

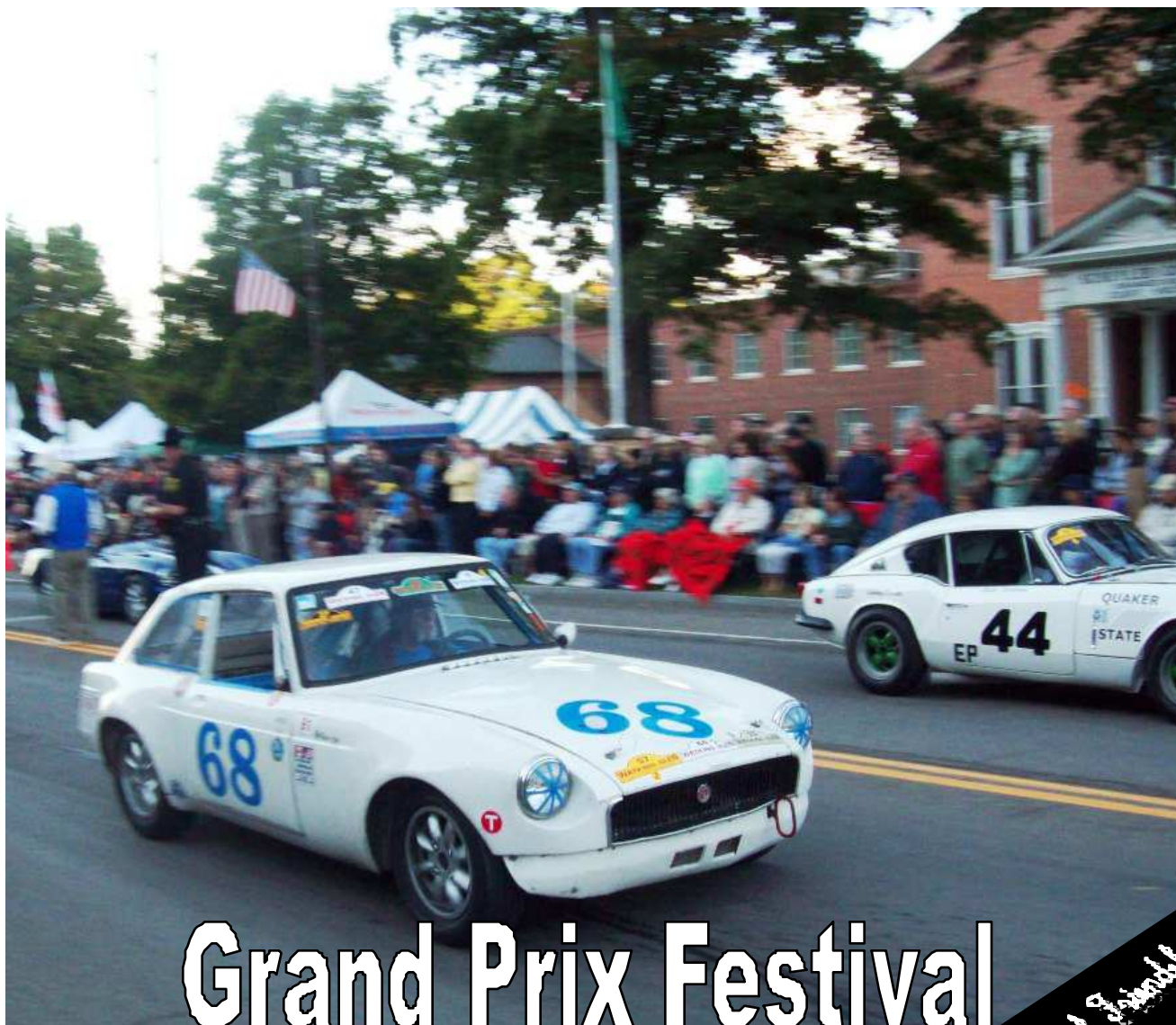
Spokes

Official Publication of the MG Car Club Western New York Centre

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Grand Prix Festival

The MG Car Club

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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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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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

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An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplate 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:

Frank Stepanik
 13 Fiora Drive
 Fairport, NY 14450

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



Chairman's Corner

Dan Goodwin _____

The weather cooperated...more or less and the September MG Car Club picnic meeting was a success. It was a bit on the chilly side, but we had an excellent turnout for the event. Susan and Mary organized a very tasty buffet and everyone enjoyed the meal. It was a great way to cap off the summer season.

Reports from Watkins Glen indicated that the participating club members had a good time at the Vintage Race Weekend. We look forward to the Autocross and Halloween Party in October and other fall events detailed in this issue of Spokes.

I received some good news from Farmer Automotive on the "A" project last week. The block and head are both in sound condition...no cracks (a bit of heat checking on the block from a blown gasket back in the 80's) or other major issues. Magnaflux inspection of the crankshaft and connecting rods indicated they are good to go. The block has been rough bored to 0.030" over and the crankshaft will be reground to 0.010" undersize. All in all...not bad for 50 years and 123,000 miles. The marvels of British engineering!?

The next step is ordering the parts. My **first** list for Moss has 51 items on it (I don't even want to think of how many dollars that will represent). Fortunately, the project is still enjoyable and I continue to get satisfaction out of each step in the process.

Project "B" moved forward this week as I "fitted" the freshly powder-coated Rostyle wheels and the new tires. Thanks to George Haynes for removing the old disintegrating tires and mounting the new ones.

Enjoy the fall driving season and I'll see you at the October meeting.

Cheers,
Dan

MG Bruce

Don McConnell _____

The time is here to begin to think about, and I hate to say it, putting the sports car away for the winter months. We have had some pretty good weather for top down driving this summer. This time of year makes you think of moving south far enough to have the sports car out driving longer.

Hopefully everyone enjoyed their visit to Watkins Glen for some vintage racing. It is always great to see all the vintage machinery and do some reminiscing of the race days when you would see all the cars on track doing some serious racing. One special treat was to see the Audi R8 out on track. Seeing a car like that gives you a feel for the difference between old technology and new technology. The other special treat for me was to see all the Allards. Not only were there Racing J2's but also touring cars too. I made a trip through the Allard paddock on Saturday and had a really special treat. I am in the middle of writing a story to go into more detail about these British automobile. I hope it will be ready for November issue. I need to do some research before it is published.

Jay Lockrow's article in this issue it was a great story. Jay has also thrown out a challenge for writers. I am sure there are some creative members in this club maybe some of you new members could put down your thoughts (technical or otherwise), or stories. Thank You to those who have submitted articles and stories.

Fall time brings work around the house to prepare for winter so work with welding is at a standstill. I will be back to practice soon. Then on to the sills. The wiring harness is very close to being completed. A couple more check outs and one wire to replace. Enjoy the month of October and have fun top down driving. See ya at the meeting

Don

Activities

By Mary Murray and Susan Goodwin

September was a month of motoring events. Starting with all the festivities down in Watkins Glen, New York September 10th through 12th. The Grand Prix Festival where many of the MGCC members entered their vehicles and or volunteered to help organize, judge, and run the Chemung Canal Trust Concourse d' Elegance, a classic and vintage car show. Tim Paul was awarded an Honorable Mention in the show for his '68 VW Beetle. Thanks to all who helped; it was a great job well done. (Photos page 16) Other MGCC members participated in the Stone Bridge Driver Tour Events, touring the back roads of the Finger Lakes ending with two laps of the old Watkins Glen road course. Meanwhile, many of our own racers were running qualifying races at the Watkins Glen International Raceway for the US Vintage Grand Prix (some even competing against each other) (Photos page 14). Elaine and Alan Hess and Stacy and Arnold Van Denburgh hosted the infamous Saturday night Pizza Party at the Log Cabin. Thanks for sharing your living quarters for all to assemble, unwind, and socialize.

Tuesday night September 14th we held our Picnic Club Meeting. Seventy-six members enjoyed a picnic dinner in the gazebo and other members joined in afterwards for the outdoor meeting. (Photos page 13) At the meeting, Ted Hershey awarded Al Costich and Penny Schroeder a "Last Man Standing" Award. Al finished racing without a breakdown at Watkins Glen International Raceway. (Photos page 12)

Just a few days later after the picnic meeting, many of our members went off to Stowe Vermont for the British Invasion Car Show September 17th-19th. They toured together on the back roads of New York State through the Adirondack Park, stopping in Lake Placid to rest before taking the ferry across Lake Champlain into Vermont, and continued on the back roads to Stowe (come to think of it, most of Vermont is a back road).

It started off a dreary day in Rochester but by the time we arrived in Canada, the sun was shining and it was

a great day for the 1000 car, car show. Our club was well represented there with over 20 people and their cars showing up. Being that it is British cars only, it really is interesting looking at all the makes, models and I have to admit, some of the colours were different. Do keep your eye out for the three purple triplets at one of the meetings.

All this touring will continue on into October. The last Autocross will be October 3rd at MCC. Maybe the final Autocross will be a mini version of the Watkins Glen International Raceway; this course is fresh in the minds of many members who attended the Watkins Glen weekend. We need lots of cars and participants to make this event successful. Please join Julie Daykin and all her helpers at MCC for Autocross III.

Take a ride with the Rizzos Sunday October 10th for the Fall Foliage Tour. See elsewhere in Spokes for details.

Join in for a spooky drive on a dark and scary night through the countryside with the Heissenbergers Saturday October 30th for the Halloween Rally. Beware of all that are watching and waiting for you; ghosts, goblins, witches, Dracula, and all the souls that will scare the heebie-jeebies out of you. BOO!

Upcoming events for November: Yacht Club Brunch November 7th. Contact Ann Faust. Saturday November 13th will be the Garage Tour with George Leopard.

December's Holiday Party will be at Lake Shore Country Club. See elsewhere in Spokes for details or contact Susan Goodwin or Mary Murray. Bob and Annabelle Tescione will be collecting hats and gloves at the Holiday Party for children in need in the Rochester City School District.

Mary Murray marymurray@frontiernet.net
Susan Goodwin mrgoodwin@frontiernet.net

**It is that time of the year to put together the 2011 Calendar
Please don't forget to submit your
favorite car photos.**

MGCC Minutes of the Meeting

By Willard Brown

September 14th, 2010

Call to Order – Meeting was called to order at 7:37 PM by Chairman Dan Goodwin.

Acceptance of August 19th Minutes – Minutes were approved as published in the September *Spokes*.

Guest and New Members

- New Member – John Fohner-Viltelich

Treasurers Report – Dan Goodwin for Frank Stepanik

- Balances for Checking and Savings Accounts were reported.
- Treasurer's Report was accepted as reported.

Activities – Mary Murray and Susan Goodwin (See *Spokes* for details of all events listed)

- September Watkins Glenn Activities (Ted Herschell) = Vintage Car Racing had 9 members from our club. Dave Wild ran a great Concours d'Elegance. Al Costich raced in the Governor's Cup.
- September 17th - 19th = British Invasion in Stowe, VT.
- September 19th = British Car Day in Toronto
- October 2nd = Hilton Apple Festival
- October 3rd = Auto Cross at Monroe Community College (MCC)
- October 10th = Fall Foliage Drive (Tim Rizzo Coordinator). Will meet at Tom Wahl's on Rt. 96 and end in Victor with 3 stops of up to 1 hour each. Need \$20/person check by October 1st.
- October 30th = Halloween Rallye/Party
- November 7th = Yacht Club Brunch
- November 13th = Garage Tours (George Leopard Coordinator). Concentration on the SW Quadrant of Rochester.
- December 11th = Holiday Party at Lakeshore Country Club - Members need to sign-up now @ \$15/person.

Regalia – Doug Scribner

- Only 1 log book left.
- Car magnets available @ \$15 each and 2 for \$25.

- Next month will feature a large/big sale on clothing.

Spokes – Don McConnell

- Have put icons in advertisements.
- Next month will feature small column of pictures of new members.
- Will run classified ads for 3 months unless request is received for a longer run time.
- Please start submitting photos for 2011 calendar issue.
- Articles for October issue are due on September 23rd.
- Recommendation made to highlight September's Watkins Glen activities in next issue.

Library – Al Costich = Now have a copy of "The Italian Job" DVD that was contributed by Betty Langswager.

Old Business

- Dave Wild reported on Concours competition at Watkins Glenn.
- Allen Hess – Auto Cross coming up in October "great fun". Will present \$10 gift voucher to first person who shows up for the activity.

Adjournment – At 8:30 PM

**2010 MGCC Fall Tour
"Mater and the Wizard"**

Sunday, October 10th
Meet at Tom Wahl's, Bushnell's Basin, Rt. 96 at 9:00,
Depart 9:30.

3 leg stretch venues to choose from
Ending with lunch which will include:
Roast Beef, Turkey, Ham wraps, with all the fixing's,
hot soup, Coffee/Decaf/Tea.

\$20/person

Send checks by Oct. 1st. to:
Tim and Rhonda Rizzo
6120 Rossier Rd.
Canandaigua, NY 14424
Questions? Call us at 396-3252

NOVEMBER BRUNCH

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5555 ST. PAUL BLVD.
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\$21.00 PER PERSON (all inc.)

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Save the Date

November 13th 2010

MGCC Garage Tour

Watch here for more details

Meeting Attendance

September 14, 2010

Georgian	Abels	Doreena	Hames	Doug	Jack	Bob	Tescione
Bob	Abels	Mike	Harrison	Cherly	Baldwin	John	Thompson
Cindy	Austin	Sue	Harrison	Bill	Baldwin	Arnold	Van Denburgh
Bruce	Austin	George	Hershchell	Chris	Baum	Stacy	Van Denburgh
Dave	Asmuth	Ted	Hershey	John	Baum	Barb	Wild
Carl	Baxter	Elaine	Hess	Mary	LeStrange	Dave	Wild
Lane	Boughton	Allen	Hess	Tom	LeStrange	Steve	Sangster
Willard	Brown	Leroy	Hokenson	Eileen	Makepeace	Pat	Sangster
Dave	Chase	Harriette	Hokenson	Tony	Makepeace	Leon	Zack
Mabel	Case	George	Legrand	Don	McConnel	Barb	Zack
Alan	Costich	Betty	Langswager	Mary	Murray		
Nancy	Cleveland	Gil	Langswager	John	Murray		
Wendy	Dakin	Susan	Kath	Timothy	Paul		
Anne	Faust	Cindy	Jack	Dick	Powers		(New Member)
Gene	Faust	Doug	Jack	Mark	Polhman	John	Fohner-Vihtelich
Al	Fink	Cherly	Baldwin	Carl	Prouty		
Ginny	Fowler	Bill	Baldwin	Tim	Rizzo		
John	Fowler	Chris	Baum	Rhonda	Rizzo		
Marianne	Gielow	John	Baum	Marlene	Rzepkowski		
Carl	Gielow	Mary	LeStrange	Doug	Scribner		
Roger	Gunther	Tom	LeStrange	Rob	Shrader		
Dan	Goodwin	Eileen	Makepeace	Becky	Schaefer		
Susan	Goodwin	Tony	Makepeace	Chuck	Schaefer		
Mike	Goodwin	Susan	Kath	Penny	Schroeder		
Hollis	Hames	Cindy	Jack	Lyn	Smith		

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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:

Dan: (585) 223-9584 e-mail dlgipk@rit.edu

Hollis: (585) 271-7754

2010 autocross 3 Part -Series

May 30th
August 15th
October 3rd

Monroe Community College
Park in Parking lot M - 1, course on lot G

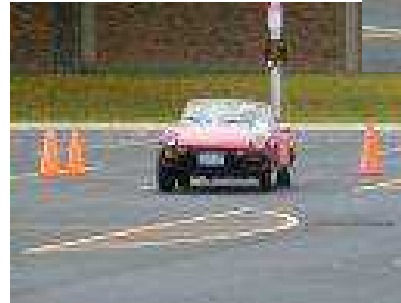
Time: Sign-up and Tech inspection starts at 9:00
Intro meeting: 9:30
Event will be roughly 10 to 1 PM.

\$10 Member, \$20 Non-Member

Novice Instructors and Tech Inspectors Needed
Course Ideas and prize ideas / donations welcome
Contact Julia Daykin @ 359-0859

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CarNutzTales #7 – Back in Rochester again, again

By George Leopard

We arrived back in the US from our 4 years in London in mid October 1984. The '79 911 "Cabriolet" and the Mercedes 230SL that we had shipped, reached the port in New Jersey shortly after our arrival, without incident, and we drove them home.

Starting things off right, I was stopped by a state trooper on the third day back. He was curious about the British license plates. Not a big deal, but I didn't have my insurance card with me. He said to bring it to the trooper barracks, show it to the person in charge, and everything would be OK. I did as instructed, but a few weeks later got a summons for driving without insurance – a misdemeanor (\$500 fine to a year in jail). My lawyer sent me immediately to a criminal defense attorney (one with future aspirations to be Rochester's Mayor). He demanded an immediate \$750 before he would talk to me beyond saying "hello" - (these guys may be different from you and me). He did get the charge dismissed, but I didn't think he was mayoral material, then or now.

The new Audi that I had ordered in London was delayed for 5 months due to "production problems". I had ordered an accessory with the car – an exotic novelty at the time, a gas mileage computer. This meant that I had to drive the 911 during that winter to get to work. You haven't lived until you've driven a performance car with wide tires through Rochester snow. It's like ice skating on the edge of a waterfall with the cheap sloppy skates Sears & Roebuck used to sell (the kind my parents bought me).

I was allowed to bring the European spec 911 into the States using a one car per lifetime exemption from meeting EPA regulations. I still, however, had to meet the DOT safety requirements. I decided to do the modifications myself, and found that it wasn't too difficult or expensive, just a pain in the butt. It definitely was worth it, though, since this "special wishes" Euro spec car was lighter and more powerful than the US cars. You have, as I recall, 6 months to submit papers and photos as proof of the DOT modifications done, in order to get certification. Failing this, the US Govt can crush your car. Don't procrastinate; some did to their sorrow. Looking back to 1985, had there been an internet, I think I could

have gotten rich selling my photos and paperwork copies. No physical inspection was ever done.

My new job back in Rochester was with Kodak's first optical disc development program. This was a difficult period. Looking back, it's amusing how naive we all were, trying to compete with Silicon Valley's wonder kids using our organic film technology. My boss by 1988 claimed to be an ex-pilot and MG racer. I took him to lunch one day in the 911 and thought he might enjoy a spirited ride through a twisty bit of the Inner Loop. Unfortunately he didn't seem to appreciate my enthusiastic driving style and looked visibly shaken afterward. I'm not sure the nice lunch helped my career prospects.

We had moved from Com Hill to Bushnell's Basin by 1988. I had a garage for the first time since leaving our initial home on Sodus Bay in '77. It felt great being out in a country atmosphere after years of city life – plenty of quiet rural roads, plenty of space. The growing frustration of work at Kodak could be diffused by occasional sprightly drives down these country lanes in the 911, alone and fairly late at night. It was fun, and not *too* dangerous.

In 1990 the Mazda Miata had everyone excited, and I had to try one. I sold the 911 to a young fellow who was marrying into a German family and felt he had to have a Porsche. He called me a week later complaining of low oil pressure. It turns out he took it to a "Jiffy Lube" type of place for an oil change, and they put in the standard 4-5 quarts of oil. The car takes 11! The next time I saw the car (for sale at the MG Club car corral) I noticed it had been repainted, poorly – he'd driven it into the side of his garage door with some force.

In Rochester dealers were asking a big premium for Miatas, and there was long wait to get one. I figured that a less prosperous town might be a better place to look, and found a car in Erie, PA, at list price and ready for immediate delivery. My friend Joe and I drove the 230SL to Erie to pick up the car. We had a memorable drive back with both cars, all on small rural roads, driving with the convertible tops down and heat full on in the cool Fall air, radios blasting, switching cars back and forth occasionally.

I sold the Mercedes next, as my wife didn't drive it much, and I bought (her) a small cruising sailboat for use on Canandaigua Lake. As I remember, she did sail with me once. Sue always attracts heavy air and rain when she sails with me, and this time was no different. The Miata was the perfect car for driving (alone) through the beautiful countryside down to the lake for a day's sail, and then back. I had entered a particularly difficult time at work, and compensated for this partially by lots of sailing and open air drives in the Miata. There were many mornings when I drove to work listening to Bobby McFerrin's "Don't worry, be happy!" to cheer me up – it worked! – it still does!

I'd slightly exceeded "prudent" financial limits buying both the Miata and the boat, and the Miata seemed to grow smaller each day, so after two good years I sold both. Porsche's 944 had always looked good to me, and I found one in rough cosmetic condition, cheap. I did a major doll-up on the car and sold it for a nice profit after experiencing a few drives and only one warning by a generous trooper. Next I found a rust free '58 Alfa Romeo Sprint sleeping in a barn after being towed from California. Unfortunately I never was able to get it running, and let it go at one of the MG Club car corrals in Victor. A big guy with a fat wad of \$100 bills peeled off 40 of them for me and towed it home to Pittsburg behind his Rolls Royce, planning to race it – wish I'd kept it. This was followed by an attractive (but with needs) '61 Triumph TR-3A from a friend who had gotten tired of fixing it. As with my first sports car, a Healey 3000, I needed to carry tools and allow time for roadside repairs, but always got home under my own power. I sold it after a year because I just didn't have the heart to do the proper restoration it deserved.

Teaching a child to drive can be one of the more exciting experiences for a parent. My father taught me to drive in a '58 VW. On our first ride he yanked up the hand brake in panic as I entered a turn too quickly. This put us sideways pretty fast, teaching me to compensate for over-steer, a good lesson for a future Porsche guy. In 1992 I taught my son to drive in my wife's new Subaru. We were driving on a black rainy night, where you can't see the white line very well, when we came to a narrow bridge with a line of

oncoming traffic blinding us with their lights. Sitting in the passenger seat it looked to me like we were over the line, and a big truck was coming. I desperately fought panic and the impulse to grab the wheel, trusting in my son. Fortunately this trust was rewarded, and has been ever since.

The '85 Audi Avant I'd brought back from London had been a very nice, satisfying car to drive, but expensive to maintain. Audi had sourced many components from General Motors, and all these failed before 70K miles. The car was rugged, but it seemed to attract other cars. Twice people blindly pulled out in front of me; and I hit them broadside, fortunately managing to avoid hurting the offending drivers. Both times they had to be towed (one was totaled), but I was able to drive home and fix my damage with basic hand tools. At 138K miles I replaced it with a used '89 Audi Turbo Quattro sedan, a very good car that went on to total another errant (idiot?) driver's car, sustaining only limited damage to it and none to my son, the innocent Audi driver.

Near the end of 1993 Kodak had the second of what I called their "intelligence tests" whereby they made it very attractive to retire early if you qualified with the sufficient total combined years of age and service. I had no idea what I was going to do for a living, but took the offer and retired at age 49. Our son had gone off to college and Sue and I wanted to return to city life. We bought a derelict house on East Avenue, next door to the George Eastman House, and I spent the next year doing the initial restoration work (a relief from the years of corporate life). My Bushnell's Basin neighbor had invited me to join him in his real estate management business, so I took a part time job with him.

The job involved lots of Thruway driving. During this time I was also managing the disbursement of my father's estate, and had the use of his Lincoln Continental. After years of taunt, responsive European cars, the Lincoln was an interesting change of pace. Soft, smooth, quiet, luxurious, a good car for the long drives, just don't try to stop or turn too fast. I felt I should be smoking a big cigar, sporting a fine straw hat and wearing saddle shoes. Cont page 12

In '95 I got the sports car lust again. CDI in Victor had a '92 Mazda RX7 R2 (a limited high performance version) with very few miles on it. A short drive and I was hooked. I love light weight cars and this one was really fun. That night I proudly told my wife about the purchase. Her only question was "what color is it?" When I said chrome yellow she hit the roof. As an artist she couldn't abide the loud clash of a chrome yellow car parked next to our recently painted house, whose color selection she had agonized over for weeks. In the interest of preserving domestic bliss I had to ask Mike and Scott of CDI to take the car back. They're good guys and did so with no problem. A few weeks later they offered me a good deal on a Euro spec '83 Porsche 911SC, and I bought that.

The 911 was a very attractive mint condition car, and seemed unusually powerful. Spinning the rear tires for an extended period like a dragster was easily done when a few times my inner child surfaced. Once it surfaced in front of a city cop when I was showing off for my sister-in-law who had never been in a Porsche. She was really impressed when the cop deferred to my advanced age, possible senility, and a promise I wouldn't do it again. The end of our relationship (the car and me) came a year later after a trip to the Stoddard swap meet in Cleveland. Older 911s don't have the best ventilation and this one was really marginal. Thruway driving on the hot summer day

meant we could swelter with the windows up or be deafened by wind roar with them down – not a good choice. Sue always seems to be accompanying me when I have unfortunate experiences, and this trip was no treat for either of us. Bye-Bye 911!

By 1997 I was selling industrial real estate for Pyramid Brokerage, and had the opportunity to buy a rare, low mileage '91 Audi 200 Turbo Quattro Avant on a trip to Boston. Only about 150 of this model were brought into the States, and represented the start of the "S" line of Audi high performance cars with AWD and stick shift. I had CDI install a performance chip and some other bits to yield 305 HP, plus sport shocks and lowering springs. A driver's education day at Watkins Glen proved that it could keep up with most of the sports cars on the track. This has been my all time favorite car, a really fast, excellent handling, comfortable and quiet station wagon I could drive through any weather. I put 90K miles on the car and had great fun doing it, but it was quite expensive to maintain, and I eventually, regretfully let it go for this reason, in 2005.

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Ted Hershey awards Al Costich and Penny Schroeder the
"Last Man Standing" Award.



Congratulations

September Meeting Picnic

Photos By Mike & Sue Goodwin



Vintage at the Glen - Alfa meets the Allards and the Colliers

By Dick Powers

What a wonderful 3 days of vintage cars and racing we had at the Glen this September! The weather wasn't the best at times, but it wasn't a wash out. All the events went well and most of the days were sunny.

Like Morgan last year, Alfa Romeo is celebrating its 100th Anniversary this year and was the featured car at the Downtown Fest and at the SVRA races. Alfas were everywhere including the Tour de Marque (70), in the Concours (3) and racing at the track (60). If that wasn't enough, possibly the most famous Alfa at the Glen, the 1938 Griswold 8C 2900 that won the first Glen Grand Prix in '48, was there in beautifully restored form. On the Allard side, the ex Erwin Goldschmidt 1950 Glen GP winning Cadillac powered Allard was there with 15 other Allards.



I believe all the Friday tours were Sold Out and so was the Concours. Our own Dave Wild is the Concours Chair and is greatly assisted by Barb, the Kath's, Rizzo's, Faust's Bob Tescione, George Herschell, Hollis Hames and Rod Rodman. Spokes editor, Don McConnell, was there too, helping with the model car display.



MGCC member cars in the Concours included the Langswager TD, Baldwin Turner, Thompson Riley, Lemesis XKE and Tim Paul's VW Bug. The VW taking an "Honorable Mention" award! Many of

our club members are part of the Downtown Fest events.

At the track, our club was well represented with racers. In Gp.1 we had: Dick Rzepkowski and Ted Hershey (Midgets), Bill Rampe (TR Spitfire), Chuck Woodworth (Alfa Giulietta Veloce) and olde Riccardo (MGA). In Gp.3, Al Costich (MGB GT) and Gp.8 Dick Giambra (Alfa GTV). At Tech, club members Dennis and Mary Costich and Suzanne and John Cordeiro were there and helped my crew get the MGA through quickly as Bethel and I were still enroute to the Glen in the '58 Alf Sprint.

The Friday weather got progressively better and Beth and I had a good run on the Alfa Tour de Marque.



Only club members Al Costich, Chuck Woodworth and Dick Giambra, joined 120 other racers for the downtown Through-the-Streets reenactment.



Saturday was my first day of practice and also the day of the Collier Cup race. My MGA ran well, considering I hadn't been raced since the 2009 Collier Cup race. Unfortunately in our first Gp.1 practice, Bill Rampe broke a camshaft in his Spitfire and part of it put a hole in the block. Dick Rzepkowski was having slave cylinder problems, but would make the Collier Cup race. After practice, my newest crew member, Jeff Langswager, did an outstanding job of checking the MGA and getting car and driver ready for the next



Al Costich was running fine, but Dick Giambra was starting to have trouble with the Alfa.

Ted, Chuck and I were in the Gp.1 qualifier, but Ted experienced transmission trouble that couldn't be fixed. Chuck and I had a continuation of a race long battle we started in 2005. I'm amazed at how much faster his Alfa is with those Weber carbs!! It's now 1 & 1, but we had fun and some good, clean, close racing.

The Collier Cup race, for all MG's, was the last race on Saturday. Al's MGB, Dick's Midget and my MGA all made the 25 car starting grid, but during the race, Dick dropped out after 2 laps. Al finished 14th and my MGA finished 17th. Al ran so well all weekend that he was again invited to race in the Sunday Governor's Cup race.

Awards in the Collier Cup race were: Denver Cornett Jr. 1st overall trophy to Charles Guest in a Midget, Jack Archibald T Cup to Mike Barstow in a TD and the Bucker/Decker Cup for first MGA to Todd Treffert.

The award we in the WNYMGCC feel closest to is the **Bill Glanville Cup** for the first MG Midget. Again this year, Suzanne Glanville was there to present the award along with her daughter Julia Dakin and Bill's brothers Tommy, Steve, Dan and sister Pat Torpy. This year, the Bill Glanville Cup went to Charles Guest who also received the Denver Cornett Jr. Trophy. This is the first time I can remember that an MG Midget was First Overall in the Collier Cup race.



The Collier Cup is awarded by the vote of the drivers and not your finishing position. This year, the Collier Cup went to a very deserving MGB GT V8 racer, Les Gonda.



2010 Watkins Glen Concours d'Elegance

By Dick Powers

2010 Watkins Glen Concours d'Elegance Results

Best of Show

1963 Aston Martin DB4C Convertible

Elliott Hillback

Needham, Mass

Second & People Choice

1966 Alfa Romeo Giulio Sprint GT Veloce

L Paul Pitkin

N.Y.

Third

1954 Jaguar XK120

Chuck Goodman

Honeoye Falls, N.Y.

Historical

1908 Ford Model K

Earl Mouory Jr

Montoursville ,Pa

Honorable Mention & Participants Choice

1958 Austin Healey Sprite

Kim Barner

Pylesville, Md

Honorable Mention

1960 VW Beetle

Tim Paul

Shortsville, N.Y.

1953 Austin Healey 100-4 Preproduction Prototype

Blair Harber

Ontario Canada

1967 Shelby GT-350

Jim MacLacalau

Marcellus, N.Y.



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Photos by mike Goodwin

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Photos by Doug Jack

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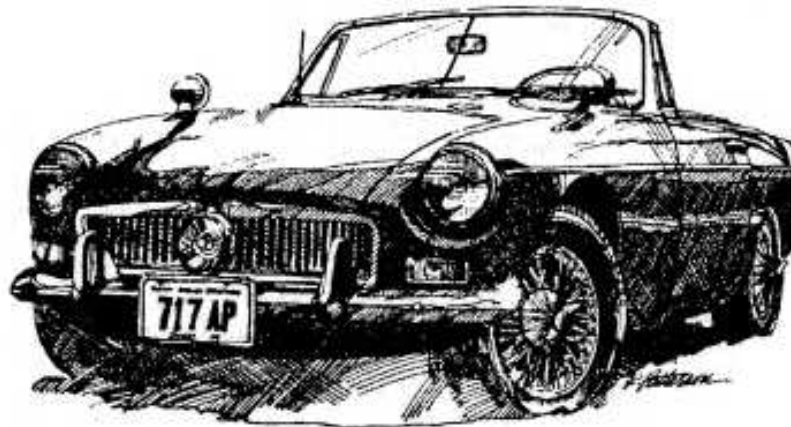
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L'Alfa Romeo Centenario, Alfa Heaven At The Glen

By Dick Powers

Alfa Romeo turned 100 this year and was selected by SVRA to be the featured car at the vintage races and at the Friday Downtown Festival. Like Morgan last year, many events were all Alfa including the Tour de Marque and Alfa Feature Race. The Legends Speak also featured Alfa and the Alfa that won the very first (1948) Watkins Glen Grand Prix, the 1938 Griswold 8C 2900, was on Franklin St. for all to see.



It's estimated that over 150 Alfas were at the Glen. A little bit of Alfa Heaven for sure.

Something many may not know is that there was a Rochester and WNYMGCC connection to the event. Our own Dick Giambra not only raced his GTV that weekend, but was an integral member of the planning team that organized the event. Former club member, Chuck Woodworth, brought his '59 Giulietta Spider Veloce from North Carolina to race at the event. Nancy Thomas came back to race her Milano. Steve Rauh (Webster, NY) was racing his GTV; and Chris DeMenco (Rush, NY) was there taking care of a few of the racing Alfas.



Along with 70 other Alfisti, Bethel and I entered our '58 Giulietta Sprint in the Friday Tour de Marque that included laps of the present Glen course and of the original track. The Friday Concours had 3 very nice Alfas entered and the Sunday Centennial Jubilee Alfa Race included significant, historic pre and postwar Alfas and many Alfa racers from the US and Canada. The winner, from Berkley, CA, was John Norman in a GTV after a very close race long battle with Joe Colasacco in a TZ-1. The Alfas did well at the Glen.





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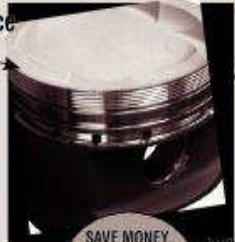
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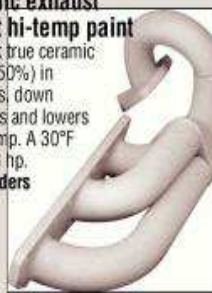


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Bury Me IN AN Old Mowog Box

By Jay Lockrow



Can't believe that no one has taken up the challenge and written a column for the newsletter, it is so frustrating when it arrives and there are exciting things that I saw years ago on the funny page along with some other nonsense. Come on chaps it easier today that ever with computers. Everyone has at least one story... get busy!!!!

Anyway most of you have probably seen today's newspaper (Aug 30 2010) and commented on the article about the \$30 million dollar Bugatti. Not a bad story but of course I found a few minor mistakes in it which I feel must be clarified. First of all they call the car a Type 57 Bugatti Atlantic. This is true except they also said it is one of two that exist, not true. The type 57 was made for two or three years in both convertible and coupe form. How many I don't know and I'm not about to go look it up. BUT, the Type 57 pictured in the article is the Atlantic Electron Coupe. Now I believe this is the original electron coupe which I will explain in a minute. This car sold in 1971 for \$59,000 in a fifteen minute auction and was purchased by Dr. Peter Williamson in Connecticut. I still have a small article about it and he said he would like to have driven it home (It was in California and belonged to a man named , I believe, Oliver) but wanted O.A. "Bunny" Phillips to go over the car. Phillips was once a Bugatti dealer and still did much restoration work. He is now deceased.



This car, according to Bugattists, is the holy grail of Bugattis like the K3 Magnette is the holy grail of MGs. Dr. Williamson died about two years ago and his collection came up for sale. He had several Bugs but I don't know how many. I do know they kept the electron coupe for a bit because it is such a magnificent piece. Now the article said it was one of two known. I read an article just recently and the author, who seemed to know what he was talking about, said he had seen four over the years and not any of the four the same car. Strange but possibly true. There is the one mentioned in the article, Ralph Lauren has one, and there is one in France and another in the US. The author of the article said he did not know where it is except he saw it once at the New Hope show in Pennsylvania and it was orange or bronze colored. If it is out there someone is sitting on a nice bit of change.

Now the article mentions that the car has a reverse riveted seam down the centre of the car and down the centre of the fenders. There is a reason for this and it evolves around the word "electron." Electron was, or is, an alloy that is mostly aluminum and magnesium. Now you can't weld magnesium or you would have a dandy little fire to roast marshmallows and wieners on if you could get near it. Magnesium is used in flares and fireworks and is why they are so bright. If you can't weld it you must fasten it some other way, so it was riveted. Now, supposedly, the other Atlantic electron coupes are just aluminum. I can't verify this but I have read this before in which case the original electron coupe would be very valuable.

The type 57 engine was one of Ettore Bugatti's masterpieces but believe it or not he copied the engine from Harry Miller (Who copied it from Peugeot). Back in the 1960s Griffith Borgeson discovered two Miller race cars in the old Bugatti warehouse in Molshiem and was able to bring them back to the states. One is the Ralph Hepburn car in the Indianapolis Motor Speedway Museum and the other is the Packard Cable Special in the Smithsonian. The Type 57 is a straight eight double overhead camshaft and many of the type 57s had blowers. I do not know if the electron coupe has a blower. Somehow I have missed seeing this car or any of the others but I have seen several type 57s. I did have a quick chat with Mrs. Williamson one time at an American Bugatti Club luncheon but I have never seen the coupe but I have seen one or two of the other Williamson cars.



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January 7 Board Meeting 17 Wine & Cheese, Valve Cover Races 21 MGCC Meeting	February 14 Daytona\ Valentines Party 18 MGCC Meeting	March 4 Board Meeting 14 Winter Steak Roast 18 MGCC Meeting	April 15 MGCC Meeting\ Basket Auction 18 Swing into Spring
May 6 Board Meeting 8 Tune-up Clinic 20 MGCC Meeting 21-23 Carlisle 23 Apple Blossom Rallye 30 Autocross	June 2 Stuffing party 6 Vintage Auto Festival 12 Multi-club Picnic 17 MGCC Meeting 23-27 MGBR Belleville Ont	July 1 Board Meeting ? Kids Day at the Glen 15 MGCC Meeting 17-18 Overnight Tour	August 1 GVAC Car Show (RIT) 14 Laps & Lunch 15 Autocross 19 MGCC Meeting 22 UK Car Day
September 2 Board Meeting 9-12 Watkins Glen 14 MGCC Meeting / Picnic (Tues) 17-19 Brit. Invasion Stowe 19 British Car Day, Toronto	October 3 Autocross 10 Fall Foliage Tour 21 MGCC Meeting 30 Halloween Party	November 4 Board Meeting 7 Yacht Club brunch 13 Garage Tour 18 MGCC Meeting	December 11 Holiday Party No Meeting

Next Meeting
October 21, 2010 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



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