 Leon Zak	MGB	2:39.5
John Murray	2:54.4	2:47.2oc	2:54.4	2:72.1c	5 Michael Goodwin	MGB	2:50.4
Under 2l Prepared					6 Elaine Hess	Mini	2:52.7
Julie Daykin	2:37.7	2:41.7	2:37.7	2:37.7	7 John Murray	Elise	2:54.4
Over 2l Stock					8 Susan Goodwin	Mini	2:58.6
Greg Turner	2:33.9	2:53.2oc	2:38.5	2:33.9	9 John Smith	MGB	2:59.7
Leon Zak	2:39.5	2:39.5	2:50.0	2:44.4			
Mini					AWARDS		
Elaine Hess	2:52.7	3:13.6	3:42.2c	2:52.7	Most Consistent: Julie Daykin		
Susan Goodwin	2:58.6	3:53.6oc	3:03.5	2:58.6	Most Improved: Jim Robinson		
Modified					Favorite Driver: John Murray		
William Barkley	2:37.8	2:37.8	2:47.8	Dnf			



Susan Goodwin



Susan Goodwin

—Russell Daykin



William Barkley

—Russell Daykin



Allen Hess



Jim Robinson



Leon Zak



Michael Goodwin



Elaine Hess



John Murray

—Russell Daykin

Autocross I Results July 20, 2008

Wally Roworth

Driver	Car	Class	1	2	3	Best
George Haynes	1965 Triumph	O2L Prep	1:50.9	1:48.4	1:45.4	1:45.4
Julia Daykin	1972 Midget	U2LPrep	1:50.1	1:49.0	1:51.1	1:49.0
Allen Hess	1971 MGB	MGB	1:50.0	1:51.3	1:50.8	1:50.0
Mike Goodwin	1978 MGB	MGB	1:57.2	1:59.1	2:01.4	1:57.2
Doug Scribner	1972 MGB	MGB	2:01.8	2:00.3 oc	1:57.7	1:57.7
Elaine Hess	2005 Mini	Mini	1:56.4 c	1:56.8 cc	2:04.2 oc	1:58.4
Leon Zak	1975 MGB	O2L Stock	2:03.4	2:09.4 oc	2:07.1	2:03.4
Susan Goodwin	1978 MGB	MGB	2:31.9	2:15.3	2:20.0	2:15.3
Tom Glanville	1972 Midget	U2LPrep	1:35.5 oc	1:42.8 oc	DNF	

AWARDS

Most Consistent Driver: Allen Hess

Most Improved Driver: George Haynes

Favorite Driver: Susan Goodwin



Greg Turner



Julia Daykin



Wally Roworth



John Smith



Leon Zak



Greg Turner



Julia Daykin



Wet, - but lots of fun . . .



John "opposite lock" Murray

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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.

Inventory - Prices reflect cars in current condition – FALL PRICES IN EFFECT!

1960 Austin Healey 3000 – Much mechanical refurbishment done, no rust, needs paint - \$24,500

1968 Triumph GT-6 – True 40K miles, back from a long sleep, needs wiring work, really fun driver - \$4,000

1973 Triumph TR-6 – Original paint, true 45K, new top, never rusted, preservation class candidate? - \$12,000

1988 Porsche 911 Carrera Targa – Mint original, near perfect, 57K miles, Black/Black - \$24,500

1983 Porsche 911SC – High quality car, 57K miles, platinum, many performance extras - \$19,950

1969 Porsche 912 Targa – Most desirable 912, 83K, fresh engine, will need some work in off season - \$12,500

1968 Porsche 911T – Beautiful black body and interior, engine rebuilt with webbers, needs floor pan work - \$16,000

1989 Mercedes 560SL – Mint original 64K miles car on consignment, red/tan – price tbd

I have several special projects for my own use & investment. I could be persuaded to sell. They include a '58 Alfa Giulietta, '63 Mk II Jaguar 3.8, '71 E-type coupe, '72 Porsche 911T, '67 Lancia Fulvia

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Bonneville Salt Flats

Al Isselhard

I just finished a great automotive experience by attending the 22nd World of Speed event at the Bonneville salt flats. This trip came about rather suddenly as a result of meeting Ron Richardson of Fairport, NY who displayed his land speed car at an antique car show in Marion, NY in August. Ron spent a bundle building the car, called a "lakester", with "help" from many friends in the upstate area. The car is powered via a methane fuel injected Chevy small block, automatic transmission, a rear-engined brute with parachute to assist in stopping.

He invited me to join the trip with three of his friends and the five of us (everyone 60+ in age) in two vehicles

plus 24' trailer drove to western Utah in mid-Sept. for the speed trials. Ron's goal was to break 200 mph on the salt. You've probably all seen photos of the barren salt flats landscape but being there in person is another experience.

Two photos are of Ron's lakester and the third is of a brave motorcycle rider ready to make his speed run - there were many bikes there and people even crazier driving powered luge boards & powered bar stools. Ron's best time was 234 mph - easily surpassing his goal.

The drive across country to Utah was mostly boring until you reach the middle of Wyoming and west - we drove on Interstate 80 the whole trip.

One visit we made that blew us away was the Smith Collection of cars in Lincoln, Nebraska otherwise known as the Museum of American Speed. An absolutely stunning exhibit of countless race cars and engines, pedal cars, model cars, tether cars, antique cars, hot rods, etc. beautifully displayed and exhibited on two floors of a modern building. This collection only recently opened to the public and is owned by "Speedy" Bill Smith, a 79-year old who owns Speedway Motors - a very large auto racing supply business in Lincoln, Nebraska. If you are a gearhead and travel near Lincoln please visit this fabulous collection!



The MG Car #2011 was driven by Jonathan Suckling to 191.134 mph. It was Bio-ethanol powered. Car had a bubble over the driver and wording on the car made me believe it competed at Bonneville in 2007 as well.



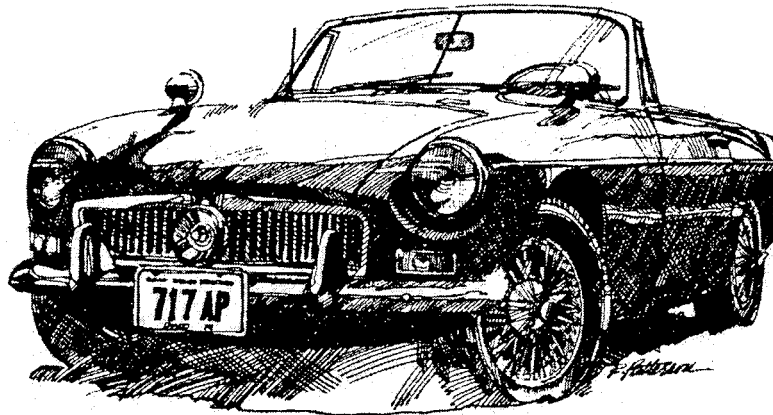
The MG ZT-T wagon was also driven by Jonathon Suckling at 225.627 mph. Car had a parachute to assist stopping.

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1 Classified Ads

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WANTED: mid-1960s-70s **Les Leston 15" woodrim steering wheel**. Les Leston were a popular aftermarket part supplier for British sportscars. This version is 15" diameter with 'slotted spokes' and is essentially flat—no 'dish' (see photo) and 'large' hub diameter. Please contact Dan at dmesmg@juno.com or 585-377-1877. 11/08



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FOR SALE: 1955 Morgan, Bustle Back Single spare. Totally restored show winner. Contact Dale Masters: dcllmasters@charter.net or (910)270-7762 for detailed information. Car located in North Carolina, asking \$30k



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WANTED: Photos for the 2009 Spokes Calendar

Please inform the Editor when ads should be removed.



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Bury Me In An Old Mowog Parts Box

Jay Lockrow



Ingenuity... Inventive talent, cleverness, an ingenious device or act. Anyway that is what Mr. Webster calls it but you could go on for hours with ingenious devices that have been manufactured to do certain jobs. This brings to mind the old saying "Build a better mousetrap and the world will beat a pathway to your door" or something close to that.

This past week I was helping a friend with the master cylinder on his recently acquired M.G. T.C. There might be more frustrating jobs on the TC but right off I can't think of any. Anyway, I received a call one afternoon around three o'clock or thereabouts and when I answered the phone all I got was "HELP." Seems he was removing the master cylinder and got to that point where he needed to take off the unit itself. Those not familiar with this nightmarish device would be well advised to stay away. There is a nut of good sized proportions of 1 5/32 which goes over a tube of about 4 inches in length and holds the master cylinder to the frame. The designers had the forethought to encase this whole affair between the frame and another frame member so that the only way to remove this nut is with a very deep socket of about 5 inches deep and having the size of 1 5/32 inches. (This may be a standard Whitworth socket but a 1 5/32 fit's the devilish thing) There is no way in h--- a spanner of any sort will work because you cannot get any throw and a ring spanner won't work because of the banjo fitting at the end of the tube.

So this is when the "HELP" call arrived and I told him that I think I have what is needed. Having remembered this same debacle from some number of years earlier I had the forethought to put away an ancient wrench that had belonged to my Grandfather and was nothing more than a healthy size sparkplug wrench with a deep body. This coupled with a 1 1/4 socket that fitted the smaller end the device turned the said nut. A simple job if you have the tool but go to a hardware store and try to find a 1 5/32 regular socket much less a deep socket, I'm sure you would have to order it and wait!

The story does not really end here because after rebuilding it did not work. It not only leaked it did not push fluid through the lines. Off it came again and another assembly followed. This one also leaked and we found the copper gasket on the floor after the second removal. After the third time we got it right and "The Device" was retired for another time. I will never part with that wrench.

These are the sort of things you have to come up with working on these cars that we care about. I was helping Doug Redmond with his Morgan trike one time and we were drilling the hole for the steering column. Nothing to it you

say! In this case the hole covered a distance of about three feet. Not all of the distance was through wood but there was one area where the drill attacked the wood at an angle of about 15 degrees. Doug had made up a device using a steering column tube from a TC (same size as the Mog) with a wood bit on the end. As the hole grew deeper we pushed the tube along and the drill "plowed" a hole for the tube. The wood bit attacked the wood at the desired angle and made a nice neat job. I sat on the side and eyeballed the whole affair while he ran the electric drill from the interior. It worked a treat!

Another time I was trying to remove the bushings in the rear axle of the TC. I could have cut them out but I thought a puller would do the job easier. I found a few washers that were the same size as the bushings outside diameter. One had a larger hole so I filed the sides flat enough so I could push it through the bushing while on the head end of a bolt. I had filed a screw slot on the other end and all I did was add a small piece of pipe, several washers and a nut and started turning. Out popped the bushing and again a homemade tool saved the day.

Who knows how many of these homemade tools are made every day but the next time you look at a beautiful restoration just stop and think there must be at least one job on every car where the ingenuity of some worker and a homemade device saved the day. Looking at a beautiful Mercedes one day I was amazed at the workmanship because it had what they call a skiff body. Really boat like in appearance and construction and much like many of the boats at the antique boat show on Grand Island. Just look at the rows of brass or copper screws or rivets. The rows are absolutely straight or with a gentle curve to follow the hull. I'm sure some sort of guide was made to do this in such a beautiful manner. Ingenious yes and more than once these ideas come through in a pinch. ◀

I'm looking for some ideas for column for MOWOG. Anyone with any thoughts please send me an email me at jaylock@localnet.com or shout across the room or call. After 20 years I'm running low on ideas so some help would be appreciated.

NOVEMBER BIRTHDAYS

6 Steve Sangster
 7 Deby Casilio
 8 William Barkley
 8 Chris Williams
 9 Al Isselhard
 9 Brooks Schneider
 10 Bruce Willis
 11 John Cordeiro
 16 Joseph Schultz
 17 George Lucas
 19 Alan Costich
 19 Carl Webeck
 20 Dale Masters
 20 Katie Jones
 21 Brian Neri
 21 Andrea Handy
 22 Leroy Hokenson
 22 Pat Dix
 23 Margaret Cook
 24 Suzanne Cordeiro
 25 Don McConnell
 26 Sue Leopard
 28 Doug Scribner
 28 Charles Searles
 28 Wendy Austin
 28 Barbara Zak

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NOVEMBER ANNIVERSARIES

2 Charles & Beverly Swarts
 4 Steve & Pat Sangster
 12 Paul & Ginny Wheeler
 18 Henry & Sue Kron
 26 Douglas & Cindy Jack
 ? Karl & Paula Burkhardt

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

1 George & Mary Ann Shetterly
 12 John & Linda Spencer
 19 Mike & Sue Harrison
 26 Dezi & Bill Benet
 26 Brian & Kelly Fallon
 27 Michael & Karna Palermo
 28 Charles & Irene Searles
 30 Brian & Linda Neri

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TO ALL!!****DECEMBER BIRTHDAYS**

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 3 Chris Baum
 4 Richard Coleman
 4 Sean Seeley
 6 Nancy Chase
 7 Beverly Lockrow
 10 Norman Wright
 11 Robert Goodwin
 11 Georgean Abels
 12 Dick Giambra
 12 Becky Schaefer
 15 Ann Coleman
 17 Don Lovell
 18 Keith Gaylo
 18 Betty Langswager
 19 Doug Avery
 19 John Fowler
 19 Hollis Hames
 20 Mary Murray
 21 John Murray
 22 David Schantz
 24 Robert Abels
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*Submit photos for 2009
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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

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
November 16th 7:30 PM
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