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WESTERN NEW YORK CENTRE MGCC
CALENDAR OF EVENTS 2004

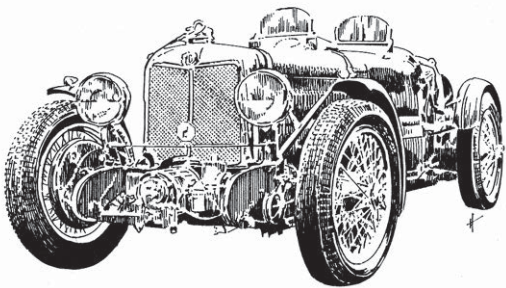
January 8 Board Meeting 15 <i>Meeting</i>	February 8 Wine & Chocolate Tour 19 <i>Meeting</i>	March 4 Board Meeting 7 <u><i>Steak Roast & Auction</i></u> 18 <i>Meeting</i> 28 Auto Parts Flea Market 28 English Pub	April 15 <i>Meeting</i> 18 Brunch Run
May 9 Autocross (& Driver School) 15 Tune Up Clinic (10-4) 20 <i>Meeting</i> 20-3 Carlisle 30 Mansions & Gardens Tour	June 2 Stuffing Party (Car Show) 6 Vintage Car Show 6 Post Car Show Party (4112 Ridge Chapel Rd) 13 Autocross II 17 <i>Meeting</i>	July 15 <i>Meeting</i> 25 RIT Car Show	August 1 Pig Roast/Rallye/Funkhana 8 Autocross III 19 <i>Meeting</i>
September 2 Board Meeting 9 Vintage Weekend @ Glen 14 <i>Meeting (TUESDAY!!)</i> 25 Tune Up Clinic 26 Autocross IV 28 Dinner Run	October 3 Fall Foliage Tour 21 <i>Meeting</i> 25 Halloween Party	November 4 Board Meeting 7 Garage Tour 16 Brunch Run 18 <i>Meeting</i>	December 4 Holiday Party (TBA)

These dates may change. Please check meeting minutes or [mgcarclub.com](http://www.mgcarclub.com) for updates!

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The
SPOKES
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Volume 46 Number 8
August 2004
Official Publication of the MG Car Club Western New York Centre



Racing is Coming to Watkins Glen - September 2004



Please send this to:

Next Meeting - August 19, 2004
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY

MG CAR CLUB WESTERN NEW YORK CENTRE

The SPOKES is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

All articles published in this newsletter are the property of MG Car Club Western New York Centre. The content of the articles is that of the author and once published may be used by any other similar club for their newsletter providing that the author and original source is credited. It is requested that two copies of the republication be forwarded to the editor of “The SPOKES.” One copy is for the author and one copy is for our files. No other use is permitted without written consent of the editor.

Articles, anecdotes, stories, photographs, illustrations, jokes, suggestions, and other submissions are welcome from all readers. If you have questions, please contact the editor for additional information. The **DEADLINE** for submitting materials to the upcoming issue of **SPOKES** is one week after a general meeting. **Please SEND your information by Email to Spokes@mgcarclub.com.** Alternatively, send it by mail to The SPOKES, PO Box 831, Webster, NY 14580.

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Quarter Page	\$16.00	\$ 65.00	3.6” x 4.8”
Eighth Page	\$11.00	\$ 44.00	3.6” x 2.3”

Copies of “The SPOKES” are sometimes available, please write the editor with your request. The SPOKES is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. The SPOKES is also available electronically to non members for \$10 per year. Contact spokes@mgcarclub.com for more information.

Cover Photo from Dick Powers
Cover Drawing “MG K-3 Magnette” by George Herschell

UPCOMING EVENTS

Dave Chase

Event	Date(s)	Points of Interest
University Motors Summer Party & Reunion Grand Rapid, MI	August 12-15	John Twist does it up right. Car Show, lots of seminars, vendors, and award banquet.
Buffalo Octagon Car Show Buffalo, NY	September 5	Car Show
British Invasion	September 17-19	Wonderful, great scenery and roads. Getting there is half the fun. Great restaurants. 2-day all British Car Show. Pricey but worth it.
British Car Day Buffalo, NY	September 19	Car Show
Bronte Creek Park Ontario, Canada	September 19	Car Show, all British, up to 1,000 cars
For more information contact Dave Chase 334-6826. To add more events, please contact Dave and/or send the event information to spokes@mgcarclub.com.		

THE MG CAR CLUB, WESTERN NY CENTRE, INC.
MEMBERSHIP APPLICATION

Annual Membership Dues are \$30.00 — All Memberships expire December 31st

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Phone: Home _____ Work _____ Wedding Anniversary ____/____/____

Address _____ City _____

State _____ Zip+4 _____ Today’s Date _____ New or Renewal? _____

Email Address _____

Cars Owned & Year _____

INTERESTS: Racing____ Gymkhana____ Rallye____ Restoration____ Car Show____ Social____ Touring____

Hobbies, etc. _____

Occupation _____

Available for Roadside Help? No____ Yes____ (Days____ Evenings____ Nights____ Weekends____)

Make your cheque payable to: **MGCC OF WESTERN NY, INC.** Mail your cheque and application to:
Jim Priestley
251 Bronx Drive
Rochester, NY 14623



On The Road.....4

Activities.....4

MGCC Meeting Minutes5

July 15, 2004 Attendance.....5

The MG Car Club Scholarships.....6

MG (S) MILES “To Restore or Not to Restore” Part XLV (45).....7

SUNSHINE PAGE.....9

Ten Years Ago (August 1994).....9

Forty Years Ago.....10

Familiar Faces - RIT Car Show 2004.....10

The MGCC Car Show 2004.....10

The Closest Collier Cup (MGA! July/August 2004).....12

What is This Thing Called Road Racing14

Road Racing Going Fast and Living To Tell About It.....14

The Classifieds.....20

RIT Car Show 2004.....26

Upcoming Events.....27



\$ 5,877.00

Courtesy of Allen Hess

Add a 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 MCC Automotive Technology Department.

Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club.

If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O’Neil-Hess
17 Sandpiper Lane
Pittsford, NY 1453

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

BRUDNO AWARD/LIFE MEMBERS

Desi Benet • George Haynes • Dave Chase • Alex Kopen* • Joe Tierno • George & Nancy Herschell
Gil & Betty Langswager • Richard & Bethel Powers • Dave & Barb Wild • Steve Fitch* • Jim Priestley • Wendy Priestley
*Members Emeritus

MEETINGS

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month. Please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.

ON THE ROAD

Doug Scribner, Chairman

Elsewhere in this issue, John Baum talks about the future of the Car Show. Whether you're involved with it or not, the Show is important to our club because it can be a source of income. We have our scholarship funds, and we have continued to sustain the Victor Lions Club, but the primary focus of this Board is to perpetuate the Club and provide activities for the enjoyment of the Members. If we have money in the bank, we are assured of our ability to provide for our Members, and keep the Club going, and I say the longer the better.



John Baum is stepping down

After two years, John is stepping down as Show chairman; but he has agreed to continue the important responsibility of pursuing sponsors and program advertisers. So, whoever our next Show chairperson might be, he or she will have a relatively easy job to do. Any volunteers?

Laurie and I spent a recent weekend in Pittsburgh, where the Mini was the featured car in the 22nd annual Vintage Grand Prix. Organized by the Vintage Sports Car Club of America, it's a series of races for pre-1959 cars, run on a park road around a golf course. A beautiful place, but the racers have to deal with curbs and trees and stone walls, and this year some rain on and off. The invited Minis included a bunch of 1960's-era vintage racers and two BMW Minis, and we were thrilled to see our friend Larry Holloway from New Jersey win the feature race in his classic Mini, and also turn the fastest lap of the weekend!

I hope you're all enjoying summer, driving your cars and participating in events. We have the big MG-featured weekend at Watkins Glen to look forward to in September—history in the making, and so much more. Get out to the shows, cruise nights, races, whatever; winter comes too soon.

FROM YOUR EDITOR

Ron Hein

When you're at the Glen in September, remember photos are always appreciated!

ACTIVITIES

Betty & Gil Langswager

I announced at the June meeting that a National Meet of the Horseless Carriage Club was coming to Canadaigua for a week of activities. 80 cars came from all over the country. They were very interesting automobiles, some makes we had never heard of or seen before. The many activities had them touring the area every day. They attracted a large crowd Thursday evening at the cruise night in Canadaigua.



The month of July was very busy for us. We went to the New England MG 'T' Register G.O.F. (gathering of the faithful) in Strasburg, Pennsylvania, the second week. There were about 60 'T' cars in attendance. Charlie & Irene Searles were the event chairs. They had two beautiful tours through the Amish farm country and to villages where we had plenty of time to shop and eat. They also laid out a rallye for those looking for a competitive challenge which also included a covered bridge. The Amish people keep beautiful farms and homes with lots of beautiful flowers to enhance the beauty of the land. We entered the Concours d'Elegance doing a skit about getting ready for a trip to a G.O.F. Ask us to see our pictures. The car show was on Saturday with all the cars cleaned and shiny, ready for voting for the best in each class. Saturday night was the banquet & awards ceremony. We were surprised to be awarded 2nd place in the TD class out of 28 TD's and none of our club members were there to vote for us.

The following week we went to Niagara Falls, Canada for the MGC Register CBA ('C' event of Brutal Agressives). Our hotel was the Old Stone Inn right across from the Skylon Tower and just a stone's throw from the falls. There was a small turnout, just 13 'C's but they were from Wisconsin, Michigan, Ohio, West Virginia, Pennsylvania, Florida, New York, & Ontario. Only the Florida car was trailered, and that's because he's the chairman and has to bring all the stuff. Parking was expensive and hard to find so we walked everywhere. We walked to the new casino, which opened a month ago, for an "all you can eat" buffet for \$19.95 Canadian. We all ate so much we could hardly waddle back to the hotel three blocks away. The casino was huge, beautiful, and the food was great. A big water show in the lobby was very interesting. Friday, we toured along the Welland Canal and saw a ship going through a lock, then through the wine country to a winery where we had lunch.

(continues pg. 19)

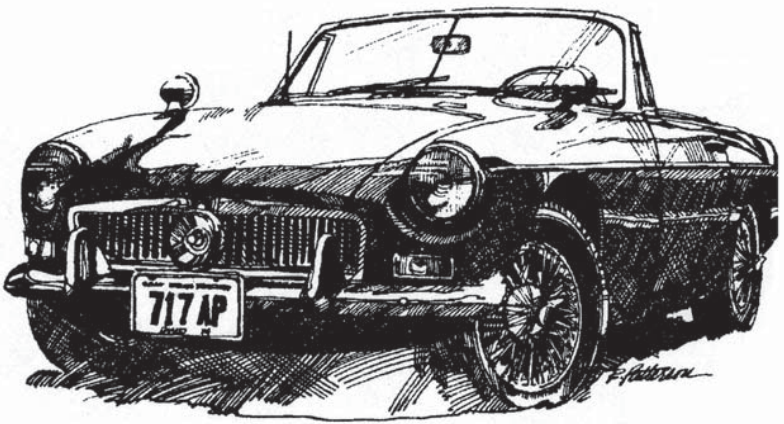
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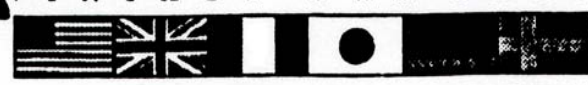
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4

25



Pat Sangster

Meeting minutes 7/15/04

Meeting called to order at 7:35 pm. Last month's minutes accepted. **New members** were introduced.

Treasurer not here tonight but Chairman reports we are in great shape. Donations were made to R. Philips Scholarship and to endowment fund. Activities for next few months reported. [See activities report] **Watkins Glen Vintage Weekend** discussed. Dave Wild reported the previously approved donation of \$250 was refunded but another opportunity is available. The display of historic racecars needs donation to fund placards in front of each car. Motion made and approved to fund this venture.

Reminder: September meeting is Tuesday – September 14th. Dale Masters will discuss his latest book at this meeting. Calendar in back of Spokes listed wrong date for fall foliage tour correct date is October 3rd.

Car Show Report: This will be last report for 2004 car show. Results were the best ever due to cut back in expenses and added sponsorship opportunities. John is looking for a new chairman; it is time for some fresh ideas. John is willing to help new chairman. Anyone interested should call John Baum.

Spokes Editor Not Available. But Doug reminds everyone deadline is next Thursday. **Regalia report not available.** Doug announced Dave Chase is interested in having someone else take over regalia. Please consider this opportunity to become active in the club.

No Old Business. New business: Motion made to lower club dues. Discussion held. Motion was rescinded. Point of discussion – club should review direction of Car Show. Club's "original" format – no admission charge, no awards, etc or continue in same manner. Suggestion made that board gather input from club members and present to club. Request made for club expenses to be presented to members. Doug will ask treasurer to provide report.

Point of information - Brock Yates' latest book is very good read - "Against Death and Time." Point of discussion - Suggest club discuss funding endowment so it will begin to pay out and look at other places to give donations such as RIT. Suggestion made that board review Car Show direction along with club donations, as they seem to be a package.

Discussion on a Spokes policy on printing financial figures. It was agreed treasurer's reports do not include figures [figures available from treasurer] but other reports will include numbers. Motion made and passed for Board to write a letter to Spokes on the findings.

Cars and Parts announced. Door prizes awarded. Meeting adjourned at 9:00 pm.

JULY 15, 2004 ATTENDANCE

Members:

Anne Faust	Gene Faust
Dave Wild	Barb Wild
Alan Costich	Leon Todaro
Carl Prouty	Leroy Hokenson
Jim Priestley	Jeff Kath
Nick Zuck	Joeanna DeBlaere
Joe DeBlaere	John Baum
Charles Swarts	Beverly Swarts
Nancy Herschell	George Herschell
John Hughes	Debbie Hughes
Pat Sangster	Steve Sangster
Kathy Hershey	David Leete
Cherly Zonneville	Ellen Baxter
Carl Baxter	Barb Zak
Leon Zak	Allen Hess
Elaine Hess	Dave Avery
Bob Abels	Wally Roworth
Don McConnell	Michael Mack
Beverly Mack	Laurie Scribner
Doug Scribner	Ted Hershey
Brian Fallon	Bob Tescione
Dick Powers	Brooks Schneider
Ken Heusler	Mark Gibson
John Coleman	John Simonson
Dick Rzepkowski	Marlene Rzepkowski
Bess Kopen	Linda Bethune
Bill Bethune	Mable Case
John Thompson	Guests:
	Gene Dinkel

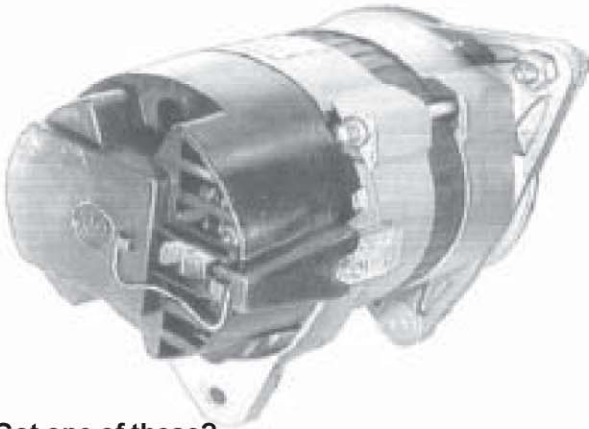
Email to Spokes (July 21, 2004)

This is to let you know that I enjoyed the Award Winners feature and also the pictures of the recent car show in Farmington in the July issue of The Spokes. Here is hoping that this will be a standard feature in the future Spokes publications after each car show.

Doug Jack

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THE MG CAR CLUB SCHOLARSHIPS

Elaine Hess

Currently, the MGCC sponsors two scholarships, which support students at the Monroe Community College. The first, which is funded yearly, was established in 1993 to honor the memory of Robert R. Philip. In November of 2002, George Hershell was kind enough to supply me with the following description:

The Bob Phillips’ Scholarship at MCC

“When Bob passed away 10 years ago, the membership was very distraught that nothing was ever done to recognize his contribution to the club while he was alive. It was decided (during Ted Hershey’s tenure as Chairman) to begin the Philip Scholarship at MCC and that it should be awarded to a student in the Auto Tech Division. We worked directly with Tom Fitch who at the time was director of that division. Nothing was written and it was just an agreement between the club and MCC.

I made the plaque that hangs in MCC and included 10 plates, to be engraved each year, with the current recipient’s name. It was decided that after 10 years we would re-evaluate the Scholarship and the club would decide what to do about it for the future. The scholarship was for \$600.00 per award. After a number of years the club voted to increase the award to \$1,200 per year

\$1200 per year

The school selected a person they felt deserved to get the scholarship and that person along with either Tom or Les attended an MGCC meeting where the check was presented to MCC for that persons use. . . . Eventually it got difficult to find someone in the Auto Tech division so we amended our original idea to include someone in the Machine Shop division, as Bob Phillip was an excellent machinist.

Later, Tom Fitch moved to another division and Les Smith took over. . . .”

Late in 2001, it came to our attention that MCC had been funding the Philips Scholarship from their general scholarship fund for two years. The money we sent had been placed in a Philips Scholarship account where it had earned interest. In January of 2002, the board decided that it was not proper for the club to have that money distributed as if it was ours, since to do so would not be the result of our generosity, but rather, we would look good because of a mistake made by MCC. We wanted to distribute the money to the students expediently, meet our

responsibility to MCC and uphold the spirit of the Philip Scholarship. In 2006 our plan to use the money in the account, plus any required additional money to fund our original promise of 10 years of scholarships should be completed.

Scholarship restrictions . . . amended

Later in 2002 we realized that scholarships had not been awarded that year. An investigation showed that both Les Smith and Tom Fitch believed there was a stipulation on the scholarship that restricted the award to students in the evening part-time program. Reflecting the fact that the award was open to all students the scholarship criteria was amended to expand eligibility to day or evening students.

Many of you know that I teach at RIT and every year I watch students struggle to meet the cost of college. In 2000 I moved into that phase of life where I could expect people I cared about to pass away. Further, the club had little money and there were discussions as to whether even one of the Philips Scholarships could be funded that year.

An Endowed Scholarship

At a monthly meeting I suggested the creation of an endowed scholarship in order to alleviate the problem of identifying targets for our charitable gifts, the dependency of fostering knowledge of the Marque on our yearly income, and the need for a place which we could use to commemorate the accomplishments and contributions of every club member. The scholarship profile was developed by the board and approved as a scholarship separate from the Philips Scholarship by the membership at a meeting.

Perhaps most important to the discussion at the July meeting, the donor to the Endowment is listed as:

- MG Car Club Western New York Centre, Inc.
- Individual club members may donate or may choose to leave a bequest.

The board has added to the fund annually. Vice-Chair, Scott Perry suggested a plaque, which Paul Heaney made, be created to recognize individual donors. He also suggested that the money raised from events including the March Steak Roast and Auction go to the fund. Further, he created a number of events like the April basket auction, and a post Fall Tour bake sale to create ways for the members to have fun and help build the Endowment. The Scholarship Fuel Gage, showing our current achievement toward the \$10,000 goal is on page 3.

ROAD RACING GOING FAST (CONTINUED)

Blip - In order to do a proper downshift the engine revs must be increased to allow smooth engagement of the next lowest gear. The “blip is a sudden jab of the throttle pedal, usually done with part of the driver’s right foot, to temporarily increase the engine revs. You hear truck drivers do it all the time when they are working their way down through the gears as they are approaching the little old lady putt putting down the middle of the road.

Brake -Bias - The proportioning of braking effort toward the front or rear of the car to accommodate the differing tire loading brought about by deceleration. In most modern racecars brake bias is cockpit adjustable.

Brake Point - This is a good one. Each corner that requires speed loss at its entry has a point beyond which it is impossible to slow the car enough to make the corner. The brake point is a specific reference on or next to the track drivers use to trigger braking. Smart drivers start with a conservative brake point and work it closer to the corner as they progress. Are you a smart driver?

Breathing the Throttle - Slightest of lifts from full throttle.

Constant radius corner - A corner, which can be defined by a single radius throughout the course of the corner.

Decreasing Radius Corner - A corner where the first section of the turn has a larger radius than the second.

Deep, also “Going Deep” - “Going Deep “ is driving as close as possible into the corner before braking.

Early Apex - In a corner, an early apex occurs when the car touches the inside edge of the road too soon, which will cause the car to run out of road at the corner exit unless the driver increases the amount of direction change in the second part of the turn.

Exit Speed - This one is very important. The speed a car can attain at the track -out point of the corner and consequently the speed carried onto the following straight.

Heel-And-Toe - The process of blipping the throttle in order to synchronize gears while downshifting, and at the same time continuing to have a consistent pressure on the brake pedal. It involves using the left side of the right foot for braking while rotating the foot around the ankle and tapping the throttle with the right side of the same foot. Go ahead try it you’ll see.

Increasing Radius Corner - A corner where the radius of the early section of the corner is tighter than the radius of the later section.

Late Apex - In a corner, a late apex occurs when the car touches the inside edge of the road further around the corner than necessary, leading the car to use less than the full road width at the exit of the corner, unless the driver, by relaxing the steering effort, decreases the amount of direction change in the second half of the turn (unwind steering wheel). Just so you know, at Watkins Glen a majority, if not all, the corners are taken using a Late Apex.

Line - The optimum path around the racetrack. In corners, this path is usually the largest radius arc, which can be fit into the confines of the turn. The line can vary with track conditions and the type of racecar being driven.

Oversteer - If, at the cornering limit of the car, the slip angle of the rear tires is greater that the slip angle of the front tires, the car is in oversteer. In simple terms the back end may very well end up leading the front end through the corner.

Turn-In - The point at the start of a corner at which the driver first turns the steering wheel, transitioning the car from the straight into the corner. You don’t want to miss it, going straight is not always good.

Track-out - The exit point of a corner at which a car touches the outside edge of the road transitioning onto the straight.

Understeer - If at the cornering limit of the car, the slip angle of the front tires is greater than the slip angle of the rears, the car is in understeer. Which means that the corner went left or right and you didn’t.

Hopefully knowing a little more about what all this jargon means will be helpful in understanding what road racing is. In our next article we’ll talk about the equipment that is important to have and in many cases required. If I get real energetic, there might even be a crossword to keep you busy



MG Clubs Supporting “MG Racers” at Watkins Glen

MG Vintage Racers' Newsletter (MGVR) -- July 2004

The excitement of a historic- *record breaking* - MG racing event at Watkins Glen this fall, also has many MG enthusiasts excited! Two major MG organizations will be there in large numbers to witness the all MG “*Collier Cup*” races at Watkins Glen International, and are adding their own support to the MG Vintage Racers. *Over 120 MGs* will be competing in SVRA’s “Zippo Vintage Grand Prix”, September 10-12th.

The New England MG ‘T’ Register is expecting a large turnout of their members for their GOF Mk-77, where they will be celebrating the Register’s 40th anniversary at nearby Painted Post, and coming to the races at the Glen. Their event coordinator, Charlie Searles, describes the excitement as “*Unbelievable!!! I filled 115 rooms at the Best Western by July 8th and the registrations keep pouring in. Hawaii, Colorado, New Zealand, Wisconsin, California and on and on and on.*” In support of the MG racers, the Register is providing a trophy to be awarded to the “*First Pre-War MG*” to cross the finish line in the Collier Cup race.

The MG racers are also receiving support from the *North American MGA Register* (NAMGAR), who are having a “Regional GT” there. They are thrilled about the event and are establishing a new annual award for it. Bob Bucher and Sherm Decker - both Watkins Glen locals - raced MGA’s and won 4 of the Collier Trophy races from 1956 to 1959. Sherm won in ’56 and ’59, and Bob in ’57 and ’58. They were both very competitive, equally matched racers, often dicing it out fender to fender with each other. NAMGAR, in recognition of them is establishing an annual “*Bob Bucher - Sherm Decker Memorial Cup*”, which will be awarded to the highest placing MGA in SVRA’s Collier Cup races. Tim Coyne, Chairman of NAMGAR, commented about the upcoming event: “*Things are really rolling now! (as of July 19th) ...we have over 100 people registered for NAMGAR at the Glen, .. the hotel is sold out .. we are now “dropping it into 4th” for the push to the finish line.*”

So, not only will there be a record breaking turnout of over 120 racing MGs at Watkins Glen, but it appears there will be a record breaking turnout of MG enthusiasts attending the races, and enjoying all of the weekend’s many activities at this incredible event!

Just - Gotta Go Glen - This September!

NAMGAR

NAMGAR now has available a new book entitled “Tech Sessions From MGA!” This spiral-bound book contains ALL of Mike Ash’s Tech Session columns that have been published in our magazine for the last 16 years.

There are 400 pages of technical information about all mechanical and electrical aspects of the MGA. It is the most complete technical source of MGA information now available.

The price is \$45 plus \$3.50 shipping to the U.S. To order your copy, go to our web site <<http://www.namgar.org>>

MG (S) MILES “To RESTORE OR NOT TO RESTORE” PART XLV (45)

George Herschell

To restore or not to restore, that is the question. Whether tis nobler in the mind of aficionados to suffer the slings and arrows of outrageous bruises and costs or to bite the bullet and buy something already finished. With apologies to Mr. Shakespeare, let’s talk a bit about this quandary.

say you desperately want . . .

Let’s say you desperately want a particular sports car and cannot decide which route to take. On the one hand you have found a basket case for a reasonable price (whatever that may be) but remember as “beauty is in the eye of the beholder” so is “reasonable price” in the eye of the purchaser. The first thing to think about is, what do you want the vehicle to finish as. A complete frame off restoration which will surly garner a number of trophies for you at shows, or a fun car that you can drive and enjoy and not worry about every drop of rain that might assault its finish. The cost surely is an important factor and I would

Money Pit

suggest that you give some serious thought to just how many dollars you are willing to pour into this “money pit.” I saw a sign in a marina one day that said, “a boat is a hole in the water surrounded by wood into which you pour money”. The same holds true for a frame off restoration.

The hole may not be as wide it will surely be as deep in the final analysis. Regardless of who may do the work.

Let’s take a couple of scenarios.

First you are going to do the car yourself. It is a noble gesture but not for the faint of heart. I know when I did my TD it was a two year project from start to finish. Other than the machine work to the engine I did the entire car myself, at home, (with Nancy’s help) and no compressor or any previous experience in attempting such a task. (visualize if you will Nancy and I lifting the body tub off the frame which was on jack stands, up over the “roll bar” under the dash, keeping mind neither one of us is all that tall. I didn’t know we could stretch that far and I know we couldn’t do it today). There were many times that I thought for sure that the pile of parts all over the garage and basement would



never again resemble a car but with perseverance it did get completed but at a terrible toll in time. I was lucky though because in the long run the car did turn out remarkably well for such a rank amateur.

(As a side note I did paint the car with Martin Senour automotive black lacquer USING SPRAY CANS and today

Spray cans . . . 35 years later

almost 35 years later that finish is still pretty respectable. But it was nothing more than beginner’s luck and many hours of dumb stupid rubbing on my part. Years later I found that most professionals use fine wet/dry sandpaper on the final coat before going into rubbing compounds. I started and finished with the rubbing compound.)

DUMB. But it brings out a valid point. If you are not really familiar with what you’re doing you can create a lot of work for yourself and in many cases a lot of problems. However today there are any number of people that have done these restorations and can give you tips and tricks that one needs.

\$50,000 TD

Second you are going to have the car done by a professional. In all probability you will get the car finished a lot sooner but at a really hefty price tag. One of the better known shops in the country quoted that a complete restoration on a TD will run in the neighborhood of \$50,00.00. That’s a pretty exclusive neighborhood. Granted there are places that will do it for less but I can’t stress enough how much the cost can spiral to. If we take the TD for instance a new crankshaft will cost in the range of \$2,000.00 and prices like that can put a dent in a budget real soon. Machine shops will do the work that an amateur cannot do but there again we have the cost problem.

So where am I going with all this? Unless you have a strong desire to say “I did it myself”, I would strongly suggest that you find a nice car that has already been done and buy that car. For example there are any number of really nice restored TD’s in the \$25,000.00 range advertised that if purchased will put you with a car immediately and you can get in and drive it home. You will be paying less (probably) than you would by having the car done and you will be driving it right away. BUT make sure if you are doing this for the first time you take a knowledgeable person with you to help you determine if the car is worth the price asked. Granted you will have to take the color and interior finish that has been done to the car (no, you can’t get a hot pink TF, although we knew of one such car)

(continues pg. 20)

AUGUST BIRTHDAYS

- 3 Mary Brophy
- 6 David Engdahl
- 7 Wes Pittenger
- 7 Sherry Corcoran
- 7 Mary Costich
- 8 Mary Isselhard
- 9 Jeffrey Kath
- 12 Susan Lenander
- 14 Elaine Hess
- 14 Marlene Rzepkowski
- 16 Wendy Priestley
- 17 Patti Schulz
- 18 David Lucchesi
- 22 Jay Lockrow
- 22 Linda Stewart
- 23 Charles Mondello
- 25 Linda McConnell
- 25 Julie Paulsen
- 27 Doris Roworth
- 29 Joe Tierno
- 29 Anne Faust
- 31 Kathy Hershey

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1983 AUSTIN MINI, 2002 MINI
1958 MG 2B

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- 2 Bob & Susan Cooley
- 4 Tom & Mary LeStrange
- 5 Al & Mary Isselhard
- 7 Jay & Beverly Lockrow
- 7 John & Patricia MacDonald
- 9 Gregg & Grace Gleba
- 10 Bill Clicquennoi & Donna Pritchard
- 16 George & Peggi Heissenberger
- 17 Harold & Christine Rodman
- 18 Richard & Ann Coleman
- 18 Peggy & Ed Haefner
- 21 Jim & Pat Dix
- 23 Wes & Sue Pittenger
- 26 Bob & Kay Johnson
- 28 Jim & Sue Herschell
- 29 Lane & Kathy Boughton
- 29 Tim & Rhonda Rizzo
- 30 Ned & Julie Paulsen



SEPTEMBER ANNIVERSARIES

- 2 Paul & Joan Heaney
- 5 Kevin & Susan Lenander
- 7 Al & Liz Colquhoun
- 9 Richard & Bethel Powers
- 10 Don & Madeline Moodie
- 11 Claren & Mary Kruppner
- 11 Jim & Marguerite Tyo
- 12 Allen & Elaine Hess
- 12 Peter & Joyce Pegoni
- 13 Dan & Mary Ellen Suter
- 15 Leon & Barbara Zak
- 17 Reg & Carol Newman II
- 19 Ben & Carolyn Barlow
- 19 David & Tricia Lucchesi
- 25 Joseph & Joeanna DeBlaere
- 25 Hollis & Doreena Hames
- 27 Jim & Marlene Bartasevich
- 29 Robert & Terry Welch

CONGRATULATIONS TO ALL!!

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- 3 Jim Tyo
- 5 Gary Newman
- 5 Caran Ashkar
- 7 Irving Black
- 7 Daniel Goodwin
- 7 Leon Todaro
- 9 Jonathon Perry
- 10 Karen Martin
- 10 Deborah Hughes
- 13 Gayle Gibson
- 13 Nancy Herschell
- 14 Irene Searles
- 16 John Borycki
- 17 Lisa Mastrandrea
- 19 Linda Fazio
- 20 Reg Newman II
- 20 Wendy Miller
- 21 Denver Cornett
- 23 David Avery
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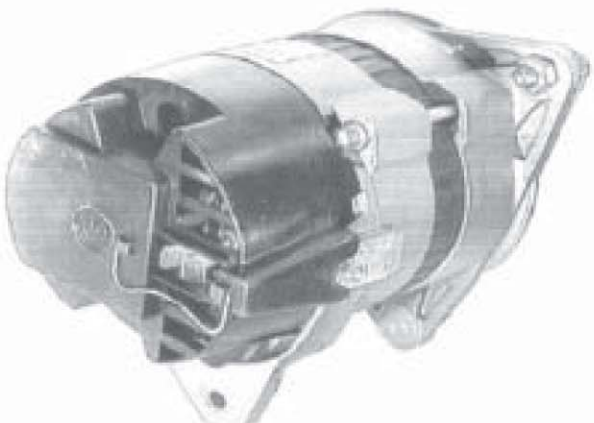


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that is the one downside of getting one already finished. But when you weigh the pros and cons, you are better off, in my mind, getting a car that is yours to enjoy right away. The old phrase “been there done that” holds true for us. I have done both a complete “solo restoration” on the TD and one on the B where I had the body work done by a shop. I was very lucky in that they finished the work in the time they said they would (with a little prodding) and did a beautiful job including the lacquer paint. That was sixteen years ago and with proper care your new pride and joy can continue to look good if it is done right to begin with.

Each person has to decide . . . time . . . money

So where does this leave us? Each person has to decide what he or she wants to do, how much time and or money they have to invest in the project, and, if doing it themselves, how patient they can be over what usually amounts to a long period of time. Restoring a car at it’s best is a real job and one that takes its toll on ones nerves and provides the restorer with bruises he or she never expected. I personally have two scars on my thumbs where I inadvertently tried my hardest to amputate them while working on a stubborn bumper bolt on the TD.

Fortunately, like many other things I tried, I wasn’t successful so, I still have both thumbs to prove that point. But I did on many occasions utter many words I didn’t know I knew. But on the plus side, the satisfaction gained from completing a restoration cannot be compared with anything else you might imagine. Once while traveling we had the good fortune (?) of being stopped at a rest area that was also host to two busloads of high school students. The questions were fast and furious about the car and one boy really hit home when he asked me if I was the “father” of this car. I answered that I guess I was but I felt more like its mother and the birthing took much longer than nine months.

Restoring a car yourself

Restoring a car yourself can be done, just like tying your shoelaces down through your pant legs. But there is an easier way. Having a car done can be very expensive and time consuming so why not just look for one that’s finished and meets your wants and budget. It saves a lot of wear and tear on the nerves and you get to drive it right away rather than sit on a bare chassis going “vrooom, vrooom.” The decision is up to the individual but if you decide to do it yourself, don’t say you weren’t warned.

In closing I can only give one more word of caution. No matter which route you choose, be prepared when you take

A word of caution . . .

it to a car show, to have a trophy go to a car you know is not as good as yours. (none ever are) Yes it does happen, and there is nothing you can do about it except to go home knowing you had the better car, and the judges were blind or the people voting were stupid in not picking your car. Have fun and enjoy. Been there, done that.

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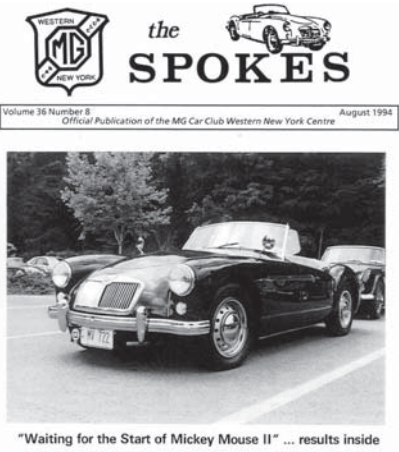
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TEN YEARS AGO (AUGUST 1994)

On the cover is a good looking MGA owned by Dave Schindler. Cindy Capaccio (editor) wrote about her brothers MGB project. Pulled out of the mud ruts it was rusted into came a ’76 MGB. The Memorial Day goal wasn’t met. A new cam replaced lost power and early in July it was packed on a trailer and taken home.



Meeting. Chairman Ted Hershey called the meeting to order, and the Treasurer’s Report noted 198 members with 36 of them new. SOCIAL COMMITTEE Lynn Barton reminded us that Dave Chase was contact point for the 8th Annual Vintage Tour willing individuals being looked for to do Halloween Rally and Spookie Chase. Dave Wild reported 42 paid MG cars for the Collier Cup Races. Four SPECIAL AWARDS will be made for cars with historical background.

SPOKES Report. Cindy Capaccio, Editor (commended for a nice job) requested more advertising money. SPOKES mailed on the Club’s Bulk Mailing Permit. Comments were from Received early or not at all. All delivered ones were in good condition. Will try again because the savings is about 1/3 of previous mailings.

Overseas Report. George Herschell reported that Gil Langswager was talking with Mike Allison who told him that John Thornley, MG Managing Director (License Plate MG 1) for unnumbered years died three weeks ago. TED’s Comments: The Halloween net is out. Lots of regalia and many Car Badges. Dick Powers was asked to give a backgrouynd on the Brudno Trophy. Marve and Eunice Brudno were very active in the car club activities in the 50’s and 60’s. They rallied and raced and participate in all of the club events.

Marve was a Photo Journalist and was known World Wide. They were a couple who seemed to radiate good will in and through their club activities. For these reasons the Brudno Trophy is awarded to deserving individuals. Ted is getting little wheels turning toward the 25th Silver Annversary of the Car Show. Dick Powers proposed that we visit Jim Cards Theater, that overlooks Canandaigua Lake to enjoy and hour and a quarter of old sport car films. Jim was the

Curator/Director of the Eastman House. He has an Alpha LaDolce(In Parts) and a Chrysler 300D.

Jim Priestley invited the club to a Fall Tour stop at Portageville, October 23rd to enjoy a nice meal at the Genesee Falls Inn (1870) Restaurant. Good food in the Antique Dining Room. Al Costich is new Librarian. Steve Fitch reiterated that the Fitch-Lombino Act has been restored only to be seen Saturdy night on the porch of the Log Cabin at the Seneca Lodge.

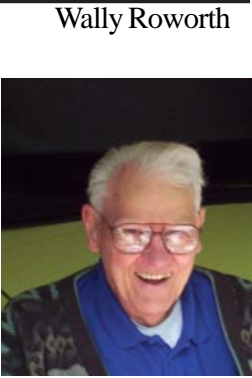
New Business. Al Costich invited the club to run with the POW/MIA team..Rochester/Buffalo/Salamanca and Wellsville and 400 miles more. A good cause and a good time guaranteed. There were 67 attendees at the meeting. New Members: Mike and Susan Warburton-’64 Triumph. Minutes by Wally Roworth

Rules for Adjusting Your Carburetor. Forteen rules were given. They wound up with: “Despite the above, a weekend working on the MG carburetor is preferable to fixing the oil leak.” Stolen and altered from Tales & Trials by Craig Herman, reprinted from THE DRIP PAN (SEPMGTR).

the SPOKES
Volume 36 Number 7
Official Publication of the MG Car Club Western New York Centre July 1994

“It’s Summer” . . . is your top down?

Show off your latest project in the parking lot!



Wally Roworth

July, 1964 was a bad month in Rochester. We are re-living it now courtesy of the media. I'm talking about the riots that happened back then. We unwittingly drove right through them on the way back from a camping trip. When we were camping, we didn't get a newspaper or listen to a radio to keep up with the rest of the world.



Driving through the riots in 1964

Our route home from the south back then was route 15 to 15A which was Mt. Hope Ave., across the Clarissa Street Bridge, to Exchange Street, to State Street, to Lake Avenue, down to Britton Road and on to the house. We wondered what all the fuss was about when we got in the city, but we were tired and just kept going. Nobody stopped us. The next morning we picked up the paper and found out.

Anyway, none of that was news to the "SPOKES" editor. The July issue was full of information that was of interest to car enthusiasts back then, gleaned from car magazines and news articles and might be of interest now to a few people, but I doubt it. So I won't bore you with it.

We had run about a dozen cars when the police arrived and told us to stop!

The August issue was about the same except our chairman told of a problem that happened at our Gymkhana. It was run on a Sunday afternoon in a Wegman's parking lot on Lyell Ave. & Howard Rd. We had run about a dozen cars when the police arrived and told us to stop!

It seems that a minister who lived some distance away complained about all those funny little cars making all that noise and squealing tires and especially on Sunday! So that was the end of the gymkhana. He also told about another club that had a rallye where the locals covered up signs or took signs down or moved them to a different place just to foul up the rallyists.

On another rallye, a policeman held up a car for several minutes while he called the station. He was asked if there were any infractions of the law. When he answered negative, he was told to let them go.

Mr. Gil

It seems there had been numerous complaints, even though there were no loops and everybody had been on course.

Naussau Speed Week
Fly Down and Back

There was an ad for Nassau Speed Week. Fly down and back, spend 9 days and 8 nights at the Montague Beach Hotel with breakfast and dinner each day, all for \$255.00! Come to the meeting to find out how! No, I didn't go. I don't remember if anybody did.

So, that's what was happening according to "SPOKES" forty years ago.



Notes. . . . MOGMAN by Bob Tescione A visit to Walter Miller's Auto Literature Store in Syracuse. The walls, file cabinets any other place you can think are filled with auto sales literature, owners manuals and shop or workshop manuals.

I found Morgan literature. Bought one piece because they were pricey. There is literature there for practically any car imaginable. Automobiles line the walls and it is possible that they will go soon to an automotive museum in Syracuse.. One possibvle reason for the high prices is the fuel bill for last February was \$1,700(with heat off at night). If you have an afternoon available during thje week, and you fancy literature and automobilia, Walter Miller's Establishment is worth a visit. Picture of MGA 59 and Bob Tescione.

Mickey Mouse II (A recreation of M/M I - 1963). There were Goofy games. Congratulations go to Jeff and Sandi Koff for winning them. Some creative scoring and their clever answers to some of the questions mad the difference, Larry Weishaar did a super job organizing a tour of parts of Rochester very rarely seen. You wore Mickey Mouse ears or shirts or paid \$1.99 entry fee. Pluto was on top floor of South Avenue ramp garage. Congratulations to the Parisi family for winning the rallye. Checkpoint operators: Bob and Annabelle Tescione and Betsy Weishaar. Picnic Organizers Vince and Cindy Capaccio received thanks for the good job. There were ten pictures of participants and some of the activities. Rallye (15 cars), Mickey Mouse II (15 cars). The same cars participated but the orders of finish were certainly different.

Items for Sale. Triumph GT6+ Good body, light rust some other work \$1,600. '62 Jaguar Mark II Runs well, wood recently refinished. \$ 7000, About 20 parts available for an MGB. Lastly '62 Jaguar Mark II 3.4 Saloon some rot naugahide interior. Parts catalogues and exploded views \$1,400 or Best offer.

SUNSHINE PAGE. Birthdays and anniversaries by George Haynes. AUTO REPAIR SHOP is a puzzle covering the full page with 21 lines Hororizontal & 21 lines Vertical. 40 words to find in any horizontal, vertical; or diagonal direction. Looks like fun. Copies Available.


August, 1994 was a fun time, too.

Friday night we dined at ""The Keg", a new restaurant overlooking the horseshoe falls. Later we were entertained by fireworks that we watched right from the hotel. Saturday we journeyed to the Floral Clock and on to General Brock Park for the car show. Our cars attracted a lot of attention from the picnickers and hikers in the park. We had lunch at a nice restaurant right there in the park. Then we toured to Niagara-on-the-Lake. Ah! My favorite place to shop. The town was beautifully adorned with flowers everywhere. The sidewalks busy with people, all enjoying a day of shopping. Yes, I bought a pretty red hat to wear to my Red Hatters Club. We had no trouble crossing the border at the Rainbow bridge, driving right up to the customs booth. Coming home Sunday we had a half hour wait at the same bridge. Yes, they did ask for our license, passport and birth certificate.

Those were "our" activities for July. The R.I.T. show is yet to come July 25. We hope it was a good day with lots of cars and spectators.

Aug	1	Pig Roast
	8	Autocross III
	19	Meeting
Sep	9	Vintage weekend at the Glen
	14	<u>NOTE</u> Meeting Tuesday, not Thursday
	25	Tune-up clinic
	26	Autocross IV
Oct	3	Fall Tour

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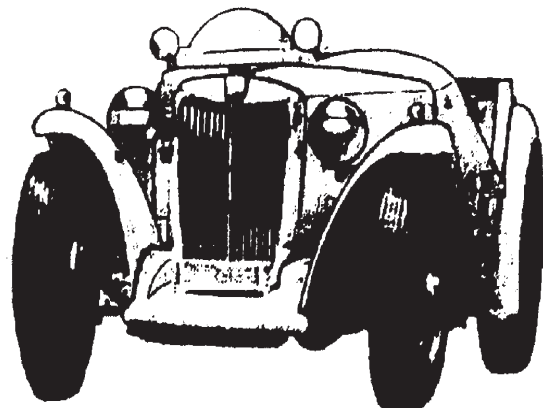
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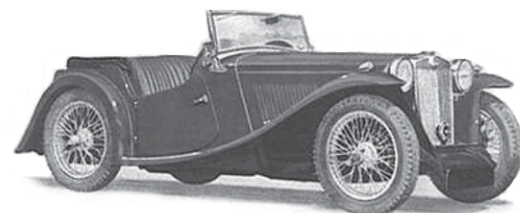
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THE MGCC CAR SHOW 2004

John Baum

Being involved, as Car Show Chairman for the past 2 years required a lot of energy but the rewards far outweighed the effort. I learned a great deal about producing a community event, logistics, budget, advertising and promotion. Working together with the Lions Club and our Car Show Committee is quite an education and I got closer to the other committee members. It gave me the opportunity to develop and implement new ideas to improve the show. My first year as chairman of the show in 2003, was a learning process for me. I did not have a full understanding of the costs of putting on the event therefore I proceeded with a similar plan as in the past. A day of poor weather resulted in a poor return. I committed myself to improving the shows performance for the next year.

**Putting together cost saving changes,
increasing revenue through
selling advertising,
and a day of good weather
produced a record day.**

Putting together cost saving changes, increasing revenue through selling advertising, and a day of good weather produced a record day. There is still room for improvement in many other areas that I had not put as much attention to. Whoever steps forward to develop the next show is taking on many challenges and due the rewards that comes along with volunteer participation.

At the July meeting I reported to the club in detail the success of the latest car show. In the July Spokes I wrote how involved it is to put on a show of this size and nature. Due to the many factors I've outlined in last months Spokes we need to consider the future of the show.

we need to consider the future of the show

While planning the show for this past June, the Car Show Committee discussed many ideas to evolve the show for the future. Some of the things we considered was continuing the same show as we have in the past, with an eye on reducing costs to eliminate potential financial disaster if we encounter bad weather, and making the show a much smaller affair that concentrates on British sports cars. Both ideas have great potential for the club. The former is what we set forth to do for 2004, the latter was an idea set-aside for the future.

Transitioning the show into a small sports car affair would emulate the earlier shows at the Wagonjack Farm, primarily for club members and friends. With a show of this nature the requirements of the club would be minimal, essentially it would be an event where we would invite our members and friends to show their cars in a casual atmosphere. The public would be able to attend and be able to learn about our cars and hobby. By having the larger traditional show we are providing a community service by holding a major event for the entire car collector hobbyist in western New York. We help the Victor Lions Club achieve their financial goals, and also give our club a sense of purpose and a revenue stream that goes beyond what we can collect in dues.



The money earned at a successful show is not really required by the club proven by how we managed the club's treasury after bad shows. How we use the money made from a successful show needs to be considered. What is the purpose of the money we make at a show? I would like to see the money used to improve the club, help us have better events that draw in new and inactive members to share our interest in the hobby. Some of the money should be set aside, as it has been in the past for keeping the club afloat in a year of a less prosperous show, and we should continue to be a good

using . . . the shows' proceeds

community member and share a small amount with our foundation and scholarship at MCC. By using the majority of the shows' proceeds for club activities, functions, and programs we can have better activities such as the catered pig roast, and a Christmas Party with little cost to the members. The small British and Sports car show could be put together without having to burden participants and spectators with any costs. These types of events will be a payback to the members who commit a lot of time and effort to the club along with encouraging the members who do not participate much to come out and get involved and be more active.

a great opportunity for the new chairman

Although there are many challenges for the future of the show it will be a great opportunity for the new chairman to exercise his or her potential to continue the show to give us the benefits of keeping the club secure.

The Closest Collier Cup Race in History

By Dick Powers



Bob Bucher and Sherm Decker coming out of the last turn 100 yards from the finish.

2004 marks the 50th Anniversary of the Collier Cup, which, from 1954 to 1959, was a race for MGs only. During the all-MG era, two racers, Bob Bucher and Sherm Decker, won four of the six Collier Cup races and they did it in MGAs. Sherm Decker won in 1956 and 1959 (Twin Cam) and Bob Bucher won in 1957 and 1958.

The 1958 race was the closest Collier Cup race in history, or as Bill Green (historian at the International Motor Racing Research Center) says, you couldn't put a piece of paper between them. The "them" were the MGAs driven by Bucher and Decker.

As fierce competitors as these two were, they were very good friends. Bob worked as a Document Analyst Specialist for IBM in Binghamton, New York and Sherm started the Auto Technology Program at the State University of New York at Delhi. Sherm was also the premier MGA tuner of his day and worked at the famous Morris Garage. Both MGAs were purchased from Morris Garage and the one Bob Bucher raced, 029, was owned by Spanky Smith. The cars were set-up and tuned by Sherm Decker and were the same in every way. Sherm always felt he could beat the other guys, so there was no reason to set their cars up differently than his.

Very few modifications were allowed by SCCA in the 50s. Joe Tierno, present owner and racer of 029, pointed out that these cars were very close to stock MGAs and most MGAs now raced in vintage are highly modified as compared to cars raced in the 50s. After the 1958 Collier Cup race, Joe

got a rainy ride home in 029. Joan Decker, wife of the late Sherm Decker, said: "We drove the car to the track, raced it, and drove it home." Bucher and Decker raced very equal and streetable MGAs. The driver made all the difference.

Starting positions for the 1958 Collier Cup race were not determined by lap times, but by drawing lots. Unfortunately Decker was gridded very far back in the 27 car field with Bucher closer to the front. After the green flag, it took a few laps to sort things out, but Bucher was leading by lap 3 with Decker in 5th place. On lap 6, Decker passed Bucher for the lead, but not by much and it stayed that way for five laps!

These two home town drivers were racing in a way never seen before or since at the Glen. Bill Green and Joe Tierno, who saw this race, rank it as one of the best ever.

I asked Joan Decker what it was like seeing such close racing: "We were all screaming and cheering. The excitement kept growing with each lap and as much as I wanted Sherm to win, I was cheering for Bob too. We all knew we were seeing the closest MG race ever and that Sherm and Bob were the best."

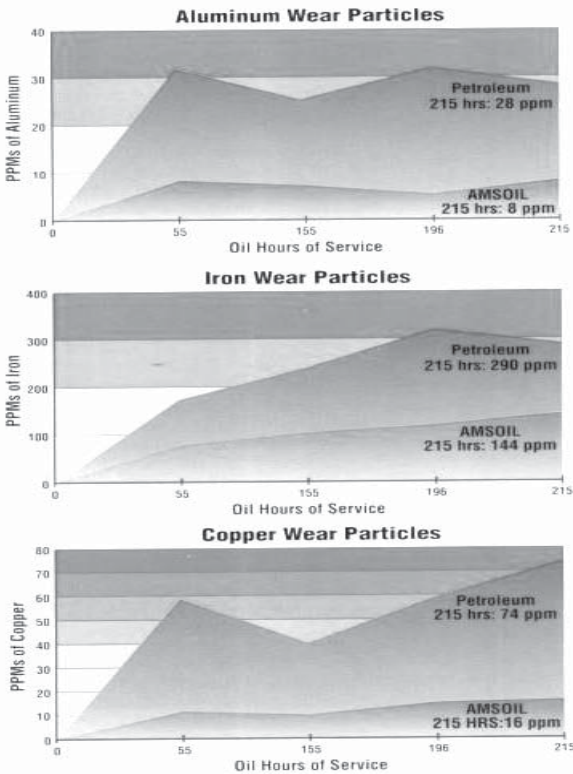


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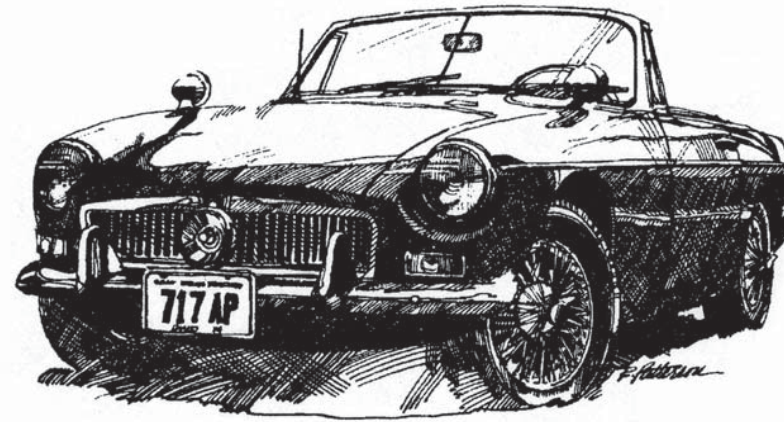
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If things were not exciting enough, lap 10 put this race into a class by itself. As the two MGAs crossed the Start/Finish line, they were side-by-side! Neither Sherm nor Bob gave an inch. Close racing, but clean racing. They stayed side-by-side up the hill through the Esses, down the Front Straight, through the Chicane, the Back Straight and into the sweeping Fast Bend. For nearly 2.3 miles, these two racers did everything they could to find that little advantage. Into the narrow 90, now Turn One, they plunged, Bucher on the outside, Decker on the inside. Going through the 90 the smallest of advantages developed, it could have been the track surface or a puff of wind, but Bob Bucher came out just slightly ahead. After the drag race to the checker, they were still side-by-side with 029 leading by only a few feet. What a race and it should not surprise us that MGAs were as much a part of it as two close friends who were out for an afternoon drive.

Even after this race, Bob and Sherm remained good friends. In 1961 at Sebring, they co-drove an Aston Martin DB4-GT that was entered by another great MGA racer, David Ash.

I asked Joan Decker if Sherm ever said anything about how that 1958 Collier Cup race turned out. Joan remembers that as they were driving the MGA home, Sherm said: "I could have just touched him and won, but he's my friend."

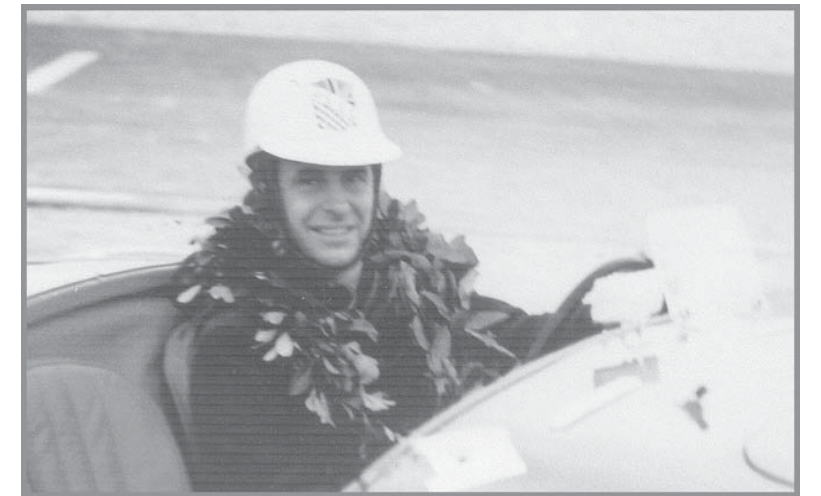
That really says it all. It speaks to amateur racing in the 50s and to the professionalism of two really great racers and friends who had just put on the closest Collier Cup, possibly the closest MG race in history. ♦

Safety **MG** *fast!*

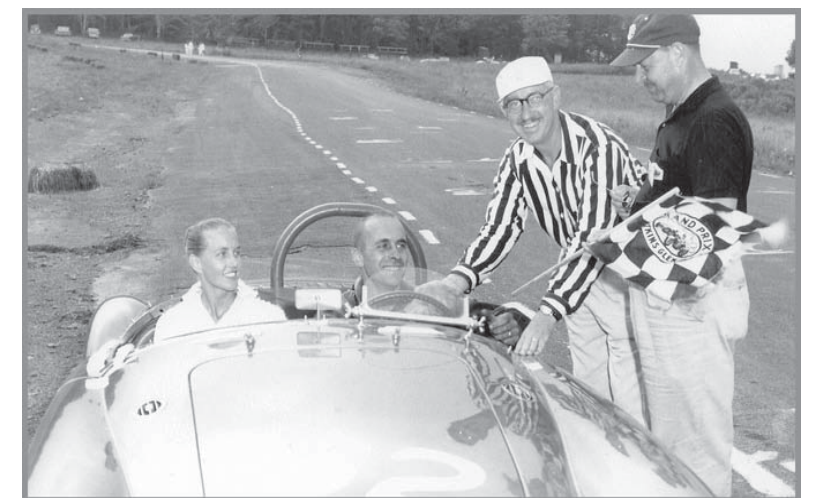
(The author would like to thank Joan Decker, Mark Bucher, Bill Green, Bob Poupard, Gordie Ruston, Joe Tierno, and the International Motor Racing Research Center in Watkins Glen for all the fun we had reminiscing about this great race and the life and times of those who made it possible.)



Bob Bucher with car owner Spanky Smith in the victory circle.



Sherm Decker after winning the 1957 Collier Cup race at the Glen.



Joan and Sherm Decker in winner's circle before a victory lap at the 1959 All MG Races of the Western NY Center of the M.G. Car Club.

(Photos supplied by Mark Bucher and Dick Powers)

Couldn't Put A Piece Of Paper Between Them

WHAT IS THIS THING CALLED ROAD RACING

Tin Cup Racing

Well, it’s just like it says, it’s racing on roads and in its earliest days those roads were used to get around town when they weren’t being used by crazy men and women in



their racing machines. If that is road racing, then what’s NASCAR? Those are “stock” cars on an oval track commonly known as “roundie” rounds. Now anyone who has seen a “stock” car up close and personal realizes that there is nothing “stock” about a stock car. They are highly specialized automobiles with one purpose and one purpose only, to race around making left turns only, going 200 plus miles an hour. But I digress, my focus is going to be centered on Road racing, you know like driving to the store and concentrating on the turn in point, the apex, and the track out, in every turn you encounter even the turn into the driveway. Over the next few months we’re going to try and explain from a novice’s point of, which is mine, what this thing called Road Racing is and why everyone at some point in their life wonders what it would be like to actually race a car at the Glen or Sebring. How about Monaco or to get away from...Po__ no not you. Be honest haven’t you wondered just a little?

Phase I Terminology. It’s important to know just a little about the jargon that is used by road racers. We’re going to hit on the terms that you may hear around the paddock (that’s where the cars stay when they aren’t out playing on the track). By no means will we hit all of the important terms just some of the more common ones and the ones that will affect the speed with which the racer travels. Let’s face it we all want to go fast.

Aero - Short for aerodynamic. **Aero** adjustments on a race car affect the behavior of the car in the speed range where the flow of air is fast enough to have an effect on the

downforce on the tires. The exterior package a car sales person tries to seal you on a new car, which costs a fortune, probably, wasn’t going to do much for the **aero** of the vehicle, but it will certainly make it look fast. An example of this is the fact that a wing on the back of your car really has little affect below 100 miles an hour.



Aglet - The little plastic piece that holds the end of your shoelace together. I’ll bet you didn’t know that and if you did you’ve got to get out more.

Angle of Attack - The angle relative to the air stream at which a racecar wing is set, if your car has a wing. A high angle of attack creates more down force and drag, then a low angle of attack.

Apex - The point during the corner where the car comes closest to the inside edge of the road. Miss the apex at speed, hold on, you’re going for a ride you weren’t expecting.
Aspect Ratio - The relationship between the sidewall height of a tire relative to the tread width. Smaller aspect ratios describe a tire, which is wide and squat vs. thin and tall. If you don’t understand ask George Haynes he’s the tire man.

Balacalava - A hood made of nomex or other fireproof material frequently worn under the helmet. Especially for hairy guys and girls.

Balance - The mix of front and rear end grip. In cornering, the aim is to get a balance of front and rear cornering traction. In braking, it is a matter of having the front and rear ends of the car do their appropriate share of braking in proportion to their different downloads. The last thing you want is to go fast and not be able to stop on your own. You can always stop, it’s the on your own part that’s important. 14

ROAD RACING GOING FAST AND LIVING TO TELL ABOUT IT

Tin Cup Racing

In thinking about road racing, or really any form of automobile racing, the object is to go fast and live to tell people about it. In phase III we’re going to talk just a little about what helps to make auto racing safe for the drivers and ultimately for the spectators as well. We thought that before you head to the Glen for the Vintage weekend it would be good to know why those guys were waving all those colored flags.

Flags are a way to communicate with the drivers as they make their way around the track. Do you remember the Burma Shave Signs that used to be along the road? You definitely got about every other one depending on how close they were and you rarely got all of them. Try that at 120 miles an hour and you might as well forget it. Flags are used to let drivers know what’s going on around them, making their trip around the track a little safer. We’ve listed the different flags and what they communicate to the driver as passing the person waving them. We use the SCCA meaning of the flags, which are the most widely accepted. Different tracks and sanctioning bodies may vary a little.

Green Flag (solid Green). The race starts the instant the Green Flag is displayed.

Stationary Yellow Flag (solid yellow). Take care, Danger, Slow Down, **NO PASSING FROM THE FLAG** until past the emergency area.

Waving Yellow Flag (solid yellow). Great Danger, Slow Down, be prepared to stop **NO PASSING UNTIL PAST** emergency area. Double yellow, displayed at all stations — indicates the entire course is under yellow conditions.

SLOW DOWN,NO PASSING. This flag condition may be used with or with out a Pace (safety) Car.

Blue Flag (Blue with a Diagonal Yellow Strip). Another competitor is following you very closely or is trying to overtake you.

Surface Condition Flag (yellow with orange vertical strips). Take care. Oil has been spilled or a slippery condition exists, or debris is present on the course.

White Flag (solid white). An ambulance, service vehicle, or slow moving racecar (mechanical problems) is on the track. Take care. A standing White will may also be displayed to indicate the locations of Flagging stations during practice or qualifying sessions.



Black Flag (solid black). **Closed and pointed or shaken** at a driver means Warning you have been observed driving in an unsafe manner. This may be displayed accompanied by the car number.

Open black flag, displayed with a car number, proceed directly to the pits and get ready to explain your actions, your in deep do do Note: **DO NOT TAKE ANOTHER LAP** after this flag has been shown to you.

Black, Opened, DISPLAYED AT ALL STATIONS. The session has been halted, all cars shall proceed directly to the pits, it shall be displayed with a sign “ALL”

Mechanical Black Flag (Black with orange Ball) Other wise known as the **”meat ball”**. There is something mechanically wrong with your car. Proceed to the pit at reduced speed.

Checkered Flag (black and white checks). You have finished the race; continue cautiously to the pits. Everyone takes the checkered flag if they finish the race. Of course the first car to cross the finish line wins.

Red (solid red). Displayed at each station and on the starter’s stand **-EXTREME DANGER - THE SESSION HAS BEEN STOPPED.** Come to an immediate, controlled stop at the side of the racetrack. When released by an Official proceed cautiously to the pits.

Well now you know it, this is how the drivers know what’s going on around the next corner. The next time you hear of a driver getting meat balled or a black flag you know what that means. Watching the races will be more interesting for you.