

# MG SPOKES

WESTERN  
NEW YORK  
CENTRE



HAPPY HALLOWEEN... GHOST RIDERS!

Sept 58



## ... A POINT OF LAW!

*by Carol Lee Vorrasi*

Going to put your "little" car in moth balls for the winter months? In that event, here is what you must do to comply with the New York State Compulsory Insurance Law which went into effect February 1, 1957.

1. Turn the 2 stubs of the registration certificate and your license plates (be sure you remove 'em from the car) into the Motor Vehicle Bureau at 55 Broad Street in Room 101. Just say that you want to suspend your insurance for a few months. As soon as we have your registration and plates clenched tightly in our grubby fists we will issue 2 receipts to you. (Don't be alarmed if we call this an FS-6. That's just a Motor Vehicle Bureau term.)

2. Now you're ready---- Take the pink receipt (let's hope they won't change the color) to your insurance agent so that he can notify Albany you are suspending your insurance.

You will probably get a rebate from your insurance company which will come in very handy for bus fare this winter. BUT PLEASE REMEMBER-----YOU MUST SURRENDER YOUR PLATES AND REGISTRATION BEFORE YOU SUSPEND YOUR INSURANCE. If you don't, your plates will be revoked and the State will be forced to sell them for junk. (This makes the junk man very happy.)

3. That's all you have to do! Your car rests comfortably all winter long (while your plates corrode in our basement.) You rest comfortably too, knowing you have complied with the law and need have no fear of the Police beating on your door.

There has been a great deal of bewilderment in the minds of many people regarding this law. Although it has been in effect for over one year, the average person is not aware of its seriousness until they become personally involved. If you have any questions regarding this law, or any other matter pertaining to Motor Vehicle Law, I will be more than glad to answer your questions. Just write a letter to the Editor, or visit me at the Motor Vehicle Bureau. We're open from 8:30 to 5:00, Monday through Friday.

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# THE CHAIRMANS CORNER by Don Stahl

Word comes from our sister club in Elmira that our good friend Harold Hamm has been nominated for chairman of the Central N.Y. Centre for the coming year. Harold, you will remember is the fellow who gave us so much help last year when we were getting our own Centre started. Lots of luck to Harold and the Central N.Y. Centre for 1959.

Gordon Rogers and Bill Baller are hard at work on our November event. If things work out as planned, both the Syracuse and Elmira Centres will also have an event on Nov. 23rd and we will all have dinner together at a central place after our individual events. It's my opinion that we should do this sort of thing often.

The turnout for Tupper was disappointing to this writer. Eighteen entries out of a membership of more than eighty is a poor showing even for a tour of the duration which was run last weekend. If the reason for this lack of spirit lies in the type of event run, lets hear about it.

As a result of the slow and inaccurate pattern of the grapevine method of transmitting complaints, a grievance which could have been aired long ago has just been brought to my attention. If you, as club members, active or not, would feel enough responsibility toward the success of our centre, you would realize that each officer is in charge of a field for your benefit. Take your problems, suggestions or gripes to the person in whose scope lies the solution.

Tupper Lake showed a glaring need for timing equipment of our own. We were busy all week trying to borrow accurate watches or radios, and still had one checkpoint with only a wrist watch. It has been suggested to me, instead of waiting for enough money to build up in the treasury to get radios, why not buy surplus aircraft clocks for less than 1/3 the cost of radios. These small clocks could be purchased and mounted on a clip board for about \$25 each. Gordon Rogers and myself used one at last year's Little 500 Rallye and found that it varied only one second over a forty-eight hour period. Keep this in mind and we'll talk about it at the next meeting.

On the racing scene, Barry Budlong will be in Montreal this weekend for the MG Car Club races. Barry's Alfa was the one that moved from 37th grid position to 1st place on the initial lap at the Glen, only to be forced out of the race by clogged carburetor jets. By the time you read this Barry will probably have shown the way around the course to our Canadian cousins. Also, member Dave Asmuth will be racing for the first time on October 20th at Lime Rock. Lots of luck to Dave who is one of our most active and enthusiastic members.

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## NEXT MEETING

FRIDAY, OCTOBER 24th, 8:30 PM

Redman's Club - Main Street E.  
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THE GLEN - "58"  
by Bruce Norton

1958

The 20th of September to most people, but Watkins Glen race day to some forty thousand fans, dawned grey and cold. Yours truly overslept (per usual) and my rider, Dick Coleman, never did see the morning light. Despite the initial slow start, I headed south and east to the near immortal acres that are known to racing fans as Watkins Glen.

Dame Fortune smiled, even if the sun did not, and my black "A" stormed into the Glen infield with the last of the vehicles to enter before race time.

After fighting my way through the quagmire to find a parking space Lady Luck beamed again, for lo and behold, gathered at the fence by the fast bend, was a goodly group from the Western N.Y. Centre of the MGCC. To wit; Doris Britt and Don Stahl, Carol Lee Vorrasi and Bill Baller, Louise and Gordon Rogers (who joined us later, Gordon being in Norm Webb's pit), Bob Connal and Peg Wahle, Marge and Ed the pipe Corey, Bob Clapper, Ellis Hormats, the one and only Al Ross (who we joined later) and yours truly.

Despite the chilly aspect of the elements, our group had terrific spibits, hot coffee, good food and an ample supply of the brewer's art to last us the day.

To the accompaniment of chattering teeth the days races started promptly at 10:00 AM. The Seneca Cup race of eleven laps saw the checkered flag go to Phill Cade in an ancient appearing, but very quick Maserrati. The Collier Brother's Memorial for quote production unquote MG's resulted in a decisive and well driven win for Bob Boucher in a very rapid MGA. The 22 lap Dix Cup race

followed for class D and E production cars.

At last the Queen Catherine Cup race was to start. Two most welcome events arrived. One, the sun finally broke through the overcast, and two, Norm Webb Jr., from our dynamic centre, was running in his H modified car. This wee bolide, a 750 cc Fiat Abarth Zagato was going up against the Bandini, a Martin T, an Osca, and a DB Le Mans. The field also included potent machinery all the way up to a two litre Testa Rosa Ferrari, which lasted one lap.

Webb drove rapidly and smoothly and finished a very credible third in class.

The group's pulse rate now began to climb even higher for the starter's green flag would now send three of our racing members away in the 22 lap Schuler Carrera. Barry Budlong, Dave Elder and Norm Webb all in Alfa Veloces, Webby's grid position luck was still running true to form...way back. The end of the first lap saw Barry way out in front with Dave and Norm somewhat behind.

After a few laps Barry was forced to retire with carburetor trouble. After 15 laps Dave was running 2nd with Norm flying 4th, having moved up in a most creditable <sup>fashion.</sup>

Although the race was dominated by a potent Porsche Carrera, Dave and Norm finished 2nd and 3rd in class respectively.

The remaining races went off without mishap with the Lister Jag setting new lap records for the Glen circuit.

All in all it was a good day of racing. Fortunately no one was seriously injured. One Alfa did flip directly in front of us and

although it appeared extremely serious, the car having landed on the driver twice, Dave Schiff of Long Island suffered only a severe shaking up and a broken rib.

After waiting some 45 minutes to let the bulk of the traffic leave, all of us climbed into our respective cars and headed for the How Gay restaurant for food and drink. It was here that we ran into...you guessed it... the one and only Al Ross.

Al worked hard and succeeded handsomely in setting the mood for the remainder of the evening which had, as one of its high points, our own Bill "Manolete" Baller working Veronica's with Kathy Monahans MG "El Toro" TD. Fortunately Kathy's TD was parked or it would have chalked up an early one round victory.

The witching hour approached. Farewell orations were delivered and "The" centres' representatives departed for home already making plans for our return in September of 1959.

B.N.

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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:

- \*Charlie Heindle  
50 Commonwealth Rd., Roch 18, N.Y.
- \*David Elder  
809 Ridge Rd.E., Roch 21, N.Y.
- \*Donald H. Lee  
38 White Village Dr., Roch 10, N.Y.
- \*Glen E. Knight  
195 Harvard St., Roch 7, N.Y.
- \*Nancy L. Baker  
1665 East Ave. Roch, N.Y.
- \*Richard H. Clark  
43 Brighton Pk., Roch 20, N.Y.
- \*Loyd W. Henderson  
84 Charrington Rd., Roch 9, N.Y.

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Movies of all past Western N.Y. Centre events will be shown at the next meeting. Any member who has movies or slides which can be shown, please contact NORM BAKER at HU 2-5979 as soon as possible.

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### WAITING LIST

Bob Connell, Mike Schmuck, Dr. I.Loder Brooks, Dick Hornung, Les Serle, Alice Pickup (both from Syracuse), Dr. Shelton Hinckley and Ellen Kloters.

These people will be eligible for membership as soon as our present percentage of MG owning members rises.

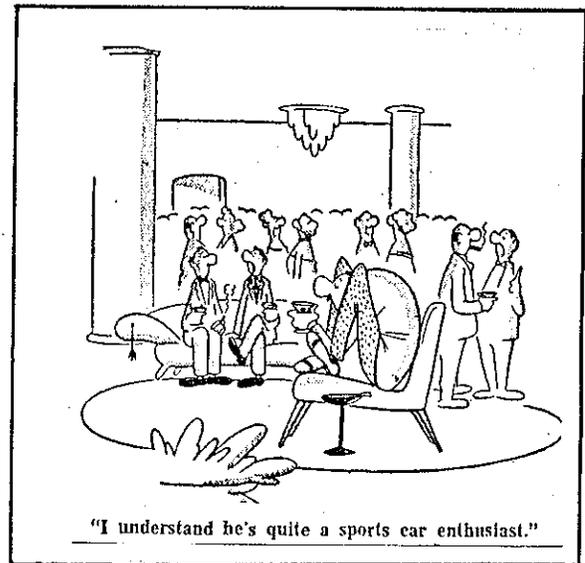
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### ?? SEKOPS ??

If you felt slighted because your September issue of "Spokes" seemed to be put together inside-out...let me assure you that everyone's was! This was not a "round hole, square peg" sort of test, but rather a simple matter of poor communications between your editor and the printer. Apologies are in order and I do apologize for this mass confusion...hope you found your way through it OK.

*D.B.*

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MGCC members placed well in GVASC's "SUNSET 111 RALLYE" held Sept. 14th. The three hour run was one which called for sharp eyes and keen observational skills. Instructions required thought and there were 5 photographs to be kept in mind aside from the regular route directions. Although nine of the 23 starters did not finish the run, almost everyone arrived at the Nine Mile Point Hotel in time for a delicious dinner where the following results were announced:

<u>POSITION</u>	<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>POINTS</u>
1.	Stahl	Britt	49
2.	Wolfe	Wolfe	199
3.	Rogers	Rogers	204
4.	LaRock	Scott	206
5.	Packson	-----	261
6.	Anderson	Anderson	269
7.	Croucher	Croucher	300
7.	Weise	Thurston	300
7.	Langswager	Langswager	300
7.	Miller	Miller	300
7.	Henry	Henry	300
8.	Garby	Rising	310

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CHECKING THE TOUR TO TUPPER  
by Dave Asmuth

It all started when Mike Schmuck gently tapped me on the shoulder at a rally dinner and said "We're checking the Tour to Tupper Lake next weekend".

The following Saturday morning at 4:00 o'clock I arrived home from work and at 7:30 I was up and waiting for Mike, feeling chipper from such a long nap. Mike showed up at 8:00 looking splendid after his usual twelve hours rest and we took off.

Now, due to circumstances beyond my control I was not told where the starting line was when I was handed the instructions, but Mike's wide awake brain remembered where last years rally started so we proceeded.

We had twelve instructions to go by, for instances "Turn right at second signal light", there wasn't any, they tore it down last year, or "Turn left onto route 12", the only trouble was it was changed to routes 12D and 26, after speaking a few choice words, we

continued, "Go past transformer station on left and notice sign reading Need Lumber, See Webb", the sign was 12 miles past the transformer station.

We were given only approximate average speeds. If we tried to maintain them we would have finished 1st in class and 3rd overall behind Sterling Moss in his formula 2 Vanwall. After setting up the checkpoints and rewriting the instructions, we arrived at Tupper Lake.

First stop on arrival was the Waukesha Lodge and then to the motel. Two hours later we were back at the lodge. We stayed there for awhile but it was too early for the action to start so we headed for town in search of a "kiddie show". We finally decided to return to the Wakesha. As midnight came Mike thought the waitress needed a corsage so he went to the florist shop and got the poor soul out of bed. He told me he couldn't stop laughing when

he saw the old guy standing in the cooler in his bare feet and nightgown trying to find a single rose.

Well, 3 o'clock rolled around and it was time to leave. Outside as we were getting into the Healy, the three student nurses we were talking to cheerfully said "Why don't you go down to town with us and get some coffee", Mike turned around and cheerfully replied "Aw shutup, we're going to bed".

The next morning we awoke with a smile, you could tell we were in fine shape because Mike was brushing his teeth with shaving cream. On the trip back I wanted to see if my Healy would do 5800 RPM's in fourth gear like Norm Webb said it would. It did! Six hours later we were home." WOW".

D.A.

### HALLOWEEN PARTY \*

On Saturday, October 25th, the Western N.Y. Centre will hold its Halloween party at 3106 Monroe Avenue. This will be a costume affair with trophies for costumes going to the best couple, plus one each for the best male and female outfit. Two dollars per person will take care of all food and drink for the evening. Please fill out the application below and mail to Bill Baller as soon as possible.

send to:  
Bill Baller : Halloween Party  
51 Milford St.  
Rochester 6, N.Y.

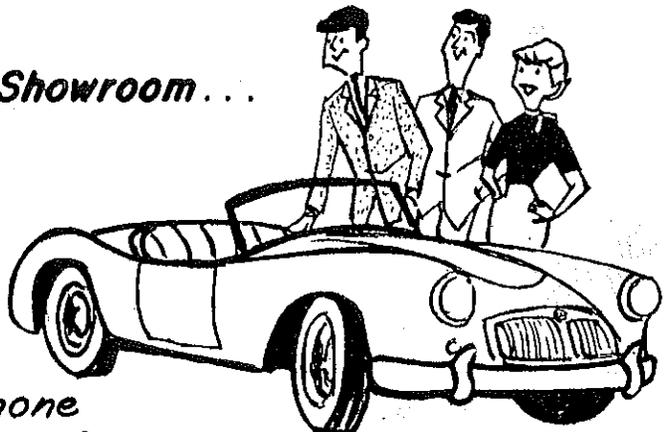
NAME.....  
AND.....  
(enclose fees)



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POOLING UP TO UPPER TUPPER  
OR  
HOW TO BE DRIVEN SLOWLY CRAZY  
By Bill Bell

Saturday morning, October 4th, dawned bright and clear, which was not necessarily the case for the 18 drivers and friends who headed eastward on Route 104 bound for Tupper Lake on the MGCC fall tour. As the first part of the trip was on the open highway it gave everyone a chance to get their calculations on the beam and get set for the day's run. Having had ample warning that the constabulary force in the City of Fulton took a dim view of those who exceeded the speed limit everyone took it easy through that fair city. As the average speed was in the 40's this required a bit of going on the far side of town. As the road was narrow and bumpy it was fine sport for drivers but a bit difficult for astigmatic navigators bending over hop scotching stop watches. However the check points came and went and the rally progressed up into the north country.

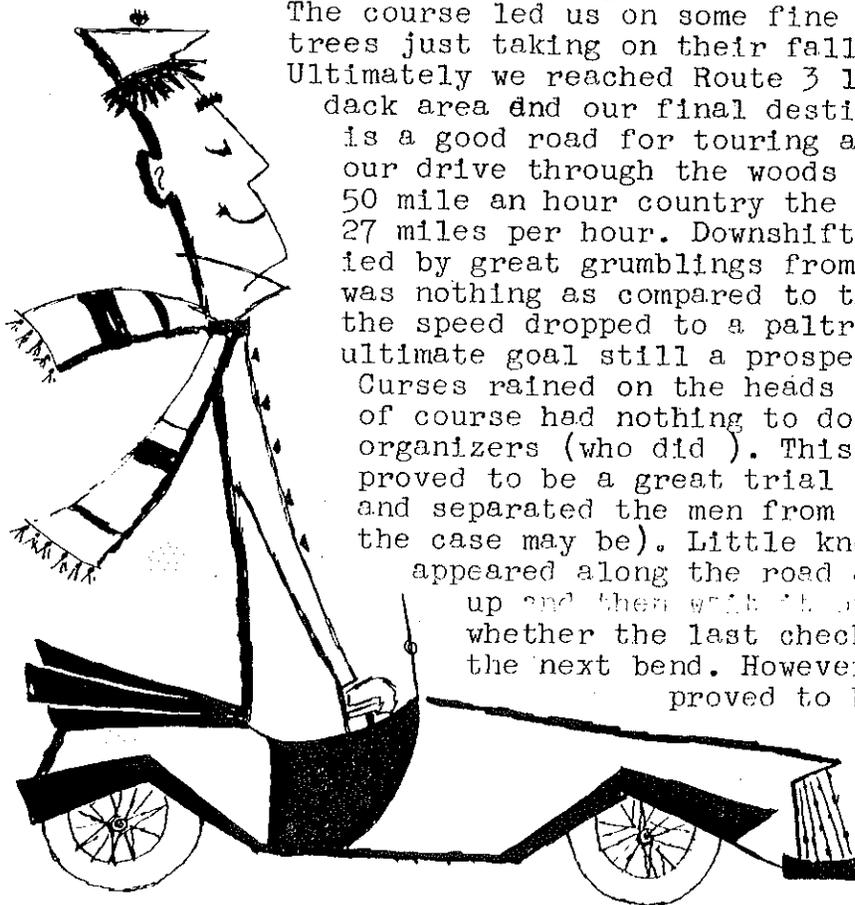
About three hours out the instruction read "Left at lumber mill in Ava". Hair splitters may claim this was really a cider mill with a large wood pile but a turn at this point brought us in to the car park of the Maxim's of the north, famous throughout the world for the toughest hamburgers in captivity. After a leisurely lunch and the usual computations, surmises and friendly advice passed between drivers and navigators, the group set out on the afternoon's run.

The course led us on some fine country roads with the trees just taking on their fall colors (colours). Ultimately we reached Route 3 leading in to the Adirondack area and our final destination in Tupper. This is a good road for touring and we were all enjoying our drive through the woods when in the midst of 50 mile an hour country the average speed dropped to 27 miles per hour. Downshifts to third were accompanied by great grumblings from the drivers but this was nothing as compared to the sound and fury when the speed dropped to a paltry 17 mph with our ultimate goal still a prospective 20 miles away.

Curses rained on the heads of the navigators (who of course had nothing to do with it ) and on the organizers (who did ). This sort of slow progress proved to be a great trial for the participants and separated the men from the boys (or girls as the case may be). Little knots of sports cars

appeared along the road as the cars would speed up and then wait it out, never knowing whether the last check point was just around the next bend. However, the last check point proved to be on the far side of

Tupper and at the end of the rally. This slow down gimmick proved to be a tough one and achieved its purpose of putting some



differences in the scores and preventing any speeding arrests. There is absolutely no truth to the rumor (rumour) that one of the contestants was picked up on the road for loitering and vagrancy.

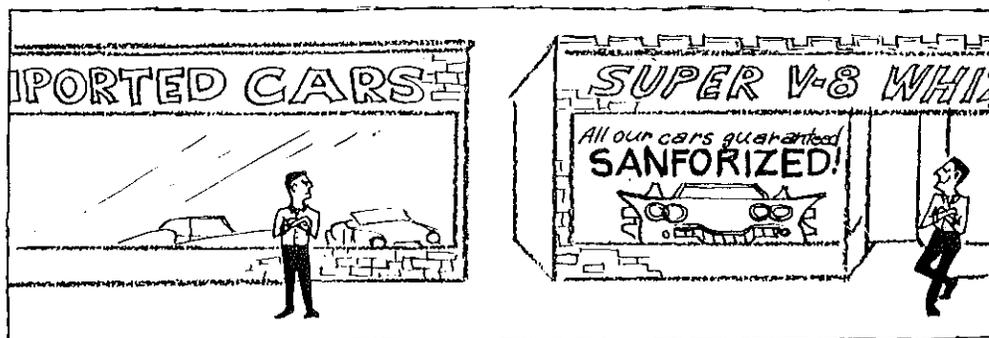
After settling in at the Red Top Motel, whose accommodations proved to be quite comfortable, the group adjourned to the Waukesha Grill for a few convivial ones, a very fine dinner and presentation of the trophies, followed by the usual post-rally dinner activities.

The above is intended to be written in a rather humorous (humourous) vein (vein), but seriously, as the television comedians say, the rally was enjoyed by one and all and full credit must go to those who laid out the rally, arranged the accommodations and manned check points over the 245 mile course. Generally speaking the instructions were not too difficult and the speed changes not too frequent as is suited to a rally of this length. The extremely low average speeds at the end of the rally did take some of the sport out of things but was an effective gimmick. The accommodations and dinner were fine, adding up to an enjoyable weekend for all those who took part in the Tupper Tour 1958. B.B.

**\*RESULTS:TUPPER TOUR**

<u>POSITION</u>	<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>POINTS</u>
1.	Heindl	Bell	8
2.	Bubel	Bubel	13
3.	Norton	Coleman	15
4.	Gittleman	Cramer	16
5.	LeBoo	Ferris	25
6.	Knight	Lister	26
7.	Baller	Verrasi	30
8.	Poshva	Poshva	32
9.	Carney	Carney	35
9.	Baker	Baker	35
10.	Fitzgerald	Williams	37
10.	Langswager	Langswager	37
11.	DeGrasse	Cairnes	40
12.	Watson	Clapper	42
13.	Weins	Barker	43
<b>GUESTS:</b>			
1.	Webb Sr.	Webb	24
2.	Connell	Briggs	31
3.	Craig	Craig	34

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## THE PIT STOP

by baller

For the past few weeks the discussions have been about the races, both at Watkins Glen. A pretty good group made a grand tour on the 21st for the Grand Prix: It started at the awful hour of 4:30 A.M. when the weary frames rolled out of bed. Down to the Tom Thumb for breakfast and off at 6:00. Don Stahl, Doris Britt, "The Raccoon", Gordie and Louise Rogers, Dave Gittelman and friend, Brad Bradshaw, Ellis Hormants, The Cory's and Dave Asmuth made up the crew.

After finding a spot to watch the races, we parked the cars and settled down. All of a sudden, who flew in but Bruce "The Beard" Norton with a whole case of goodies clutched in his prehensile paws. Shortly after him came Bob Clapper. The races started and so did we. Mr. Asmuth also had a case, but was afraid to drink it, seeing as it was eight years old and had matter floating in it. He tried to give it away, but no one would take it. (Can't blame them, it was horrible.) By race time we had quite a mob of MG C.C. people with us, including Mary Eaton, the tiger, who was observed beating a certain handsome devil with a board bigger than she was.

The day passed pleasantly, and after the goodies were gone we started out for the How Gay Restaurant for supper. The place was mobbed. It was quite a job finding a place to park. By this time everyone there was having a ball. I asked one girl what her name was, and

she said, "I'm one of the Styrcula Sisters." I think that I counted about ten of them. Off in one corner, "The Beard" was telling Dick Schuler the proper way to wear a Scotch Tam, accent and all, while perched on the side of an MG was Steve Tuttle, with a Styrcula looking over the crowd of merry-makers. One ape had his shirt off and was making like a Torreador in front of the Cathy Monahan T.D.

The party rolled merrily on and then it happened. Al Ross, "The Trenton Terror", shrieked, "Baller you old #'\*@#\*!." This really started it going. Al was making the rounds of all the tables, and I don't think he missed kissing a single girl there, including Mona. Bob Connal was sitting under the bar on the foot rail singing to Peggy Wahle and Carol Lee "The Raccoon" Vorrasi. Harold LeBoo was out in the parking lot singing with a small group. It was a tremendous party, and we certainly enjoyed it. But it was late and time to go. It took half an hour to say goodbye to Al and the swell bunch of D.V.S.C.C. Then we were on our way. One stop was made to get coffee and hot meatball sandwiches.

The following Sunday the MG group was back to see the F.I.A. races. Time, 9:30 A.M. at Monroe and Clover. Most of the same gang was there, Larry and Mabel Bubel, Dave Elder, Dee Merriman, and the rest of us. A Ford, with Woody the Bardahl Man, also made it. The tour down was led by the Bubel Jag. It was a beautiful ride, and following

the Jag and Alfa was like trailing Fangio and Moss. Wild!!! It just so happened that the spot we chose to watch the first part of the race was in front of the goodie truck. What a coincidence!!!! All was quiet that day because it was just too darn cold. Supper was at the Jefferson Hotel. Then the tour home. Both down and back, the Mike Schmuck Sprite kept up with all the big stuff. Nice job Bust a Plug.

One of the most terrific weekends we have had recently was the Tupper Tour. It started for me with great expectations. Good weather, a sound MG, and the promise of a brilliant navigator! This was shattered when the question was asked, "24 from 54 is 20, right?" Without a hint of anger my reply was, "It's 30, you idiot." After that I apologized as a good driver always does. The scenic beauty was unparalleled. Mountain lakes taken at a casual 17 mph brought out their beauty. Our calculations led us to believe that we were to win some hardware. This ended with a bang, and so did our tyre. Navigator Carol Lee, did a fabulous job, seeing as it was her first time. When the tyre went we were dead on. But in true rallyest form she said, "Wait till next time." I did manage to get a trophy, not hardware but linen, in the form of a "crying towel". Appropriate? All in all the aggravation was well worth it. Our banquet at the Lodge was delicious. The sedate party afterwards was one of the best in history. Need I say more!!!!

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-FLASH-

Quote by Napoleon Norm Baker. "The MG C.C. is the fraternity of the lost." Wonder what he wants to say.

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-MEMO-

Don't forget the Halloween Costume Party on October 25th at Bob Clark's house, 2106 Monroe Ave. There will be trophies. The month of October seems to have a lot in store for the Club.

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B.B.

FOR SALE:

3 TD or MGA tires, size 550 x 15. Reasonable. Contact Bill Gard.

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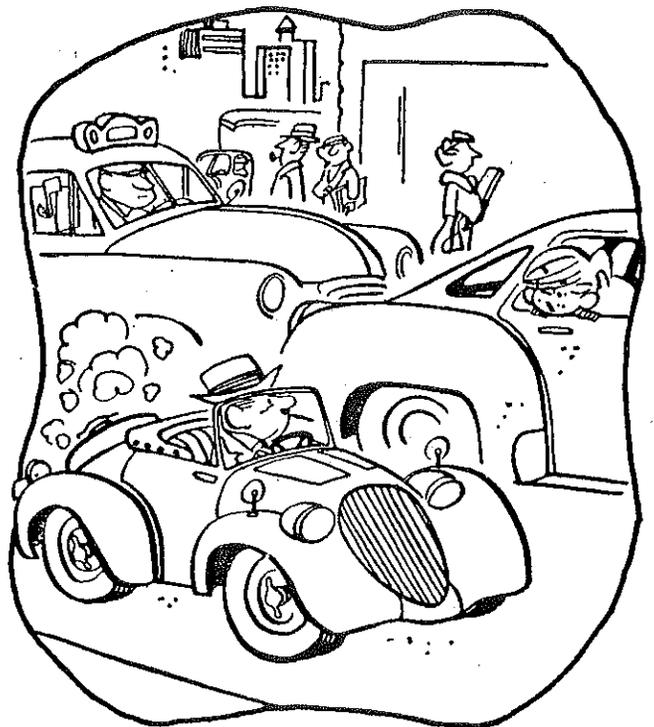
FOR SALE:

MG TD excellent condition, red, \$995.00 Contact Carol Lee Vorrasi 83 Curtis Street, Rochester.

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At the last meeting a vote was taken concerning the possibility of an event every month next year. It was unanimously agreed upon that we will stage an event of some type every month starting in February with our new calender year.

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ADS IS AVAILABLE  
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BY CONTACTING  
THE EDITOR.

MEETINGS ARE  
GENERALLY HELD  
ON THE 3RD FRI.  
OF EACH MONTH  
AT 8:00 P.M. AT  
THE REDMAN'S  
CLUB, MAIN ST. E.  
GUESTS ARE  
WELCOME.

INTERESTED  
PARTIES MAY  
OBTAIN INFOR-  
MATION ABOUT  
MEMBERSHIP  
AND ACTIVITIES  
OF THE CLUB  
BY CONTACTING  
THE SECRETARY.

OFFICERS

- Pres.....Don Stahl.....1191 Jay St....ID 6-7664
- Vice Pres...Gordon Rogers..106 Denise....CH 2-4265R
- Sect.....Bob Clapper.....6 Thayer....BR 1-8489
- Treas.....Brad Rising.... 3593 Monroe Ave.
- Rallye Mas..Barry Budlong..287 Park.....GR 3-3139
- Post R.Mas..Bill Baller.....51 Milford...GL 3-7755M
- Dr.of Pub...Doris Britt...1044 Sunset Tr.HU 2-0449

*1665 E. Hill Ave.*