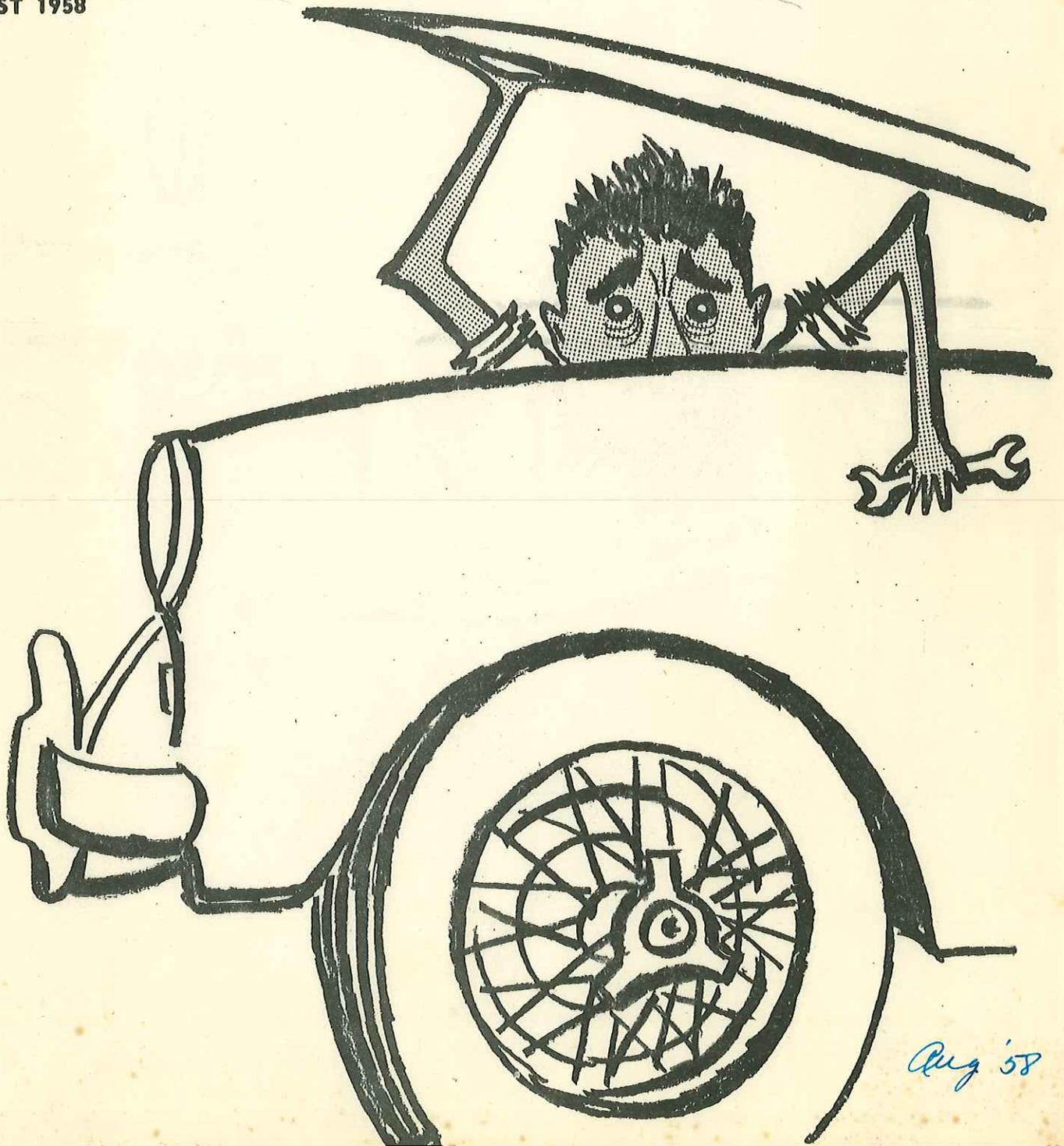


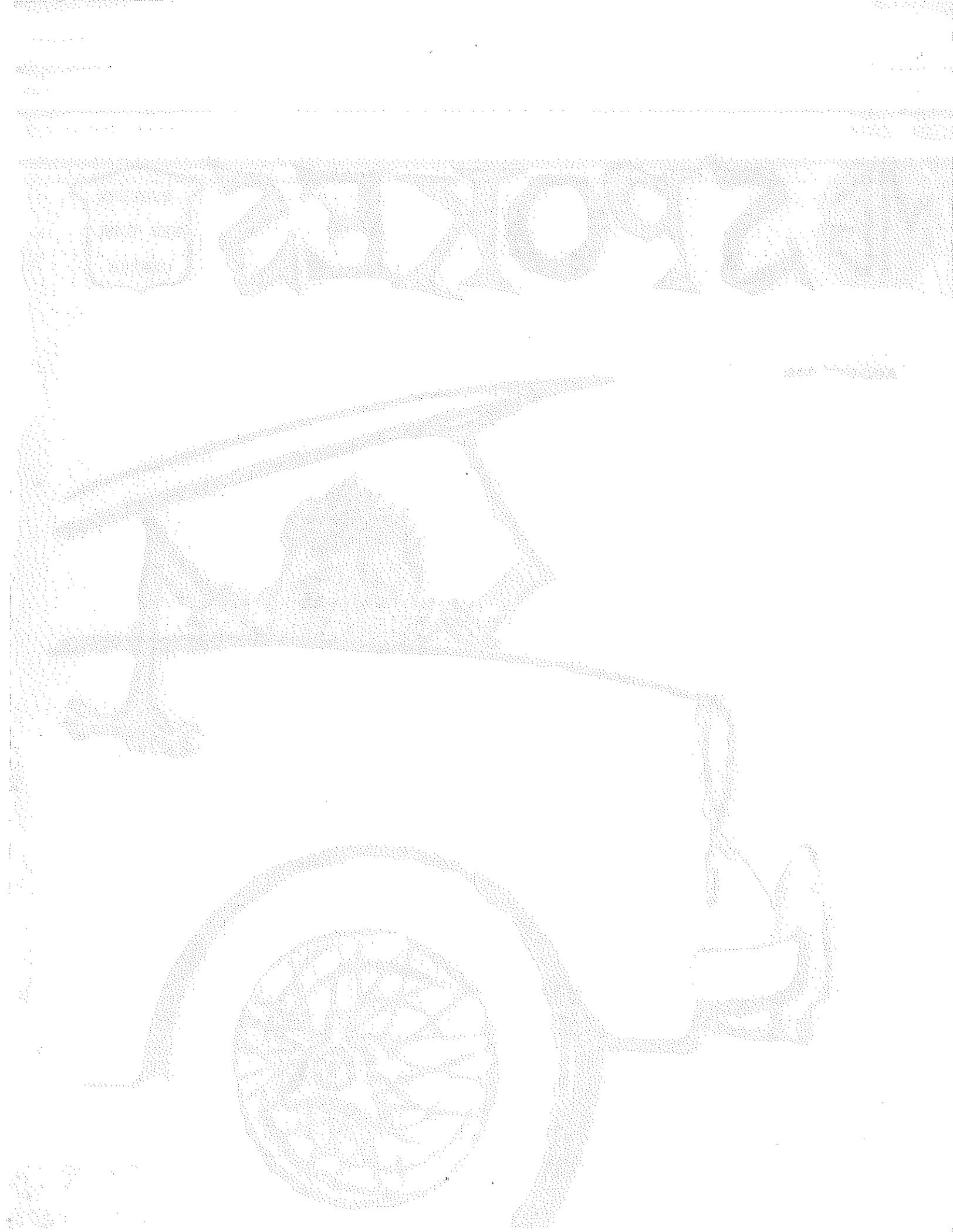
# MG SPOKES

WESTERN  
NEW YORK  
CENTRE

AUGUST 1958



Aug '58



# THE CHAIRMANS CORNER by Don Stahl

Pity the people who missed the last meeting. They missed a chance to see the new twin cam M.G. and to hear Dave Ash. Dave drove the new "A" all the way up from New York just to be with us for our meeting. Parked in front of the R.G.D.A. with the bonnet up, it created quite a traffic jam, as no one seemed to want to come inside till the last minute. We certainly are grateful to Mr. Ash for taking the time to visit us.

Canadian race fans were given a rare treat at the Harewood races a few weeks ago. Barry Budlong and Norm Webb in their seldom seen, in Canada, Alfa Veloces really put on a show. Webb was first and Budlong second for most of the race. They were both several laps ahead of their competition. On the last lap, Norm's coupe spun out enough to let Barry take the flag by inches. The fans were so impressed by the performance of both MGCC members that they were asked to drive the victory lap together.

This Saturday, six cars from our Center will depart for a rallye in Trenton, New Jersey. It was laid out by our friend and fellow member, Al Ross and will be called "DEI OF CHALLONGE" (I don't know either). We are all anxious to see Al again after the wonderful time we had when he was here. It promises to be interesting to say the least.

A good turnout of sport cars entered the drag races at the Fair Grounds last week. Our Editor and the only female driver out there was nosed out in the very last elimination by an extremely hot A from Buffalo. This car was set up for racing with 4.55 rear end - balanced engine, etc. Doris beat him off the line and was still ahead at the half-way point when his racing equipment started to show itself. Well next Wednesday is another day.....

Dave Asmuth earned the admiration of the entire club with his fantastic showing at the Gymkhana on the 27th. Driving an Austin Healy, which is slightly harder to maneuver than one of the little gems from Coventry, he completed the entire course in 391 seconds. This writer must confess it took me that long just to finish one event, the blind driving test. Of course, I had a slight handicap, my navigator Bill Baller, kept wanting me to "go this way, this way, this way". It seems he forgot I couldn't see which way he was pointing. To Dave, congratulations for a job well done.

\*\*\*\*\*

NOTE: NEXT MEETING - NEW MEETING PLACE!

We have lost the R.G.D.A. to progress. The city has bought the building and will tear it down to make way for the inner loop. Our next meeting will be Aug. 22nd. The officers are at present considering several locations. You will be notified next week of the place for this month's meeting.



# "LETTERS"

Dear Editor,

It seems most people have the misconception that all sport car owners, and drivers are "hot rods" and take great pride in breaking all the speeding and driving laws.

Anyone attending a meeting or event of the Western N.Y. Centre would immediately retract that misconception, and probably be very impressed with the knowledge and skill, that all these members possess.

The Western N.Y. Centre has a wonderful "Esprit de Corps" which is quite contagious, and after attending an event anyone would find himself either running down to the nearest sports car agency and purchasing "one of those funny little furrin cars", or becoming an avid fan or interested onlooker.

It is a very heartwarming realization that in this mixed-up world there can still exist the comradrie and the friendly competition which is so apparent in the MG Car Club and which makes every association a very pleasant one.

Anne Piacentini

\*\*\*\*\*

By the time you read this ten of our members will be in Trenton N.J. partisipating in a rallye laid out by Al Ross. The complete details of this weekend will be covered next month.

\*\*\*\*\*

## NEW MEMBERS:

The Western New York Centre is happy to welcome the following new members to the MGCC and looks forward to their participation in coming events:

- \*Norman J. Baker  
702 Linden Ave. Roch. 10, N.Y.
- \*Dorothy Styrcula  
682 Beach Ave. Roch. 12, N.Y.
- \*James Sydney Fitzgerald Jr.  
702 Linden Ave. Roch. 10, N.Y.
- \*John B. Carney  
149 Knickerbocker Ave. Roch. 15, NY.
- \*John Powell Ringgard  
999 Park Ave. Roch. 10, N.Y.
- \*Carol Lee Vorrasi  
83 Curtis St. Roch. 6, N.Y.
- \*John Sheldon  
15 Ellington Rd. Roch. 16, N.Y.
- \*James N. Venishel  
82 Commings St. Roch. N.Y.
- \*Claude B. Smoyer  
Box 5228, River Campus Station  
U. of R. Roch, N.Y.

OUR MEMBERSHIP IS NOW UP TO 68!

## Waiting List:

The following non-MG owners are at the present time on our waiting list for membership:

1. Bill Hackman.....Fiat
2. Dave Elder.....Alfa
3. Chuck Hiendl.....TR-3
4. Bob Brinzen.....TR-2
5. Nancy Baker.....Ford
6. George Gay.....Alfa

Half year memberships are now in effect. Lets all go to work on requisiting MG owners for the club so we'll be able to accept these desirable people as members!

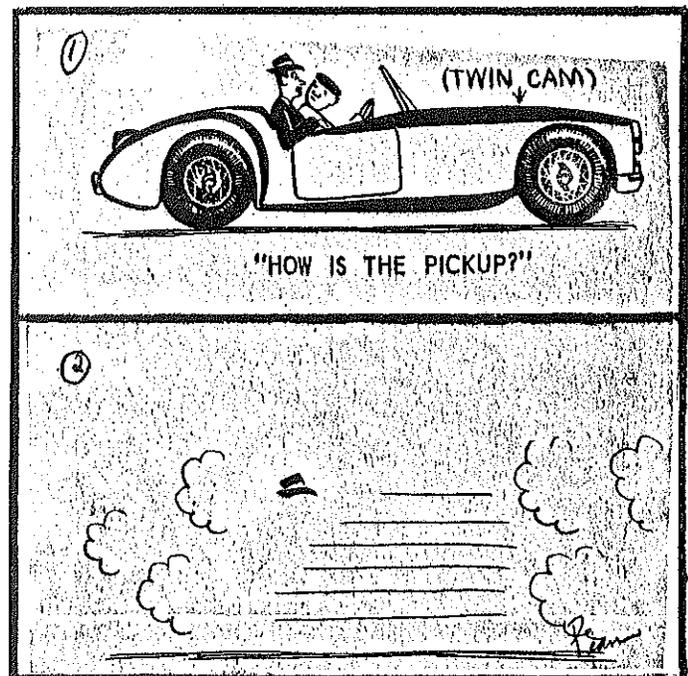


## AKRON RACES

Akron spelled trouble for 5 of the 6 local contestants who journeyed to this Eastern Ohio city for the races on the 3rd of August. Driving down from Rochester, Norm Webb's tiny Fiat Abarth conked out with a broken part in the rocker assembly. It wouldn't have been much of a job to fix, but no parts anywhere in Ohio. Practice day, the Alfa of Barry Budlong and Beulah Bailey lost its clutch and was unable to run the race at all. Barry and his pit crew worked until 4:30 in the morning to no avail. Again no parts! A certain someone's Jaguar backfired thru its carbs and caught fire. Race Day! A hugh line-up of 28 Alfas started the 2nd race of the day. Dave Elder drove a very creditable race and finished 3rd overall. Dave was also the only one from Rochester who had no trouble, a credit to Larry Bubel who prepared and tuned the car for the race. Norm Webb finished 5th, treading his way past many less skillfully driven Alfas after a poor start. In the next race, Dick Smith, a real competitor, who is always in there trying, had a rod go in his M.G.A.. Tough luck for Dick, who we're sorry to say is the only local person racing an M.G. this season. Race communications were run by Joe Cerino with assistance from member Ken Handler and member-elect George Gay. Except for Dave Elder, it was an expensive and frustrating weekend. Let's keep our fingers crossed and hope they've seen the last of this kind of luck. Watkins is coming.....

## Twin Cam MG (from the Hambro News)

On July 15th at New York's famous "Tavern On the Green", the long awaited MGA fitted with a double overhead camshaft engine, disc brakes and knock-on disc wheels was introduced to members of the press. The response to this car was far better than we had hoped and as proof of this an article appeared the following day in the New York Times describing the car and also showing a fairly large picture of the engine. We feel that at this point it is of sufficient importance to make the following statement:- The normal standard MGA fitted with drum brakes and push rod operated O.H.V. engine continues unchanged. The D.O.H.C. Model is being offered as an optional extra and production will as a result be very limited. Furthermore, the engineering changes necessary for the installation of the twin cam engine and the disc brakes are so extensive that conversion of existing MGA cars is not practical.

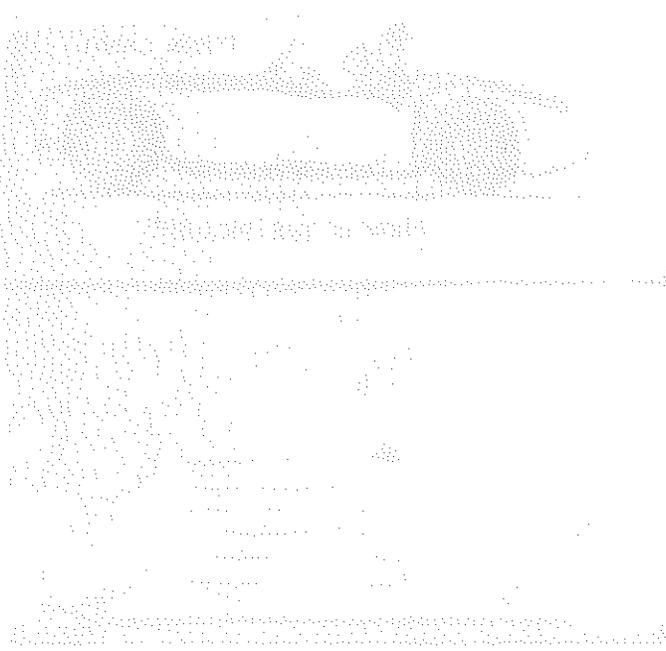


The first part of the document discusses the importance of maintaining accurate records. It emphasizes that proper record-keeping is essential for ensuring the integrity and reliability of the data collected. This section also outlines the various methods used to collect and analyze the data, highlighting the challenges faced during the process.

The second part of the document provides a detailed description of the experimental setup. It details the equipment used, the procedures followed, and the conditions under which the data was collected. This section is crucial for understanding the context and limitations of the study.

The third part of the document presents the results of the study. It includes a series of tables and graphs that illustrate the findings. The data shows a clear trend, indicating that the variables studied are significantly related. The statistical analysis confirms the significance of these findings.

The final part of the document discusses the implications of the study. It suggests that the results have important implications for the field of research and may lead to further investigations. The author concludes by summarizing the key points and expressing hope that the study will contribute to the advancement of knowledge in this area.



The right side of the document contains a large block of text that is also largely illegible. It appears to be a continuation of the discussion or a separate section, but the content is too faint and noisy to read accurately. The text seems to follow a similar structure to the left side, possibly discussing further results or conclusions.



## THE PIT STOP

by baller

The weekend is over, order is restored. Al is gone, but not forgotten.

It all started Friday night. After a tremendous meeting, I noticed a minor riot at the bar. Drink in hand, I sauntered over to the crowd of women. There he was, sitting in the middle of his native havitat; Al Ross, our member from Trenton, N. J. This was the beginning of a mad whirl of party, party, party. We had quite a time at the R.G.D.A. that night. After closing the place, a large group headed for the "Tom Thumb" for breakfast. From there it was over to Ann Piacentini's house for a nightcap of hot, black coffee.

Saturday morning found some of us at Don Stahl's house, preparing to take Al's sick "Healy" to the doctor. He came downstairs and without a sound, sat down, stared into his black coffee, and mumbled, "I'm a ----- in the morning". After his nerves settled, we proceeded to the "Belvedere" to have brunch with Gordie Rogers and Harold LeBoo. He kept us in stitches with his anecdotes, which were too numerous to mention.

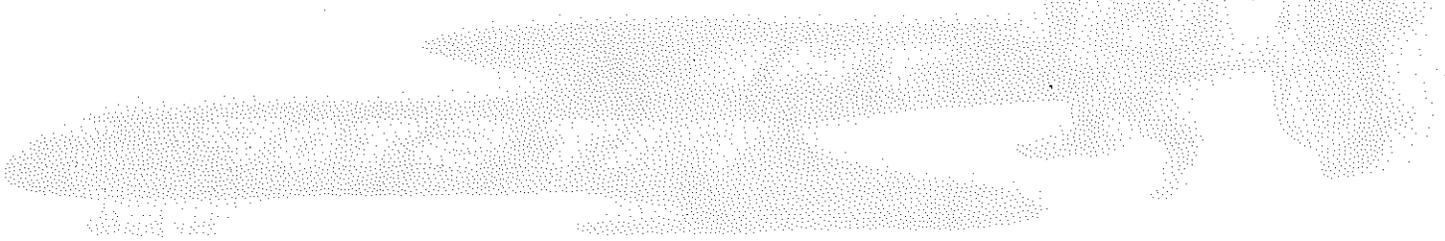
We left the air conditioning to prepare for the M.G.C.C. lawn and tea party. Boy, what a blast! It started off with a big bang around 4 o'clock when Al, who had been napping, woke up. He came out and the party started anew.

As the guests arrived, they parked their cars on Don's lawn. Many a person stopped and gaped at all the funny little foreign cars. The picnic supper was a huge success, with everyone having his fill of beer and hots. All this time Al

wandered around asking people if they liked Chinese food. Bill Hackman provided the dance music and took a number of people for a ride in "La Passionatta". As darkness fell, the whole mob was invited to the "Bay", which those of you who have been there know is a rustic spot overlooking the crystal clear waters of Irondequoit.

When I hit the blast, it was in full swing. What a sight! There were bodies all over the floor, propped against the wall, and draped over chairs. In the middle of this mass of flesh were our guests from Syracuse, Alice Pickup, Les Serle, and Mr. & Mrs. Muir; also, Mr. Hackman's friend, Joe, about whom many of you have read. Off in one corner were Ed Degross and Gordie Rogers, playing a savage duet on the bongos while Bill Hackman kept the rhythm with the moraccas. The beverages flowed and laughter increased as Ann Piacentini gave her interpretation of Gordie on the bongos. It was a panic! The noise and shrieks continued into the wee small hours. At one point there was comparative silence which was broken by Bill MacGovern who moaned, "I want some pizza". Al turned green at this and took a large swig of beer, turned his bloodshot eyes on Bill and sobbed, "Pizza? Ugh!" Bill dashed out after the chow, while the team of Rogers and Clapper went after the refreshments. We understand he made some wild time. As the night progressed, several of us left the gentle realm of consciousness and slipped into oblivion. No more can be said about this night unless you were awake.

\*\*\*\*\*



The first part of the document discusses the importance of maintaining accurate records. It emphasizes that every transaction should be properly documented to ensure transparency and accountability. This includes recording the date, amount, and purpose of each entry.

In the second section, the author outlines the various methods used to collect and analyze data. These methods include direct observation, interviews, and the use of specialized software tools. The goal is to gather comprehensive information that can be used to identify trends and patterns.

The third section focuses on the results of the data analysis. It shows that there is a significant correlation between the variables being studied. This finding is supported by statistical evidence and is consistent with previous research in the field.

Finally, the document concludes with a series of recommendations for future research. It suggests that further studies should be conducted to explore the underlying causes of the observed phenomena and to test the proposed hypotheses under different conditions.

The second part of the document provides a detailed overview of the project's objectives and scope. It clearly defines the research questions and the specific areas of focus. This helps to ensure that all team members are aligned and working towards the same goals.

The third part describes the methodology employed in the study. It details the selection of participants, the design of the experiments, and the procedures for data collection and analysis. This section is crucial for understanding the validity and reliability of the findings.

The fourth part presents the key findings of the study. It highlights the most significant results and discusses their implications for the field. The author also addresses any limitations of the study and offers suggestions for how these might be overcome in future work.

The final part of the document is a conclusion that summarizes the main points of the research. It reiterates the importance of the findings and provides a clear statement of the author's conclusions. This section serves as a final synthesis of the entire project.

[Signature]  
 [Name]  
 [Title]





## GYMKHANA!

July 27th saw a bright and sunny day in Rochester and the Sunday drivers who happened down Marsh Road saw a sight that brought many of them to a halt at the edge of the new Wegman Shopping Center to watch. Forty-one sport cars at play, seemingly at first glance, to be running in circles with no obvious purpose. Upon closer inspection however, it became clear that they were performing games of skill- driving proficiency and automotive maneuverability being the keynote of the event.



Serpentine, blind driving, garaging - all saw many pylons knocked down and flags dropped before the afternoon was over and the weary but enthusiastic contestants adjourned to Nine Mile Point for a buffet dinner and the awarding of trophies.

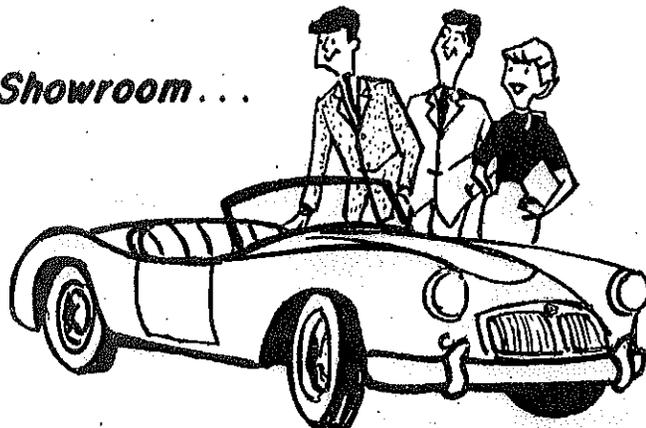


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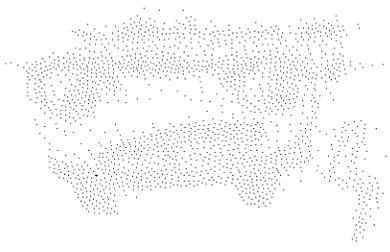
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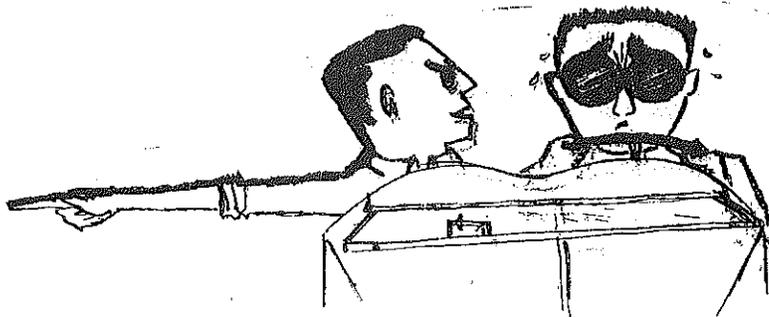
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## GYMKHANA!

## OVERALL POSITION

	<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>POINTS</u>	<u>CAR</u>	
1.	D. Asmuth	Bob Barker	391	A.H.	
2.	J. Ladue	F. Clapper	409	MGTD	1st Guest
3.	D. Gittleman	B. Houghtalling	480	MGTD	2nd Member
4.	D. Elder	D. Mearriam	482	ALFA	
5.	F. Allen	P. Allen	483	MGA	
6.	E. Degrasse	C. Smoyer	511	MGA	3rd Member
7.	T. Gervais	C. Pearce	514	MGA	
8.	B. Hines	J. Vonhold	520	MGA	
9.	J. Sheldon	D. Stoll	526	MGA	
10.	F. Clapper	J. Ladue	552	Porsche	
11.	B. McGovern	L. Bubel	560	A.H.	
12.	B. Bell	P. Noel	564	MGA	
13.	S. Fitzgerald	M. Eston	576	MGTD	
14.	B. Norton	A. Piacentini	578	MGA	
15.	K. Handler	B. Handler	589	MGTD	
16.	M. Schmuck	S. Duckman	602	SPRITE	
17.	H. Turner	B. Drake	606	MGA	
18.	N. Webb	G. Webb	606	FAIT	
19.	D. Sanasac	L. Sanasac	616	Corvette	
20.	G. Langswager	B. Langswager	620	MGTD	
21.	P. Kraska	D. Moore	670	MGA	
22.	R. Feasey	P. Skaer	708	A.H.	
23.	L. Bubel	M. Bubel	709	Renault	
24.	N. Baker	C. Baker	729	MGTF	
25.	E. Hormats	D. Coleman	732	MGA	
26.	R. Coleman	B. Norton	752	VW	
27.	N. Wylam	E. Wylam	777	MGA	
28.	B. Moran	B. Moran	778	Corvette	
29.	D. Britt	N. Baker	789	MGA	
30.	P. Noel	C. Heindel	799	VW	
31.	J. Wendt	D. Roberts	807	Corvette	
32.	L. Bohner	F. Bohner	810	MGA	
33.	D. Haag	E. Haag	811	Corvette	
34.	B. Marcello	M. Marcello	811	TR3	
35.	F. Hicks	H. Cerino	820	MGTD	
36.	G. Heindl	B. Bell	873	MGA	
37.	E. Elser	D. Harris	877	VW	
38.	C. Whitaker	H. Whitaker	957	VW	
39.	G. Gay	M. Gay	987	VW	
40.	D. Harris	D. Britt	1109	VW	
41.	E. Johnson	B. George	1168	VW	



1950

1951

1952

1953

1954

1955



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AND ACTIVITIES  
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Rallye Mas..Barry Budlong..287 Park.....GR 3-3139  
Post R.Mas..Bill Baller.....51 Milford...GL 3-7755M  
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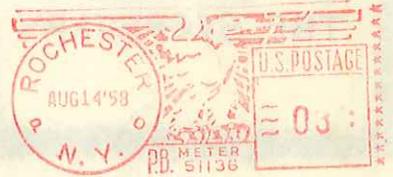
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