

Spokes

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WAGONJACK

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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

Web Site: www.mgcarclub.com

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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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Copy ready business advertising:

Size		Single Issue	One Year
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Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

Contents

Cover: Wagonjack Meet —A.E. Hess

Chairman's Corner	4
The Herald.	4
Activities.	5
Fall Tour	5
Holiday Party	5
Minutes of the Meeting	6
Attendance	8
Run It! Rallye and Halloweiner Roast	8
Autocross II Results	9
Restoration of a Rotted MGA	10
MG (S)Miles.	12
Wagonjack.	14
Yacht Club Brunch	16
Garage Tour	16
The Longest Auto Race.	18
Bury Me in an Old MOWOG Parts Box	19
A Trip Back	20
Classifieds	25
Sunshine Page.	26
Regalia and Membership Form	27
Calendar of Events	Back cover

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

HOW DO I DESCRIBE OUR 50TH ANNIVERSARY CELEBRATION? "OUTSTANDING!" Members of our club fully supported this event—153 people joined the festivities—and welcomed many former members and guests as well. Add in our guests Peter Thornley and Brian Woodhams (MGCC UK Overseas Director), the venue at Genesee Country Village, our cars arranged on the Great Meadow, the club memorabilia displays, decorations, and it all added up to a very special evening.

Looking ahead, we still have a number of fun events planned. As you can read elsewhere in Spokes, the Fall Foliage Tour, Halloween Rallye, Garage Tour, and Holiday Party are just around the corner.

In my own case, it is time to get after a few follow up tasks on the MGA and address the fact that I need a new car storage plan—in the next 30 days! One aspect of this plan will be to keep my '73 BGT V8 accessible as I am going to resume work on this long-delayed restoration project. Next up is the project to replace the rear springs with new ones I purchased . . . well, let's just say, 'ages ago'!

We're looking for a volunteer to take over as Spokes editor starting 2009. Allen has pledged support and training to make for an easy transition. Please give this some consideration and contact Allen if interested.

Enjoy the Autumn weather!

—Dan

**Nominations for the 2009 MGCC
Board at the October 16th Meeting**

**Board Election at the November
20th Meeting**

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

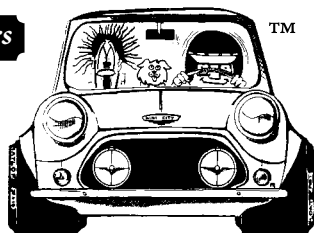
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The Herald

Allen Hess

OVER THE PAST WEEKEND ELAINE AND I LEARNED the truth in Don Stahl's December 1958 Spokes Editorial "that the more one puts into their affiliation with the club the more they will get out of it."

Through working on the Spokes this past year and the opportunity we had of getting to know one of the Club's guests Brian Woodhams, our experience at the 50th celebration was truly enhanced. We answered Dan's e-mail request for help with Saturday's logistics. As our "job" we took Brian to lunch, and after a brief pause to change cars and clothes, set off for Genesee Country Village.

Upon arrival, we set off to show him the Octagon House (How could that not be first on the list?). On Sunday evening, after a slippery and exhilarating autocross, we again had the pleasure of his and Dan Suter's company at dinner hosted by Susan and Michael Goodwin.

Yes, the Spokes and volunteering create work but the rewards are significant. I believe many have volunteered with some trepidation only to find it was not as difficult as imagined and more fun.

By the way, at the banquet Bob Adams told me that it was his father who took the picture of the Baldwin family which graces the month of October on your MGCC calendar.

—TRIUMPH

WANTED—SOMEONE TO FILL THIS SPACE

Without your help the Spokes will look like this:

Activities

Mike and Sue Harrison

THE PIZZA PARTY AT THE LOG CABIN OF SENECA Lodge was well attended and the food disappeared in a hurry. Many thanks to Frank and Rosemarie Stepanik, Arnold and Stacey Van Denburgh, Gene Dinkel and Dave Asmuth for helping us get things ready and especially for handling all the clean up chores. Thanks too, to Jim Priestley for building and tending the campfire behind the cabin.

By the time this issue arrives, we will have enjoyed our 50th Anniversary Banquet at the Genesee Country Museum. An excellent turnout is expected and hopefully the weather will have been delightful. Also, the final Autocross took place on September 28 and results will be reported next month. Look elsewhere in this issue for information on the two October events: a Fall Tour on Sunday, October 12 and the Halloween Party on Saturday, October 25.

Also be sure to mark your calendars for Sunday, November 9 Brunch at the Rochester Yacht Club followed by a Garage Tour on Saturday, November 15.

We are putting together the 2009 calendar of events and would welcome any suggestions by our next club meeting on Oct 16.

—MGB GT (Yellow)

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

\$ Price & Menu to be announced

For more information:

Mike and Sue Harrison

6640 Ann Lee Drive

North Rose, NY 14516

(315) 483-0368

mharrison3@rochester.rr.com

Optional, but fun — Bring a gift, take a gift in the \$10.00 range. Please wrap gifts and mark if for a man, woman or either.

The MGCC FALL TOUR 2008 Sunday October 12th

10:30 **Meet** at “Gatherings-The Senators’ Mansion”
99 Main St. Churchville, N.Y.

Photo Op for each car in front of Mansion

Tour Mansion

11:00 **Brunch**

12:00 **Depart** on Tour

3:30 **Tour** Historic Site North of Rochester, and
Enjoy Arts & Crafts Show, Food & Drink

Directions:

Take Rt. 490 West to Churchville Exit.

Turn Right onto Rt. 36 North

Mansion is ¼ mile on Left.

Or: Take Rt. 490 West to Buffalo Rd./Rt. 31 West
Approx. 9.5 miles, Turn Left onto Rt. 36 South
Mansion is ½ mile on Right.



Cost: \$17 per person by October 3rd.

Checks: Make payable to MGCC

Mail to: Tim & Rhonda Rizzo

245 Blackwalnut Dr.

Rochester, N.Y. 14615

585-621-5693

MGCC Minutes of the Meeting

Michael Goodwin

MGCC Meeting Minutes – September 16, 2008

The meeting was called to order at 7:38 PM by Chairman Dan Suter.

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

New members and guests – Four guests introduced themselves; Bruce Willis (who has a yellow 1978 MGB), Greg Brooks (with a 1979 MGB) and Tom & Debbie Casilio (who have a 1973 MG Midget). [Secretary's Note 1: Tom actually said, "SHE has a 1973 Midget..." Mary and John Murray, are you getting this? Do you see how this sort of thing can get cleared up right away so there are no questions later?] All the guests were greeted with welcoming applause.

Activities – Mike Harrison started us off with a joke that elicited hearty laughter.

On the recent Vintage Festival and Racing weekend at Watkins Glen, Mike called on Joe Tierno to make a few comments. Joe reported, "In typical British car fashion, I did leave a few parts on the track." Joe commented on the enjoyment the drivers all had during the weekend. Mike then thanked all of the drivers and their teams, noting that after all, they are the ones who make it fun for the rest of us. Sue Harrison thanked all who helped with the Saturday evening party at the Seneca Lodge, notably those with whom they shared the cabin (who handled all the cleanup chores!), those who brought snacks and desserts, and the guy who tended the fire behind the cabin.

Upcoming events include the 50th Anniversary Banquet on September 27th and this year's final Autocross on September 28th. Tim Rizzo talked a bit about the October 12th Fall Foliage Tour. Elaine Hess told us a little about the Halloween Party on October 25th. Elaine thanked George Heissenberger for the loan of a book with lots of tips for "gimmick" rallies, and said it gave her ideas for "more things than I could ever have imagined to do to you people!" [Secretary's Note #2: Sounds like Elaine's issuing a dare. I guess when you sign up to organize an event like this, you get to figure out dastardly ways to challenge us all (or is it to get even?).] [Secretary's Note #3: Yes, Elaine, the difference between a driver and a navigator may be lipstick, but we all know that when you put lipstick on a navigator, she's still just a navigator! (Ooh! Will I get in trouble for that?).] Sue Harrison mentioned the November Yacht Club Brunch. You may sign up by contacting Anne Faust or at next month's meeting. George Leopard reported on the November 15th Fall Garage Tour, and asked for volunteers to show their garages or shops. There are a few lined up already and there will be a signup sheet and more details available at the October meeting. Cindy Jack announced an October foliage, lunch and museum trip to be

put on by the GRTTC (Greater Rochester Triumph Touring Club). For details on upcoming events, and reports on past events, see elsewhere in *Spokes*. Alan Costich offered us an opportunity to help out a friend of his at the East Williamson Free Methodist Church who'd like to have "cars, boxes of parts, whatever" displayed Sundays in October for a topic related to restoration. See Alan for details.

Treasurer's Report - Treasurer Susan Kath said she's excited that we have 140 signed up for the 50th Banquet. She's hoping now for 150. She also reported the balances of the Club's bank accounts.

Membership – Jim Priestley was absent. Chairman Suter reported that we're now at 173 memberships.

Regalia – Doug Scribner said "You'd better have your uniform on" for the upcoming banquet, and "this means regalia!" In addition to pushing clothing, Doug reminded us of all the other neat stuff available (logbooks, hats, magnets, iron-ons, stickers, mugs, and more).

SPOKES – Editor Allen Hess hinted at the features of the October, November and December issues. He offered copies of newsletters from other clubs, and called attention to one in particular that featured the artwork of George Herschell. Dan Suter commented on the "outstanding commemorative [September] issue" that Allen put together. Those present showed their agreement with a round of applause. George Haynes remarked especially on a wonderful article by Gil Langswager.

Car Show Report – Dick Powers described the success of this year's Sports Car and Vintage Auto Festival. He recalled the great cars that turned out, the good weather, and the efforts of all those who worked on the show in so many ways. He noted that the show brought \$3400 into our club's treasury this year. While this is good, Dick said they're looking at ways to cut expenses, and ways to make more money through advertising. Dick said the post-show meeting with the Lions Club went well and that the future looks good. Dick thanked may who made the show possible, most notably the Wilds, Langswagers, George Herschell (who has worked on the show for 37 years!) and the rest of the core team. He thanked Carl Prouty for his unmatched success in selling advertising, Arnold VanDenburgh, Tim Paul and Lane Boughton for heading the field set-up, and those who've served as judges, especially the Chief Judges, including Bob Tescione, Dan Suter, George Haynes and Chris Williams. He thanked Wally Roworth and Peter Pegoni for running the Car Corral, and Joeanna DeBlaere for her "behind-the-scenes" work in awarding trophies. Dick thanked Eileen and Chris Williams for hosting the many post-show parties.

Dick then announced that he will not be the Chairman for

the 2009 show, as he's working on special events for the 100th Anniversary of Morgan, which he promises will be "as big an event as we can have in this country for Morgan." [Secretary's Note #4: Gosh, Dick. You surprised us all!] Dick then announced that George Heissenberger, a long-time member of the core team and person of much valuable experience, will take over as Chair. Dick's gratitude and confidence in George was echoed with a big round of applause from the floor.

George thanked Dick for the great job he's done, and gave a brief history of his relationship with the show (from his first attendance in 1976 to his first trophy in 2008!). George looks forward to the work and to everyone's support.

50th Anniversary Committee – Chairman Dan Suter that the arrangements to have been finalized to bring Peter Thornley to the banquet.

England – George Herschell had no special report this month.

Librarian – Club Librarian Al Costich was happy to report that there was nothing special to report.

Trustee and Website Report - Leon Zak had nothing new to report. Allen Hess mentioned that someone was curious about how to submit classified ads for the website. Leon replied that one simply goes to the bottom of the "Cars and Parts For Sale" page, and fills out and submits the form that's found there.

Old Business - Dan Suter asked anyone to tell stories about their recent adventures attending shows, working on projects, etc. George Heissenberger asked to whom he should pass along a business card of a watercolor artist he encountered at car event earlier this year, so that the artist might be contacted for the opportunity to advertise in *Spokes*. Arnold VanDenburgh mentioned his "nice ride" back to the Watkins Glen pizza party with a Mini on a flatbed, and reported that everything worked out okay with his Triumph. Dan mentioned events at both Bronte Park (Toronto) and Stowe, VT, this weekend.

Help Group Update - Dan Goodwin said that he and Hollis Hames are trying to get Dave Engdahl some help reassembling his 1972 GT engine to have his car ready for the 50th banquet. Dave noted that the necessary parts have all been received, and Dan said now "it's just a matter of getting it all back together." Dave said he's looking for any help regarding any special tools or tips, and hoped to see anyone right after the meeting who could help.

Call for Nominations – Chairman Suter reported that the current MGCC Board have all agreed to serve another term, but that all the positions are up for re-election. If there are any folks interested in replacing current board members, their nominations will be accepted next month.

Cars and Parts For Sale – George Leopard has an acquaintance near Philadelphia with about 20 Bugeyes, some of which may be for sale, and so anyone with an interest may contact George. He also has just acquired a Lancia Fulvia, and encouraged anyone with an interest in something a little exotic to contact him. George Haynes noted that the ownership of Master Car Parts is changing hands, the business name may change, the location is likely to change, but the guy who rebuilds starters and generators will still be doing the work. Pay attention over the next six months or so. Mark [whose last name the Secretary didn't catch!] has a 1994 Harley for sale, and Dick Powers has two Corvairs for sale.

Door Prizes – Wines, car cleaning stuff, MG mugs, and more were awarded.

Final Comments – Dan Suter reminded all present that the Club is looking for a new editor for *Spokes* starting in 2009.

Dan Goodwin mentioned that there have been a few questions raised lately about the e-mail distribution list and why some people don't get email updates about events and happenings while others do. There are two separate email address lists; one is simply the email address kept with membership records that most of us have provided to Membership director, Jim Priestley. Nothing automatically happens with this list. The other list is the email distribution list, to whom everything gets sent that's addressed to mgcclist@mgcarclub.com. To get on this second list, members must contact Leon Zak who is in charge of the Club's website.

Adjournment – The meeting was adjourned at 8:35.

—MGB



Somebody Help Me! Can You Help?

Dan Goodwin and Hollis Hames are coordinating 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

Meeting Attendance

September 16, 2008

MEMBERS:

Gil Langswager
Betty Langswager
Carl Prouty
Doug Jack
John Zoltner
Val Zoltner
Cindy Jack
Anne Faust
Gene Faust
George Herschell
Nancy Herschell
Chuck Schaefer
Becky Schaefer
Joe Tierno
Bev Swarts
Charles Swarts
Mike Harrison
Sue Harrison
Dan Goodwin
Ginny Fowler
John Fowler
Bob Tescione

Joeanna DeBlaere
Frank Stepanik
Susan Kath
Susan Goodwin
Tim Paul
Tim Rizzo
Cheryl Baldwin
Bill Baldwin
Tom LeStrange
Doug Scribner
Dick Giambra
Alan Costich
Penny Schroeder
George Leopard
Joe DeBlaere
Mike Goodwin
Brooks Schneider
Gayle Schneider
John Thompson
Mabel Case
Allyn Wagner
Dave Chase
Dick Rzepkowski

Marlene Rzepkowski
Hollis G. Hames
Allen Hess
Don McConnell
Wendy Dakin
Larry Rausch
Ted Hershey
Dan Suter
Lane Boughton
Ned Paulsen
David Schantz
Bill Rampe
George Heissenberger
Leon Zak
Barb Zak
Wally Roworth
Steve Sangster
Pat Sangster
Chris Baum
John Baum
David Engdahl
Nick Zuck
Ken Heusler

Norm Wright
George Haynes
Stacey VanDenburgh
Wes Pittenger
Sue Pittenger
Mary Murray
John Murray
Dick Powers
Carl Baxter
Arnold VanDenburgh
Al Fink
Jeff Kath
Elaine Hess

GUESTS:

Greg Brooks
Mark Pohlman
Bruce Willis
Tom Casilio
Deb Casilio

MG Halloween Run It Rallye & Halloweiner Roast


Saturday October 25, 2008

Kings Bend Park

170 W. Jefferson Rd. Pittsford, NY



Bring \$10.00

First car out at 5 PM 

Costume, Decorated Car & Rallye Prizes

Bring an Appetizer or Dessert to pass. Choice of Hot Dog or Burger

BYOB

*RSVP: Elaine Hess 381-9796, elainehess@mgcarclub.com and at the
October 16th meeting*



Autocross II Results August 10th

Wally Roworth

Course: "Watkins Glen"

Driver	Car	Class	Run 1	Run 2	Run 3	Run 4	Best
Julia Daykin	1972 Midget	U2LPrep	00:59.4	00:56.3	00:55.9	00:54.4	00:54.4
Allen Hess	1971 MGB	MGB	00:57.0 oc	00:58.2 oc	00:58.5	00:57.9	00:57.9
Elaine Hess	2005 Mini	Mini	01:05.2	00:59.1	01:00.4	00:58.5	00:58.5
Tom Glanville	2000 Dodge Ram	O2L Stock	01:01.3	00:59.3	00:58.5	00:58.53	00:58.5
Mike Goodwin	1978 MGB	MGB	01:03.2	01:00.1 oc	01:00.1	00:58.8	00:58.8
Leon Zak	1975 MGB	O2L Stock	01:00.4	00:59.6 oc	01:00.4	01:00.5	01:00.4
Dick Powers	1958 Alfa	U2L Stock	01:04.4 oc	01:02.9	01:01.6	01:01.1	01:01.1
Susan Goodwin	1991 Mini	Mini	01:17.5 oc	01:14.6	01:09.1	01:06.8	01:06.8
Rory Raymond	1958 Corvette	O2L Stock	00:56.7 oc	01:22.0	DNF	DNF	01:22.0

Most Consistent Driver awarded to Leon Zak

Most Improved Driver awarded to Susan Goodwin

Favorite Driver awarded to Dick Powers

Thanks to Wally Roworth, Chris Russell, Suzanne Glanville, Bill and Linda Bethune for helping..

Autocross I Results and full coverage of "Wet MG" next month.



Julia Daykin



Allen Hess



Elaine Hess



Tom Glanville



Mike Goodwin



Leon Zak



Dick Powers



Susan Goodwin



Rory Raymond

Restoration of a Rotted 1958 MGA

Mark Kaplan

I WAS AN ACTIVE MEMBER OF MGCC FROM 1989 TO 2000 when I decided to retire early and move to northern Arizona. In 1989 I began the hunt for a restoration project that was so far gone that I couldn't damage it no matter how much I screwed up while learning the ropes. To prepare for this project I took evening courses at Boces (along with other MGCC members) in Auto Body Sheet Metal Welding and Auto Body Repair.

In 1990, MGCC President Tom Sargent and I found a truly rotted hulk of an MGA sunk into the dirt floor of a barn in Upstate New York. Thus began a three year restoration project that occupied my every waking hour when not at work. This car really became a pet project of many MGCC members who helped out with tips, labor and parts scrounging. Countless days, weeks and hours were spent finding hundreds of parts to rebuild this car since almost nothing was salvageable. Only about half the body was useable; a new frame was required (found by George Haynes for me in Buffalo) as well as transmission, rear end, etc. I think the

photos accompanying this brief article will give you an idea of the toil and fun involved in restoring this car.

Finally, in June 1993 the car was ready for unveiling at the Victor Auto Show. I had many years of fun driving this car on many club trips including several of the "New England Mountain Adventures". I will always be grateful to the MGCC members whose help, friendship advice and labor made this all possible. ◀

P.S. I have kept track of my MGA since I sold it a TV personality at WWOR in NYC. He then sold it to Stephani Shelton who has had NO trouble with it even 15 years after my restoration. How I wish I still had that car!! My best to all in Rochester at MGCC.



Engine compartment—before.



Mark & Diane hiking in the Canadian Cariboos



Stripping the front body clip



Rear half of the body



Scrounging pieces from the parts car



The rotted 1958 MGA



Test run of the rebuilt engine



Welding



Welding front and rear body together



Restored frame and mechanicals, Bob Tescione, John McDonald, Dan Suter



The painting begins



Mounting body to frame



Engine nearing completion



Finished—Sports Car and Vintage Auto Festival 1993

A GOOD MANY OF THE PEOPLE THAT WILL BE reading this know very well who the late Bob Philip was but for those of you that don't, I'd like to start off with a little history of Bob and his involvement in the club. I can't remember exactly when Bob joined the club but I first met him as I drove through Kansas Street in the city and saw a guy working on an MG chassis in the rear part of his driveway. I hit the brakes on my TD, backed up, drove in, and introduced myself and that was the beginning of a friendship that lasted until his untimely death many years later after a valiant battle with cancer. We had a lot in common over the years both of us owing MG TD's and showing them side by side more times than I can remember. We both had TF's and also MGB's. (both 1966 and both of them BRG) We were both members of the MG Car Club and the friendship became stronger as the years progressed. Bob was always there to help out a fellow club member with any problems they might have and just couldn't, or didn't know how to say no to someone with a problem. When the club decided to buy a printing press to print our newsletters the treasury was not healthy enough to allow us to do that so Bob co signed the note at the bank so we could make that purchase. We traveled with them to many T Register events and it was always a fun time being with them. He was a great friend who I still miss.

But the most important aspect of Bob's life was his magnificent workmanship on everything he did. He was a mechanical and woodworking genius and the stories that could be told would fill volumes. After he restored his TD, and sometime along the way found and purchased an MG J-2. He purchased the car from a dealer in Dansville and trucked the parts home on a trailer. His wife Ruth was livid that he had spent good money "for that pile of junk".

He began to restore it but so many of the parts and pieces were missing that he remanufactured those missing parts himself. Being a tool and die maker, he had the knowledge and the equipment to undertake such a chore. The car originally had swept wings (fenders) but sadly there was only one that came with the "pile of junk", so at the time he decided to restore the car with cycle fenders as many racing J-2's had been converted to. The wood, what was left of it, was only good for patterns so Bob made a complete new wooden body sub frame, and started to figure out what and



—From the Steve Philip Collection

where the various sheet metal parts had to go. About this time he managed to get a set of factory drawings from the UK of the proper woodwork and seeing there were discrepancies with those drawings and what he had already made, he scrapped that body and built a new one to the factory specs. He also decided at this time to "skin" the body with aluminum to conserve some weight and I would guess that it was the only J-2 in the world with an aluminum body. When completed the car was an instant prize winner whenever he took it to a show.



—From the Steve Philip Collection

Sadly Bob never did get to enjoy that car as much as he would have liked, because he became ill and passed away a short time later. The family eventually decided to sell the car and it was purchased by Don Lawson the technical editor of the New England MG T Register. It was a sad day indeed when the car left Steve Philip's home and headed off with its new owner.



—From the Steve Philip Collection

WE LOST TRACK OF THE CAR FOR AWHILE BUT a few years later we heard it had been sold to a gentleman who was opening the Bar Harbor Automobile Museum. Gil Langswager told me they visited the museum and the guy that owned the place was rather crude and was telling people he had restored the car. What he didn't tell anyone was that he blew the engine and put a rod through the block. This is about when we lost track of the car.

Just a couple of weeks ago there was a question on the clubs web site about a J-2 from this area and did anyone know anything about the car that was restored "by a guy in Webster NY" they thought. I E mailed back to that person who turned out to be Bill Narby who had owned the car and eventually sold it to Tom Stamp who then sold it to Bob. Narby had traced the car through the MMM Register in the UK and found it is now owned by Bill Putnam in Wisconsin. He also told me there was a video of the car at:

<http://www.youtube.com/watch?v=5epzHNG2-QI>.

I clicked on and sure enough here was the Bob Philip restored J-2 with its new owner taking his daughter for a ride and

filming it. I got his name and E Mail address from Bill Narby and began corresponding with him. The car is back in running condition and not only is he driving and enjoying it but he is racing it. He did say though that this is very low key and not the full bore type we see at Watkins Glen. From what I can gather he is probably about the same age as my son and ironically his father has an MG TD that he used to ride in the back of when he was a kid. Just like our kids did before the days of super safety regulations.



—courtesy of Bill Putnam

I'm not sure where he bought the car and from who but we are continuing our correspondence and I will fill in further details as he sends them to me. But I was extremely happy to find out this information and pass it on to all who knew Bob and the car. I believe it has good home and well be well cared for. ◀



—courtesy of Bill Putnam

WAGONJACK



Dave Wild parks early arrivals

—A. Hess



Bill & Cheryl Baldwin without the girls.

—A. Hess



—A. Hess



—A. Hess



Our hostess Barb Wild

—Cheryl Baldwin



Wagonjack Meet 2008

—Bob Tescione



—Elaine Hess



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"Bandit"

—Cheryl Baldwin



Uh-Oh . . .

—Elaine Hess



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WAGONJACK

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Bill Bethune, Dave Chase

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Jeff Langswager's MGA, Langswagers and Bill Rampe

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The new outhouse

—A. Hess



Rzepkowski's MG TF and Doug Faust's Jaguar

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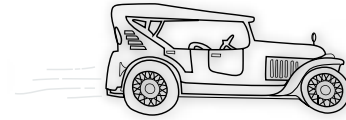


Dave Wild & Gil Langswager, end of the day.

—A. Hess



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Bury Me In An Old Mowog Parts Box

Jay Lockrow



LET'S START OFF BY TELLING YOU ALL THAT I CAN SEE again. I had my cataract taken off my left eye at the end of July and it is like a whole new world out there. The difference is amazing. Hopefully none of you will ever have to experience it but if you do you will understand what I am talking about. Now if they could only do something with my right eye that went dark thirteen years ago. It sure is nice to be able to drive again and be able to type MOWOG.

I was asked the other day how I became involved in this car hobby thing. It's kind of a long story but I think I can squeeze it into one column of MOWOG. If I get really involved we could be here a couple of months.

The first indication that my dad was a member of this elite fraternity was right after the war when I went one day with my dad and a friend of his to drag home a Pierce Arrow out of a barn in Holland N.Y. We had that for year or so and he sold it to someone in Virginia. It is funny but I have never even seen a picture of that car since and it was a special body made to look like a Locomobile sportif.

This was soon replaced by a Singer which was cute but this again did not last long. The Singer was swapped for an MG TC in Elmira N.Y. From here on it just gets completely complicated. The TC was the first of ten as I have mentioned before but also included in the fray was a Morgan for a weekend, a Jaguar Mk VII for about a week. These cars were daily drivers and used all year. Somewhere along the line there were two Jaguar XK150s and an Aston Martin that was a nice car but had been in the hands of some real clods and we were never really able to revive it. There was an early 1952 Porsche that I wound up with and that was really my first sports car. After the engine died I needed daily transportation and wound up with an MG Magnette. This is the car that I really learned to work on as I did all the maintenance myself and even pulled and replaced the engine at one point to correct an oil leak. I recall that for a parts chaser at that time I used my dads Fiat Abarth Zagato 750 Double Bubble coupe or was it the Volvo P1800—my memory is a little foggy. Later on there was another Jaguar XKE coupe and, oh yes, a Ferrari 365GT.

When I got into the workforce I graduated to a Triumph TR3A that I purchased from the same person that I purchased the TR6 that I have now. The TR3 was a real workhorse and it served me during my military years making some twenty trips back and forth from the Buffalo area to Boston Massachusetts where I was stationed. In all those trips it only failed

me once when the water pump decided to go south.

I have to mention here that all this time my dad was also playing with his selection. Among which there was another Pierce Arrow, a couple of Packard's, a LaSalle dual cowl phaeton, and of course the S Type Mercedes Benz and the Type 37 Bugatti that I have mentioned previously. We even purchased a few cars out of estates for resale including a two cycle Saab. We were really becoming used car dealers and it was great fun. At one point my dad took on cars to sell for friends. I can recall having some interesting machinery available like an MG TD, an Austin Princess Vanden Plas, Mercedes Benz 190 SL, and even a Brooks's steam car basket case.

When I got sprung from the service I purchased my present MG TC that I have owned for 43 years. Having been around these cars all my life I felt it quite normal to own one myself. I actually learned to drive on a TC with right hand drive and standard gearbox and all. Then of course last months column fits in here when we bought the MG TC chassis with the Allied Fiberglass body.

Also remember that all during this time we eventually did not use the collector stuff during the salt season so we had some Plymouth Barracudas, several Dusters, a station wagon, at least one Ford and who recalls what else.

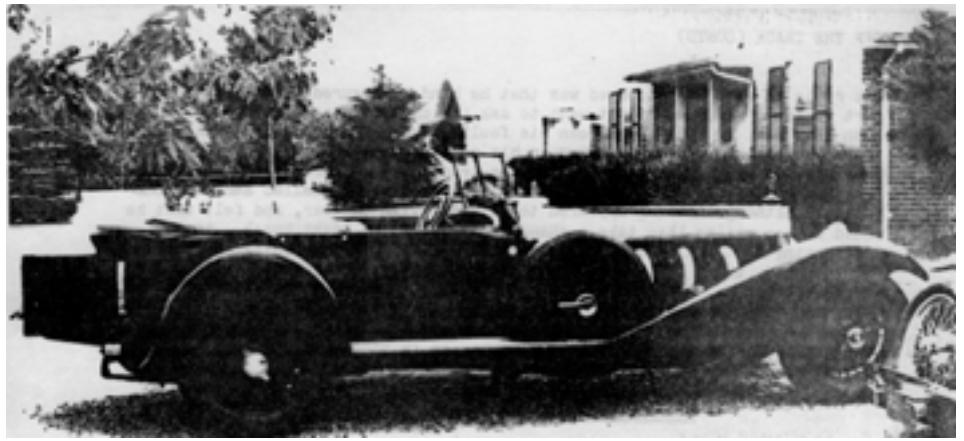
So you see I sort of come by this naturally and each one of those cars has at least one story connected to it like the Pierce Arrow that I started with. When my dad passed away sixteen years ago I wound up with a Porsche 944 and the Jaguar XKE coupe. I had no room for them and could not spare the expense of getting the Jaguar roadworthy again so they were both sold. That's another story so let's quit while we are ahead. ◀



A Trip Back

A Look at an Antique Import Car Collection and Its' Collectors

by Duane A. Pancoast
Car Classics, Dec. 1971
Reprinted from Spokes 1972



This is a true vintage sports and luxury machine. It is a Mercedes-Benz 100-S it is on e of 149 built.

THE MAILBOX SAID LOCKROW. The house was a neat bungalow on a secluded side street in one of Buffalo's most scenic suburbs. A yellow 'vette occupied one side of the garage and the other door was closed. It was hardly the stereotype location for an antique car collection. One generally envisions a big barn or at least a 10 car garage for storing the collection. But this was the place. I recognized Jay's shiny red 1947 MG TC in the drive.

My original mission had been to do a photo story about a beautiful masterpiece of machinery owned by Cliff Lockrow—a 1927 Mercedes-Benz 100-S. However, once I reached the Orchard Park home of Clifford J. Lockrow and Son, the Mercedes was only one facet of the men and their collection.

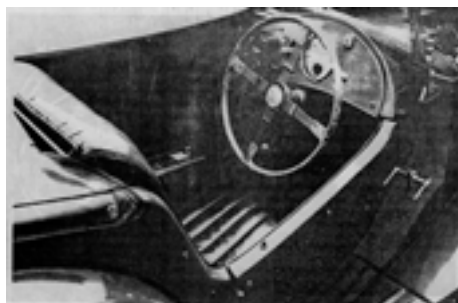
There was Jay's MG, plus a Barracuda and a 1970 VW. In the garage was the yellow Corvette with the beautiful black Mercedes hidden by the closed door. In conversations, Cliff had mentioned a restored Bugatti and another MG that he was restoring. When asked where they were, he said down below. Well, out in the farm country, such as Orchard Park, one just assumes that he was referring to a barn down the street where he keeps the cars that won't fit in the garage. I soon learned how wrong that assumption was.

Realizing that my mission was to photograph the Mercedes Cliff still insisted that I accompany him to the basement. Down stairs filled with

antique car photos, old racing posters, and other indications of Clifford J. Lockrow & Son's hobby, we turned the corner into a den and sitting off in a corner opposite the fireplace was a sleek, blue, bullet-shaped racing car. A 1926 Type 37 Bugatti. We walked right past it with narry a word to a green MG TC. This is Cliff's pride and joy I realized. He is now in the final stages of restoring it. 1947 he explained, Special racing machine. It was winning races at the Glen back when they were run on the village streets. Cliff, an advertising and public relations executive handles eastern regional P.R for Watkins Glen.



Head on view of the restored green MG.

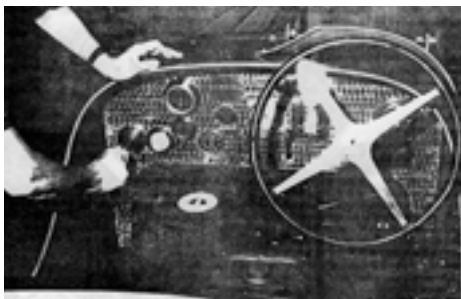


Restored interior of the little green MG. Note the wood dash. It is actually formica.

Adjacent to the den was the auto restoration shop. My appreciation of the TC would be incomplete without listening to the roar of its racing pipe. So, we lifted the garage door, backed the car out of the basement onto the driveway which curves around the house and down the hill to the basement. There he flogged the MG. Cliff's pride is most certainly justified.

When Cliff began telling me the story of the Bugatti, however, I felt his pride in the MG TC to be a bit misdirected. He showed me a piece of metal that looked like a stop sign used for shotgun practice and gears that must have come from Hot Rod Pete's clutchless screaming meemie. However, both came from the Bugatti. Cliff explained that he brought the car home in bushel baskets. The remains of this pride of continental racing circuits had been lying in the corner of a garage for many years. It was there that Jay discovered the car, and Cliff fell in love with it. As nearly as they can gather, the car had been in a racing accident. However, one surviving element was an old recap tire with the warning not to drive it above 35 mph. The bearings were messy, and it was not until they got the pieces home and tore the gear box apart that they discovered the worn, chopped, and broken gear teeth.

The car is now restored with 96-97% original equipment. The body parts were pounded out and reshaped at a local shop. Most of the mechanical



The Bugatti dash. Note the exposed transmission at the driver's feet. Above 10 o'clock on the steering wheel, dash plaques tell of the car's racing victories.

parts were obtained from the old Bugatti plant in Alsace-Lorraine. In its day, the car was definitely a champion. Dash plaques indicate that it took first place and set a record in the 1932 Course Internationale De Cote De La Turbie. In that same year, it took second in the Course De Vitesse De Nice.

With sufficient photos of the green TC Special and the Bugatti, we went upstairs to the subject about which this whole thing was originally intended—the Mercedes 100-S. The S is the second in a line of four masterpieces. It was designed, or rather refined, by the immortal Dr. Ferdinand Porsche. The S was preceded by the 100-K. It was during that era that Dr. Porsche joined Daimler-Benz. He was assigned to refine the 100-K. His work resulted in the 100-S. There followed an SS and SK model. However, Cliff claims that the S was the best. Although it looks like a strictly staunch, heavy touring car, the 100-S won 27 races and set 10 world records on the continent.

Built in 1927, the 100-S looks like a monster. Its sweeping fenders extend way ahead of the Mercedes vertical radiator and grill, exposing the rugged front suspension. Under the hood sets an engine that could pass for a truck diesel were it not for the two carbs on the left side. The big six displaced 6,789cc. Even today in its unrestored state, the supercharged beast will top 100 mph.

Although Cliff has owned the car since 1952, he has purposely kept it unrestored. In its present condition, it could bring about \$22,000 here in



Clifford J. Lockrow beside his 1926 Type 37 Bugatti. It is the perfect decoration for the den of men so interested in vintage sports machines. It is fully restored, except for two pans that have not been installed under the rocker panels.

the states. That would probably jump to \$30,000 restored. However, the unrestored car carries greater worth abroad. This model is quite scarce, too, since only 149 of that chassis were built.

WHEN WE SAID THE 100-S IS unrestored, we did not mean that it is in rough shape. Minor items, such as the canvas, have been replaced. Paint has been touched up. Vacuum windshield wipers have been installed. However, it is far from the MG in which Jay replaced the tatty dash with formica, repainted the body, and chromed the engine. Cliff points to an area under the windshield as an example. It looks like a dull aluminum which should either be painted or chromed. However, either would reek of restoration.

Many antique cars have moved through the Lockrow basement work shop and off to new owners who coveted them worse than the Lockrows and were willing to pay the price. Still other friends ask Cliff to keep his eyes open for good buys. This prompted Jay with tongue in cheek, to print business cards that say: "Purveyors of fine luxury, sports and vintage sports vehicles to the local gentry for more than thirty years." Purveyors, they say no. Connoisseurs, yes. Asked if

they have had any pedestrian vehicles, Cliff answered, "Sure. But not for long. It's like collecting art. Occasionally you get non descript pieces. But you get rid of them right away. We prefer vintage sports cars—machines with personality."

To keep labs on vintage car activity, Clifford J. Lockrow and Son maintain membership in the Bugatti Owners Clubs of England and the USA, Antique Auto Car Club of America, Vintage Sports Car Club of America, Mercedes Benz Club of England, New England MG-T Register. And for the fun of it, they also hold membership in a local sports car club.

Looking at a stout steed like the 100-S makes one stop and wonder about the car's safety. It looks and feels like a tank; even the handsome three pointed star on the radiator cap looks heavy and sturdy. The driver is almost dwarfed behind the massive hood. From the safety standpoint, it looks like the only way one could be maimed would be in a broadside collision or by being thrown clear.

With those thoughts, these shots, and some left over Can-Am racing posters for my four sons' bedrooms, I left Clifford J. Lockrow and Son with their wonderful collection of very expensive toys. ◀

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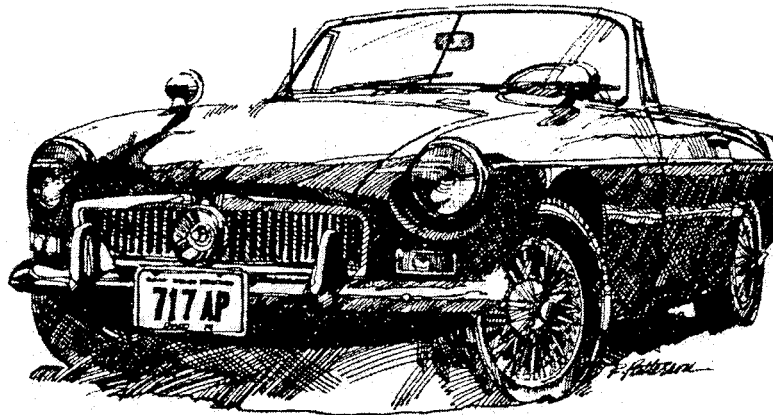
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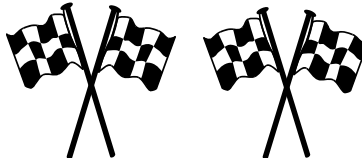
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Tote Bag, embroidered ... 15.00

Bumper Sticker 1.00

Name Badges w/MG 15.00

Sport Cap, embroidered ... 12.00

Vehicle Log Book. 6.00

Fire Extinguisher 15.00



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

All items are available for purchase at our monthly
meetings, or delivery can be arranged.
Contact: Laurie Scribner 585-872-5133 (weekdays).



*Submit photos for 2009
Spokes calendar.*

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 14469

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
October 16th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

Submit
Photographs
for the
2009 Calendar



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Permit #701
Rochester, NY

Falling leaves—Spooky!