

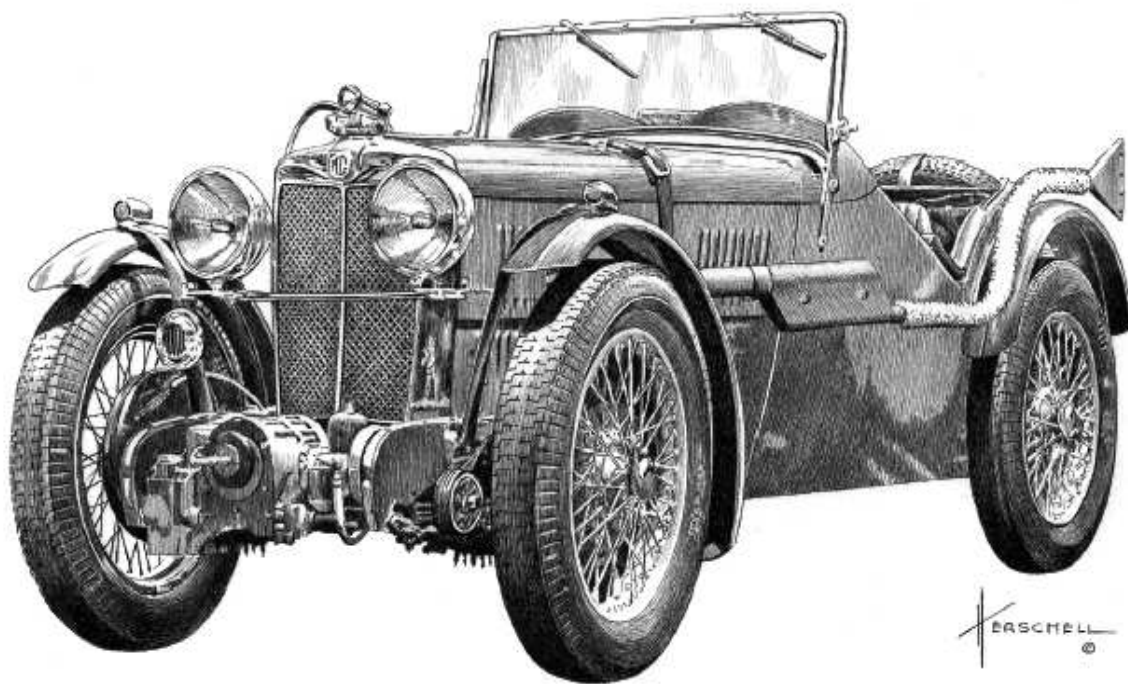
Spokes

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The 1933 MG J4 #4005



The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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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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MEETINGS

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

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ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

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

Contents

Cover MG J4Drawing	by George Herschell
Chairman's Corner	4
The Herald	4
Activities.....	5
Multi Club Picnic	5
Minutes of the Meeting	6
Attendance.....	7
Watkins Glen Rooms	7
Chuck Heindl Memorial	8
Watkins Laps & Lunch	9
MG History J4	10
Autocross report	12
Cruse Night Schedule	12
Apple Blossom Rallye Photo	13
Mike & Susan's Big Mini Adventure.....	14
The Jefferson 500.....	16
What Have I Done	18
University Motors	19
UK Car Day	22
Classifieds.....	23
North East Classic Car Museum.....	24
Bury Me in an Old MOWOG Parts Box.....	25
Sunshine Page	26
Regalia and Membership Form	27
Calendar of Events	Back Cover

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 Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch* Jim
 Priestley ~ Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner

* 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

The Herald

Allen Hess

All I can say is that John, my 12 year-old, gave me the correct clue. He said, "104A", and I turned on 104. It was nearly 2 miles before I figured it out and by that time, we dropped from a possible second place to fourth place. BUT, the '09 Apple Blossom Rallye was simply wonderful—around 100 miles and 3 hours of clues and touring the Spring countryside. John also thought it was pretty amusing how hard I was thrashing the MGA in order to make up time....

It turns out the Harrisons, Asmuths and the rest of the team redesigned the rallye which soon became apparent when we first turned South rather than North as the first turn.

I also had an opportunity to join the regular Carlisle crew this year—my first in 12 years. We all managed to sell a few parts, and view a few project cars that we were ultimately glad *not* to bring home.

By the time we are all reading this, the Sports Car & Vintage Auto Festival will be completed. As this is written, the weather forecast looks favorable, and the George Heissenberger has led an impressive effort in planning the entire show.

I would also like to thank Don McConnell for taking up the reins of the Spokes editorship. We are all tremendously grateful to Allen Hess for his outstanding accomplishment in serving in this role for the past 5+ years. More on this topic soon as well.

Hopefully, all of you are enjoying the driving season with many fun events planned. Don't forget to submit articles sharing the history of your car. The Baldwins, Langswagers, and Bethunes all provided great articles!

--Dan

Everybody Knows Your Name

That's what happens when you volunteer. My stint as Spokes Editor comes to an end with this issue as Don McConnell takes over. I thank you for the many positive compliments and support, but the thanks really goes to everyone who has sent something in to Spokes. Without the great articles and photos by you, Spokes would be but a few pages of upcoming events (and a couple more for the copious minutes and "notes" we all enjoy). Don will have some new ideas, but he can't do it without you.

I've enjoyed the work, learned a lot and loved digging through all of the old material to put various articles together in support of the 50th Anniversary year. There was a Chairman's column in one of the very early Spokes in which a "club" was described as being run by a clique. The same dedicated group of people ran everything but it wasn't that they were a clique--it was a lack of volunteers. The column closed with "Join the clique".

New Editors Note

I am looking forward to my work as your Editor it presents a new challenge for me. I guess I am not one who backs down from a challenge. I have some big shoes to fill Allen has set the bar quite high. There seems to be an art in putting this together just like there is an art in building cars. My plan is to keep the Spokes as is for a while. Enjoy this month's Edition. As well as enjoy driving those fine pieces of art. The summer is here I wish I had Bruce my piece of art on the Road.

Don McConnell

THE KING'S LODGE IN PITTSFORDSD HAS BEEN
RESERVED FOR THE MGCC HALLOWEEN RALLYE.
YOUR CLUB NEEDS YOU TO ORGANIZE THIS
EVENT—
YOU CAN'T LOSE

Activities

Mike and Sue Harrison

The Spring Tune-up Clinic at MCC on MAY 9 was very well attended. Many projects were accomplished and 4 dozen donuts disappeared. Thanks to George Haynes for handling all the arrangements for this annual event for members. The Asmuth Apple Blossom Rallye/Tour on MAY 10 was enjoyed by 10 cars rallying and 10 more touring. Awards for the Rallye were given out after lunch at Connelly's Cove. First place went to Alan Costich and his navigator, Penny. Second place went to Allen and Elaine Hess and Third to Tony and Eileen Makepeace. Thanks to Dave Asmuth the Rallye Master and Master of Awards. By the time you get this, the first AUTOCROSS of the season will have taken place and more about this will be in the next issue of Spokes. Thanks to Julia Daykin for managing this 3 part event for the club. The next Autocross is scheduled for AUGUST 30. The Stuffing Party to prepare envelopes for the car show participants will be held again at the Wild's on Wednesday, JUNE 3. The Vintage Auto Festival will be on Sunday, the 7th of JUNE and we hope all members will come out in support of this event, our main fundraiser for the year. The Multi-club picnic in

Ontario, Canada on Saturday, the 13th gives you the opportunity to join 6 other clubs for a picnic and valve cover races. See elsewhere in Spokes for more information on both these events.

The Central NY MG Car Club is hosting Eurocar 2009 on JUNE 20-21 and you may wish to register or attend this also. See more on each of these events in Spokes.

Save Saturday, JULY 25 for the LAPS N LUNCH event for our club members at the Watkins Glen Racetrack. Make your reservations with John or May Murray for a fun day of driving both on the road and on the track. And looking ahead to AUGUST, be sure to let Mike Goodwin know if you plan to participate in our Road Trip to visit the Northeast Classic Car Museum in Norwich, NY on AUGUST 1.

I will organize a group to drive out together. We will be leaving from K-Mart on Ridge Rd. West And travel out Route 104. We will be leaving at 8:00 AM. I will have a sign a sign up sheet at May Meeting or e-mail me at irl16free@frontiernet.net —Sean Seeley 74 B-GT



ONCE AGAIN, 6 LOCAL BRITISH CAR CLUBS ARE JOINING TOGETHER FOR THE...

3RD ANNUAL MULTI-CLUB PICNIC

DATE: SATURDAY, JUNE 13, 2009

LOCATION: QUEENSTON HEIGHTS PARK (QUEENSTON, ONTARIO)

TIME: 10:00am-4:00pm

COST: \$ 5.00 per car

Featuring lots of activities including Valve Cover Racing, Funkhana, Car Show and Picnicking. New for this year - we will have a model car display, so bring your model cars for everyone to see. This is a great opportunity to come out and enjoy a day out with the family in the scenic Niagara Region meeting new friends from all over the Great Lakes area. The 6 clubs involved are committed to bringing you an enjoyable event, come see friends and cars old and new.

www.mgtoronto.com www.omafr.ca www.buffalomg.com www.mgcleveland.com
www.mgclub.com www.niagarabritishcarclub.org
www.niagaraparks.com/nature/queensaton.php

MGCC Minutes of the Meeting

Marlene Rzepkowski

Call to order-7:43 PM

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

New members and guests- Tony, a returning member that belonged to the club 22 years ago and now drives a 1974 MGB.

Chris, a new member, has owned his 1978 MGB for 10 yrs. and is looking for some mechanical help on his car.

Treasurer Report- Susan Kath reported that all the club accounts are doing well. Specific details can be obtained from her.

Membership- Jim Priestley reminded everyone that members should get involved with car club activities even if it is something simple as bringing your car to the upcoming car show. The club has a full calendar of events, the biggest fund raiser being the car show. Help is always needed for events or suggesting and organizing new events.

Librarian- No Report

SPOKES- Allen Hess announced that Don McConnell will be the new SPOKES editor. As in the past articles can be sent to mgcarclub.com. Thanks to Allen and Elaine for the great job they did on SPOKES for many years!

Regalia- Doug Scribner reported that there are many new Spring items for sale. These include log books, Wrangler shirts in assorted colors, jackets, hats, car magnets, and mugs all with the club logo.

England- No Report

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. John and Mary Murray suggested that the club members try to go to local cruise nights together. They put together a schedule for the month of June and will try to do it for the rest of the cruise night season

Car Show- George Heissenberger reported that we are now down to the wire and thanks to all of those that have been helping. Pre-sale tickets (\$2.50ea) and posters are still available. The proceeds go directly to our club and can be given to Susan Kath. Lion's Club chicken sacrifice dinner will be held Tuesday, June2 at Mickey Finns. June 3 at 7 PM is the stuffing party at Dave and Barb Wild's house.

Sign up sheet for the after show party is now available. Radio and newspaper ads are starting. Dick Powers and George Heissenberger met with Steve Osterling and he has agreed to do the art work pro bono for the 2010 car show.

Web Site- No Report

Vice Chair- No Report

Old Business- Dan Suter asked for updates from members on car projects, trip plans, etc. Dick Powers gave an update on the progress of his Morgan restoration.

New Business-

Al Costich reported that a group of racers went to Summit Point a few weeks back and had good results.

Dan Suter gave a review of the MGCC budget for 2009. See Dan for a detailed copy of this report. Questions about the Emergency Fund and what happens if we have a bad car show this year were raised. The emergency fund is embedded in this budget and if there is a bad show the board would meet and discuss any ramifications that may result. The budget was passed.

Cars and Parts- It was announced that Harris Wilcox Auctioneers will auction a 1927 Model T and a 1918 Maxwell in Spencerport on May 28, 2009.

Announcements –George Haynes asked about the health and status of two of our members, Chris Williams and Wally Roworth. It was reported that they both are doing better.

George Haynes also reported that the Tune Up Clinic went really well and a lot of work was done on various cars.

Door Prizes – Awarded

Motion to adjourn and seconded at 8:50 PM.

Respectfully Submitted: stand in secretary Marlene Rzepkowski

Meeting Attendance

May 21, 2009

Betty Langswager	Chuck Schaefer	Hollis Hames	John Baum
Gil Langswager	Becky Schaefer	Allyn Wagner	Dick Rzepkowski
George Herschell	Georgean Abels	Ken Heusler	Linda Bethune
Nancy Herschell	Bob Ables	Gayle Schneider	Bill Bethune
Carl Prouty	Laurie Scribner	Dick Powers	Elane Hess
Doug Jack	Doug Scribner	Bill Wackerman	Allen Hess
Cindy Jack	Joeanna DeBlaere	Cathy Wackerman	Sue Keppeler
Sean Seeley	Mary Murray	Joe Fazio	Jeff Kath
Jessica Seeley	John Murray	Brooks Schneider	Tony Oecrosta
Tin Rizzo	Don McConnell	John Fowler	Ned Paulsen
Rhonda Rizzo	Dan Suter	Ginny Fowler	George Leopard
Penny Schroeder	Susan Kath	Tim Paul	Bob Tescione
Alan Costich	Dawen Priestley	Arnold Van Denburgh	Tom LeStrange
Dick Giambra	Jim Priestley	Chris Marasco	Al Fink
John J Mac Donald	Dave Asmuth	John Thompson	Joe DeBlaere
Anne Faust	Cheryl Baldwin	Tony Makepeace	Gene Dinkel
Gene Faust	Bill Baldwin	Eileen Makepeace	Michael Wright
Dan Goodwin	Mallene Rzepkowski	Carl Baxter	
Mike Harrison	George Haynes	Mabel Case	
Sue Harrison	Jim Davis	George Heissenberger	
Joan Heaney	Dave Leete	Peg Heissenberger	
Paul Heaney	Frank Stepanik	Barb Zak	
Dave Wild	Paul Wheeler	Leon Zak	
Barb Wild	Lane Boughton	Chris Baum	

A FEW ROOMS LEFT FOR VINTAGE WEEKEND

Space is still available at Seneca Lodge for the Vintage Grand Prix Weekend Sept. 11-13th. One separate bedroom is available in the Log Cabin (party house), you would share the Log Cabin with other members.

If interested call me at 585-229-2230 or e-mail: deblaere@frontiernet.net.



Chuck Heindl

Gil Langswager

Goodbye, Chuck.

A man who was very influential in the early development of our club has passed away. Chuck was the third Chairman of the club in 1960. In 1959 he chaired the first all MG races that we put on at Watkins Glen. It was he and Bill Reeves that convinced Cameron Argetsinger and the board at the Glen that we could do it. It was Chuck that went to New York and convinced Inskip, The MG importer, to send a truck full of parts up to the races. He enlisted the help of Race Communications Association to do the flagging. He assembled a group of savvy race enthusiasts to help us do it right. And, he did it again the next year, as well as being club chairman.

He was also wise enough to know when to quit.

Chuck had a farm down on West Bloomfield road that he opened up to the club. He hosted some great parties for us around the pool in his backyard. He used his tractor to plow an autocross course in the snow for our "winter trials". He convinced a neighboring farmer to let us use his field for an autocross course for a summer event. He also spent some time in Lake Placid. He set up a tour as a club event in the Fall, which became an annual weekend event.

Chuck was also a racer. He raced a Triumph TR3 in SCCA competition. He was a serious rallyeist, enlisting some of the top navigators to guide him in many of the rallyes around the area.

MG T series cars were being traded in on the new MGAs. Chuck saw a TD at Sports Car Sales and asked me if I thought we could buy it, fix it up and sell it to make a buck. I thought we could, so he put up the money and I did the work. We split \$400. That went so well we did it several more times.

Chuck was a good photographer and covered a lot of sporting events as well as auto races all over the world. He was at several Olympics including Lake Placid.

He drifted away from the MG Car Club as he got more involved in photography but he was always a good friend. I'll miss him.

Gil Langswager



Chuck Heindl presents 1st place trophy to John Tame
1959 All MG Races at Watkins Glen



Chuck Heindl & Chuck Kruger

Lap & Lunch

Saturday July 25th, 11:00 AM

Watkins Glen International Race Track

Three laps on the track \$15.00 per car

Lunch \$17.00 per person

We need a minimum of 30 for lunch.

Call John & Mary Murray (585) 538-4430

E-mail: john.murray@itwfeg.com



Anticipating the Start of the Victor Memorial Day Parade

MG History MG J4 (#4005) Part 4

George Herschell

This MG J-4 (#4005) is one of only nine built as a racing successor to the J-2 and J-3. It had a Powerplus 8 supercharger and was an extremely fast car for its engine size. Hugh Hamilton raced a 750 cc J-4 in the 1933 Ulster Tourist Trophy Race and almost stole the race from Tazio Nuvolari who was driving a six cylinder K-3 Magnette with a displacement of 1100 cc. Had it not been for a rather disastrous pit stop by Hamilton he probably would have won the race.



At the time this car was drawn it belonged to Gerry Gougen former lead trumpet with the Boston Symphony and also the owner of Abingdon Spares and the Westminster MG Museum. Gerry's collection of MG's numbered in the 50's and was housed in an English Style "barn" in Vermont. Gerry bought the car, and according to many of his friends said it was his favorite MG. The car first came into the US after being bought by a Navy Captain and was used as ballast for the trip. It passed through a number of hands and ended up in the hands of Otto Linton, who raced the car at Watkins Glen in the first race in 1948. According to Linton it was the loudest thing on the course. It didn't finish that race due to mechanical problems. After he raced it for a number of years it went through many hands and finally wound up with Gary Schoenwald who in turn sold it to Gougen. Gougen found out that the car was originally dark blue with a black interior but now was dark red. When Gougen finished the car it once again was in its original color scheme.

It took Gougen some time to find all the missing parts but the most interesting find was while he was in France. He found through some information that there were some parts boxes that had been shipped to France in 1934 to Jacques Menier. Menier had entered a J-4 and a K-3 in the 1934 Le Mans race and apparently the parts arrived too late and were never claimed. Gerry managed to track them down and,

(how I never really found out) took possession of those boxes. Included in them was a brand new Powerplus Supercharger. (This gives the car the distinction of being the only J-4 restored with the original type of supercharger.)



The Original Power Plus Supercharger

When he came to restore the engine there were no J-4 engines to be had so he shipped a J-2 engine to England to A.E.Tieche (who was restoring a J-4 of his own) and had him take it up to J-4 specifications. Tieche's son Colin came to the US to help Gerry overhaul the gearbox and assemble the rear axle. Colin also helped with a lot of other details that were needed.



When the car was finished Gerry took it Vintage racing which almost cost him his life. He was cornering at Watkins Glen in 1979 (I believe) and either lost control or the torque of the engine took over and he ended up upside down on the track. Steve Fitch (MGCC Photographer) took a remarkable photo of the car and you would swear that Gerry had been decapitated but the only damage was losing the tips of two fingers that were caught between the cowl and the road. The

car went back to the museum was repaired and never raced again.

A group of us went to Vermont for the opening of Gerry's museum and as a gift to Jerry, had Steve's photo enlarged matted and framed (20 x 24) and presented it to Gerry. It was proudly displayed in the museum from then on. Gerry passed away in 2002 and the museum was closed and the entire collection sold. I never found out who purchased this historic car.

I photographed the car in 1976 at Buck Hills Falls PA and not only did I get to see this car but I also got to photograph a J-2 which became a companion drawing to this drawing. As a bonus, it was at this event that I got to meet Capt George Eyston. It was a memorable weekend to say the least.



Gerry Taking Capt Eyston for a ride in the J-4



Capt George Eyston examining Gerry's J-4

A good many years after finishing this drawing I discovered that Otto Linton was the owner/driver of this car at the first race at Watkins Glen I contacted him at Watkins Glen in September 08 and asked him to sign my drawing of this car. In gratitude I gave him a signed, matted print of the car for his collection and he seemed most grateful for that. He did send me, a few weeks later, a photo of the print framed and hanging in his den along with a few other prints of cars he had owned. I first met him a number of years ago and was introduced to him by my friend the late Denver Cornett. Otto did say last year that he was very sad that Denver was no longer with us and he enjoyed being at the Glen with his friend from along ago. He is one of only a very few drivers left of the original starting grid from 1948.

All photos by George Herschell

AUTOCROSS I at MCC May 31

Julia Glanville

Special Thanks to non-drivers: Chris Russell and Suzanne Glanville helping out
And George Haynes and Tom Glanville for tech inspection and training
Always thanks to all the drivers and spectactors that assist in the days events from set-up to clean-up

Congratulations to
Driver Favorite and fastest of the day: Tom Glanville
Most Improved: Ben Barlow
Most Consistent: Loren Devries

Next Autocross: August 30th

Results:

Class	Driver's Name	Car make	NO.	Color	Time	Time	Time	Best
MGB	Allen Hess	MGB	2	White	2:00:97	1:58:05 °	2:01:54	2:00:97
	Elaine Hess	MGB	2	White	2:37:77 °	2:18:10	2:16:11	2:16:11
	Mike Goodwin	MGB	6	Red	2:22:63	2:24:09	2:25:16	2:22:63
Under 2L Stock	Bill Bethune	AH Sprite	4	Yellow	2:21:80 °	2:16:18 ^^	2:16:81	2:16:81
	Andy Paris	Triumph	8	Red	2:20:15	2:18:20	2:12:38	2:12:38
	Rory Raymond	Triumph	11	White	2:31:29 ^	2:32:07 °	2:26:90	2:26:90
Over 2L	Loren Devries	SAAB	7	Silver	1:51:61	1:55:10	1:54:99	1:54:99
	Dan Harris	Ford Focus	9	Blue	1:58:68	1:58:17 ^^	1:57:53	1:57:53
	Wayne Harris	Ford Focus	10	Blue	2:26:08 °	2:27:74	2:19:61	2:19:61
	Jim Robinson	Honda S2000	12	Silver	1:54:14	1:52:51	1:52:01 ^^	1:52:51
	Tom Glanville	Honda S2000	13	Silver	1:53:00	1:52:86	1:51:35	1:51:35
Over 2L Prep	Leon Zak	MGB	1	Black	2:13:38	DNF	2:15:15	2:13:38
Under 2L Prep	George Haynes	Triumph GT6	5	Red	2:03:83	2:00:84	1:59:85	1:59:85
Mini	Ben Barlow	Mini	16	Green	DNF	2:11:26	2:00:42	2:00:42

MGCC Cruise Night Schedule for June

- 5th Damascus Shrine Center - 979 Bay Rd., Webster
(just South of 104 expressway) 5-8pm
www.radio2fx.com for more information
- 10th Log Cabin Restaurant – 2445 West Walworth Rd., Macedon
(R31F just east of the Monroe/Wayne county line)
Largest Rochester area cruse night.
- 15th Maxie's Ice Cream/Wambachs Farm Market – 1592 Qualtrough Rd. Penfield
(at Embry Rd.)
- 23rd Ricks Prime Rib – 898 Buffalo Rd. Rochester
(8/10 mile West of Mt Read) 5pm till dusk
Typically well attended cruise night.

Apple Blossom Rallye

Dave Asmuth, Mike Harrison & Bob Barker



Some of the cars attending



The line up.



One of many orchards in bloom.



Typical intersection



Penny Schroeder and Al Costich, First Place



Elaine and Allen Hess, Second Place



Dave Asmuth, rallyemaster and Mike Harrison, route planner.



Tony and Eileen Makepeace, Third Place

Mike And Susan's Big Mini Adventure

Sue Goodwin

We recently had the opportunity to go to England and participate in the 50th Anniversary of the Mini L2B (London to Brighton) car run. We were passengers in a 1996 Almond Green Mini, and drove the 55 miles to Brighton with our friends Paula and Ian Russell of Bexley England.

Our most gracious hosts entertained us to a wonderful fun filled day of events. It all started Sunday May 17th at 5 AM getting up and out of the Russells' house to get to Crystal Palace Park to register Paula's car. Crystal Palace Park was the starting point for the L2B. Paula's Mini was in the Show 'N' Shine competition (Minis that would be judged), so her Mini would be among the first to leave the park and head towards Brighton. As we entered the park there were already hundreds of Minis lined up; the Show 'N' Shine cars went off to the left, all other Minis lining up in rows to the right. Paula and Ian stood in a long line to register their Mini while Michael and I started taking pictures of the event in Crystal Palace Park. Crystal Palace Park is a historic park that once housed a large crystal building built in the mid 1800's that held events in exhibition halls. The Crystal Palace was destroyed by fire in the 1930's. The park now has green spaces, a sports stadium and fields.

Michael and I would touch base on and off with Ian and Paula as they continued to stand in the registration line. At this point we all decided we needed some tea and coffee since it was still very early in the AM. So, Michael went to the vending area and stood in line, Ian and Paula stayed in the registration line and I headed to the port-o-potties, where there was as you can imagine a long line. Paula and Ian's car was registered, I had finished at the port-o-potties and we found Michael still in the beverage line. Anyway we all got our hot drinks and were happy. By now it was 7 AM or so. Ian and Paula's friend Andy and his son Christopher (who has a Mini) finally arrived and found us. Christopher's Mini was not in the Show 'N' Shine so his car was among the rows and rows of Minis that would only do the parade to Brighton.

Around 7:30 or so all the Show 'N' Shine Minis were moved to an upper flat area in the park, which was probably where the original Crystal Palace stood, overlooking a field filled with hundreds and hundreds of Minis. Pictures were taken of the Show 'N' Shine Minis. It was now around 8:15 and the parade of Show 'N' Shine cars were off caravanning through the roads in the park to the main road and off to Brighton we went.

The parade route we took was scenic going through small towns and villages where people were along the roadside waving to us as we drove passed. I noticed how smooth our ride was in Paula's Mini, so I turned to Michael and said we are definitely going to replace the shocks on my Mini when we get home.

We arrived in Brighton around 11 AM and drove down Madeira drive, the road that runs along the seacoast and beach, and parked Paula's Mini in the designated area. Brighton is a seaside tourist town on the English Channel with a long old Victorian boardwalk pier, with arcades, eateries, and amusement rides on it. At this point Ian called Andy, and Andy and Christopher were still in Crystal Palace Park. We would find each other later. With Paula's Mini situated in the correct section, Michael and I took off to see vendors and Minis, Minis, and more Minis. Again we caught up with Paula and Ian around 1PM Andy and Christopher still had not arrived. Ian once again called Andy, and he said they just had left Crystal Palace Park. Paula's Mini still had not been judged and she had to be present at the time of judging, so off we went again to see more Minis and events. Michael and I were going to go out on Brighton pier, but the weather was on again and off again rain, and the waves were very choppy crashing against the pier. After looking at hundreds of Minis I had a favorite; mine was the Mini Limo and Michael's was any Riley Elf. Andy and Christopher finally arrived in Brighton about 3 PM, so you can see how big this 50th Anniversary Mini event was with the parade of Minis from L2B (London to Brighton).

Unfortunately, Paula and Ian's Mini did not win their category. All the awards were presented by Paddy Hopkirk, who won the 1964 Monte Carlo Rally in a 1964 Mini Cooper S. His 1964 winning Mini was on display. The unofficial count was over 1600 Minis in attendance. The total number would be announced by the organizers at a later date.

Thanks to the London and Surrey Mini Owners Club for hosting a stupendous event. Most of all, thanks to Paula and Ian Russell for letting us join in all the 50th Anniversary festivities with them.

Our vacation (holiday) also included a fun filled Saturday evening with Ian, Paula, and their friends Glynis, Richard, Andy and his wife Sue, where Glynis prepared a delicious traditional English meal of Roast Beef and Yorkshire Pudding.

Cheers!



Madeira Drive at Brighton Beach



A small part of the lineup at Crystal Palace Park



Susan's favorite - Mini Limo



Ian and Paula, ready to roll



The 1964 Monte Carlo Rally winner



Paula's Mini



A beautiful Riley Elf - one of Michael's favorites

The Jefferson 500

Dick Rzepkowski

“Have you ever been to Summit Point Raceway in West Virginia?” this was the innocuous question asked one Tuesday evening at the “Old Toad” to which I responded, “No, that would be a new track for me.” Well it just so happens that the Vintage Racing Group (VRG) was going to re-start a vintage racing tradition at Summit Point in May, 2009, called the Jefferson 500. Since the 2009 race schedule was still up in the air for just about every one of the “boy racers” it just seemed natural to put this race on the 2009 schedule. And so it was agreed to target Summit Point for Dick Giambra, Al Costich, Ted Hershey, and myself as the first race for our 2009 season.

Fast forward to Wednesday, April 29, and Ted, Tom LeStrange driving his truck and pulling Al’s car, and I (accompanied by our crew chiefs) were finding our way to the track on the back Roads of West Virginia in a pouring rain. Registration was backed up forever and we parked nearly one half mile from the registration building and walked to registration in a steady rain. Finally registered we were able to enter the paddock area and stake out sufficient space on the asphalt for our weekend. Unhooking the trailers was all we decided to manage that evening as the rain came on and off. Barb and Leon Zak called in when they were in range and met us at the track to also get registered as crew for the weekend. Dick Giambra didn’t make the trip at the last minute given some family issues.

Thursday dawned cloudy but rain free. A track orientation program was the first order of events for the day. We listened carefully to a seasoned instructor take us through the layout turn by turn, and then we were invited to “tour” the track. Leon generously donated the services of his Toyota Prius for Al, Ted, and I, to learn the track, and before they closed the track for racing, our crew chiefs were also treated to a tour of the course with Al Costich at the wheel of the Prius. The layout is both fast and slow. The front straight is long ending in a very sharp right hand turn which I managed to take once without sufficient breaking and put the left wheels off into the mud. You can’t fake it and tell your crew that that lap was slower because of traffic, they just looked at my tires and knew I had been traveling cross country. There is a slow tricky set of turns halfway through the course and then another straight with a very fast turn into the

front straight. There are 10 turns in all on a 2 mile course keeping average speeds slower than Watkins Glen where there are 11 turns on a 3.1 mile course.

Friday was timed qualifiers for the races to be held on Saturday and Sunday. One qualifier was run on a dry track, one was run on a damp track that proved tricky and took about 15 seconds per lap off my best dry time. The times indicated I would start 11th overall on the grid for the races. That evening we drove through West Virginia, Virginia, and Maryland and finally back into West Virginia looking for a good restaurant. We started early, but got desperate and settled for Ruby Tuesday’s in the end at 8:00 PM.

Ted was experiencing some engine trouble throughout the weekend, but thought he might have the problem solved for Saturday. So Saturday morning, Ted decided to take advantage of the morning warm-up time to see if he had the problem licked while Al and Penny, Leon and Barb, Tom LeStrange, and Marlene and I, explored historic Harper’s Ferry, sight of John Brown’s raid, the starting point for the Lewis and Clark expedition, and a major defeat for the North as the confederates captured over 15,000 rifles from the armory and also dismantled the machinery at the armory and sent it south to Richmond. When we returned to the track, we found that Ted hadn’t solved his engine problem, so he had his car loaded on his trailer. The weather was perfect for some great races on Saturday afternoon. I started 11th based on the times from Friday and finished 9th overall in my class. Al Costich did well in his race also, a race marred with a red flag and a restart due to a car that caught fire on the track.




Sunday was set for the feature races, but the rain was pouring down again. Both Al and I did run our cars in the wet, but I wouldn't call it racing, I'd call it surviving. As water poured across the track, the car would hydroplane frequently and wheel spin on acceleration was experienced regularly. I explored turn 11 leading to the front straight in a full 360 degree spin but managed to stay on the asphalt and finish the race. As we drove away from the track and headed north, the weather just kept getting better and better. By Carlisle, PA we had driven out of the rain. While not a spectacular weekend due to the weather, at least now I can say that I've run Summit Point and find the track to be rather enjoyable when it's dry.




If you need 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. Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience. Contact:
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What Have I Done

George Lucas

If your looking for a flowery article about the restoration of another car, please don't read on. Not all restorations are successful, this is one of them.

The story begins when a friend said he had a 1973 MGB sports car he wanted to sell. Since I was looking for a project, I went to see it. The car was outdoors (it was January) in his yard. The car was covered with snow and last Fall's leaves. I was told the car was 95% complete even though it was largely in pieces. The engine wasn't in the car, and parts were in boxes behind his barn. There were two windshields, three transmissions and nine wheels with tires. My friend said he had to sell the car and was only asking \$200. for everything. I took the bait, thinking it was a great deal, arrangements were made for me to pick up the car the next day.

Later that same night my friend arrived at my house, towing, no, dragging the car behind his truck. The exhaust system was ruined by the pavement it had rubbed against, if he had just taken a few minutes with some wire he could have saved it.

Once the car was inside my workshop I looked at my bargain. The interior of the car contained only the hood and was filled with snow, ice, leaves and pine needles. The next day was spent cleaning it out. Water was dripping out everywhere. Once the interior was cleaned I discovered that the floor looked like swiss cheese with rust holes everywhere.



All the parts for the car were also covered with leaves and water, rust colored water! It took weeks to clean and de-rust parts. Jars of bolts, screws, and other small parts were a mass of rust.



I decided to strip the faded red paint off the car, this took weeks with paint remover and sandpaper. Every panel had either rust holes or dents, months later and lots of welding the MGB was in primer.

The left front fender was missing and I soon found that it had been in an accident. The front wheel was not at the same angle as the other side. The cross member was dented and had to be replaced. Soon I discovered "Victoria British", "Moss Motors" and e-Bay. My friend was right, the car was 95% complete, what he didn't tell me was that 95% of what I had was pure junk.

So far I have invested over \$6000. in parts, floor pans, crossmember, brake and clutch master cylinders, fender, chrome side moldings, carpet set, Webber carb, the list goes on and on.

After over a years work on the MGB, I am "burnt out". The car has become a money pit! It would have been easier, and cheaper to buy a good used running MGB and have fewer headaches.

Along the way I have learned how to build front suspensions, most of what I had was replaced, springs, brake rotors, brake cylinders and many other parts. Also, the rear brake system had to be totally replaced, all the lights, head light fixtures, side markers, and tail lights.

The gas tank looked like the car's floor, I stopped counting after 17 holes! I learned how to remove and install another one.

The MGB has spoke wheels which I stripped (one at a time), primed and repainted. Four of the wheels didn't fit my car, I'll give them to anyone who would like them.

After reading the club's publication, "SPOKES", I really envy anyone who can restore a car. My experience hasn't been a happy one, I'm not a mechanic so I don't know if the

engine or transmission are any good. Now the car sits neglected in my shop, I can't go farther with it and will never be able to recoup my investment in it financially. The hours spent working on the car really don't count because it kept me busy. You name the part.. I've replaced it. Luckily, the seats were in good shape.

The motivation for the project was to drive the car to my 50th class reunion. One of my classmates will be driving a new Ford Thunderbird. Oh well, our little Dodge Neon will have to suffice.

I had hoped to find a mechanic who knew the MGB to help test and install the engine and transmission. Paying a mechanic would only cost much more, too much to add to what I've already invested. The money pit would get deeper!

What's next? I guess I push it out doors and try to get rid of it or watch the rust begin again to take it over. This has been an experience I hope to never repeat. I'll look for a car that's restored, not another money pit.

If anyone is interested in completing my project, come take a look, I'll give them a good deal. I would like to mention my wife, she supported me during this time, never complaining about the money I've spent on my dream car, I guess she could see the car as completed some day.



This is going around the internet today and is from the University Motors Ltd. website:

END of the ROAD

University Motors will cease fulltime business on Wednesday, July 1 st , 2009 , after 34+ years of service to the MG community. When our Governess promised in her 2006 State of the State Address that "In five years, you're going to be blown away by the strength and diversity of Michigan 's transformed economy," little did we imagine that it would be our own business that would be demolished in the ensuing economic storm.

We have ceased taking appointments and will use the month of June to complete the work in the shop. We will continue to receive bench work. In late October we will have an auction of parts, tools, and MG memorabilia. Books, DVDs, and technical publications will be forthcoming.

All good things must come to an end. It's been a simply wonderful run!

John H. Twist



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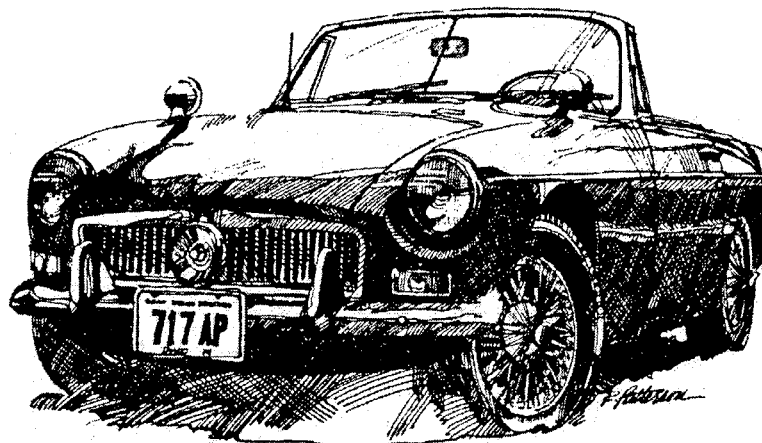
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Meet at Canandaigua Wegmans at 7:45, depart sharply at 8:00. We're planning an off-Thruway trip down that should take 3 1/2 to 4 hours. Enthusiasts should expect to enjoy the museum for 2 to 3 hours. We can suggest various alternate routes back to Rochester or suggest hotels for those wishing to come back Sunday.

Cost is \$20 per person, and includes lunch (selection of ham, turkey, roast beef sandwich wraps, chips, beverages, tossed salad, potato salad & cookie) - catered into the museum, just for us!

Sign up at a meeting or contact Mike & Susan Goodwin (585-889-2646) for details.

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Bury Me In An Old Mowog Parts Box

Jay Lockrow



Every few weeks a good friend of mine gives me back issues of the 'Wheels' section of the Saturday Toronto Star. If you have never seen this particular section then you should obtain a copy of the Saturday Toronto Star for no other reason than to view this superb automotive section. Yes, it is about cars. You expected maybe Bingo at the senior centre? Generally I am overwhelmed at the quality and quantity of the writing about automobiles, motorcycles, auto repair and subjects having to do with automobiles like what the Provincial Police are doing or what the government is doing to get more revenue from the motorist. Sounds vaguely familiar eh!

Anyway the writers are very well versed in automotive lore and on occasion do a piece on antique autos, motor racing, vintage racing and street racing along with stock car racing, auto technology with things like global positioning, electronics and electric cars. A recent issue was about street racing and now if caught street racing in Ontario your car is impounded and destroyed by crushing. What a delightful way to get the public on their side especially if you are a motor head.

This bit aside the rest of the section is wonderful. One of the better known writers is a chap named Jim Kenzie who appears to be a real motorhead and last year at one point totaled a Mini Cooper road racing. There are several more writers and all of them excellent and at least one gal named Lorrain Sommerfield who writes wonderful 'color' articles about the automotive world. Recently she wrote an interesting piece about her dad and the fact that he always bought American Motors products over the years. When American Motors went out of business he purchased an Austin and when it quit on him somewhere in Toronto he just left it and walked home. 'Always hated that car anyway' her father said. Shortly after that she wrote a column on car washing and how she used to make a few extra dollars washing the family car along with one of her siblings. This was in the same issue where car washing was covered on the front page with a lengthy story about the 'do's and don'ts' of car washing in Toronto. Did you know it is illegal to wash your car in suburbia in Toronto? It has to do with detergents, brake dust, and other contaminants washing into the streams and lakes and contaminating the water. Whether this is strictly

enforced I rather doubt and I for one would find a way around this by washing the car behind a wall or hedgerow. I find this totally ridiculous and I think I could count on one hand the number of times I have ever used a commercial car wash which is what they recommend in the article. At present I have four cars that I maintain and none of them have ever been in a commercial car wash. I have always done this job myself and will continue to do so as commercial car washes do a lousy job. They do not clean the door jambs, the inside of the windows or windscreen and a good number of them do not vacuum the inside and on top of this they want money!

Getting back to 'Wheels' the writers do road tests continuously on various vehicles from Suburban Uassult Vehicles to things like the Smart Car and even some of the new electric or hybrid vehicles. I always look forward to road tests on affordable sports cars and maybe someday I'll shoot the works and buy one. These are serious road tests and the results are as good as any of the car magazines. I always felt the local newspaper did a horrible job on the yearly automobile sections using all 'canned stuff' available from UPI, AP or other source. There was rarely a local story and I always felt the sections fell flat. Yes the Toronto Star is a lot bigger with a much larger circulation but they put out an excellent auto section every week. Our paper couldn't put out one good one a year.

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 22 Jeff & Janice Zorn
 23 Jon & Patricia Richter
 29 Dick & Marlene Rzepkowski
 30 Chad & Lisa D'Angelo

CONGRATULATIONS!

JULY BIRTHDAYS

1 Jim Colegrove
 2 Barb Fink
 2 Pat Sangster
 3 Cindy Austin
 3 Carol Newman
 4 Peggi Heissenberger
 6 Joseph Marasco
 7 Tom LeStrange
 7 John Spencer
 7 Bob Welch
 7 John Zoltner
 8 Russell Daykin
 9 Tim Rizzo
 10 Julie Smith
 11 Dan Burke
 14 Dave Wild
 15 Bernard Calkins
 18 Peggy Haefner
 20 Robert Gibbin
 20 Beverly Haynes
 23 Suzanne Glanville
 23 JoAnne Karpian
 24 Debi Russell
 25 Hermey Lovell
 30 Rory Raymond
 30 Cheryl Asmuth
 30 Susan Goodwin

HAPPY BIRTHDAY EVERYONE!!

JULY ANNIVERSARIES

1 Allyn & Phyllis Wagner
 3 Theresa Croce & Robert Faust
 5 Joseph & Lee Marasco
 8 Bob & Wendy Austin
 14 Aldis & Janet Lemesis
 16 Bruce & Helen Willis
 19 Don & Linda McConnell
 23 David & Jane Schantz
 23 Donald & Mary Sweeney
 25 Bill & Linda Bethune

CONGRATULATIONS!

WELCOME NEW MEMBERS

Chad & Lisa D'Angelo

43 Linden Street
 Livonia, NY 14487
 585-662-9695
 1964 MORRIS MINI MINOR

Dan & Estelle Samel

710 Azalea Drive, Unit 478
 Hampstead, NC 28443
 910-270-9018
 1979 TRIUMPH TR-7

Official Regalia

MG Car Club Western NY Centre



50th Anniversary Badge \$20.00
 50th Anniversary Pin \$3.00
 50th Anniversary Embroidered
 Gold Shirt \$25.00

50th Anniversary Sticker..1.50
 MGCC Mug.....\$5.00
 Car Badge\$25.00
 Badge Clip5.00
 Patch, embroidered2.50
 Key Fob, large leather 4.00
 Pin, cloisonné3.00
 Dash Plaque, 40th Anniv ..4.00
 Sticker, front adhesive1.50
 Sign, magnetic (10")15.00
 Tote Bag, embroidered ...15.00
 Bumper Sticker.....1.00
 Name Badges w/MG15.00
 Sport Cap embroidered ...12.00
 Vehicle Log Book6.00
 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).

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



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ADDRESS SERVICE REQUESTED



MG Car Club Western New York Centre -- Calendar of Events 2009

For the latest information visit our web site mgcarclub.com

January 8 Board Meeting 15 Meeting 24 Wine & Cheese, Valve Cover Races	February 15 Daytona Party 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting	April 16 Meeting Basket 19 Swing into Spring
May 7 Board Meeting 9 Tune-up Clinic 17 Apple Blossom Rallye 21 Meeting 31 Autocross -tentative date	June 3 Stuffing party 7 Vintage Auto Festival 13 Multi-club Picnic 18 Meeting 20-21 Eurocar, Cazenovia	July 2 Board Meeting 15 Kids Day at the Glen 16 Meeting 19 GVAC Car Show (RIT) 25 Laps & Lunch	August ? NE Classic Car Museum 20 Meeting 23 UK Car Day, GRTTC 30 Autocross- tentative date
September 3 Board Meeting 11-13 Watkins Glen 15 Meeting 18-20 Brit. Invasion Stowe 20 British Car Day, Toronto	October 4 Autocross 11 Fall Foliage Tour 15 Meeting 31 Halloween Rallye?? E Need YOU !	November 5 Board Meeting 8 Yacht Club brunch 19 Meeting --Elections	December 12 Holiday Party No Meeting

Next Meeting
June 18, 2009 7:30 PM
Burgundy Basin INN
1361 Marsh Road, Pittsford, New York



**I'D RATHER BE DRIVING
MY SPORTS CAR!**