

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 2

February 2006



Founded 1958

The Winners!



Meeting February 16th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, NY

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

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MEETINGS

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

ADVERTISING RATES as of January 1, 2002

Copy ready business advertising:

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

Contents

Cover Photograph by Gary Sandusky— Race Winners: Mike Goodwin, Jim Schwind, Brooks Schneider, Bill Baldwin	
From the Chairman	4
Herald	4
Activities.	5
Saratoga Tour	5
Minutes of the Meeting	6
Attendance	7
Pizza Party.	7
Swing into Spring.	7
Winter Steak Roast and Auction	8
Technical Stuff.	9
Go Kart Racing	10
Seneca Lodge Rooms.	11
Wine and Cheese & Valve Cover Races	12
MG (S) Miles and the Nuffield Trophy Revisited	16
2006 Sports Car and Vintage Auto Festival	19
Bury Me in an Old MOWOG Part Box.	21
Sunshine Page.	22
Classified Ads	22
Regalia	23
Membership Form	23

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Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Elaine Hess
17 Sandpiper Lane
Pittsford, NY 14534

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

From the Chairman

LEON ZAK

The first column of a new year. Always a good sign – it means that our car season isn't far off. With both of our cars running good when I put them up for the season, I'm looking forward to going to them in the Spring, taking the covers off, putting the key in, crossing my fingers and driving off into another great car season. I wish you the same.

Speaking of seasons, looks like this season will bring us our 34th car show. All the pieces are falling into place – the Farmington Town Park is lined up as our location and the town board has a positive attitude toward it. Only thing we need is a day of good weather and it will be a good show.

The first event this year was a great success – good attendance, a good new location (Finn Park in Webster). Gayle and Brooks did a nice job. Judging from the valve cover races, I think we're in for another year of good events. They've got an opening for some help on an event or two, so let them know if you can help.

Gary Sandusky has stepped up to help with the web site. He's started organizing the photos and has posted many new ones. When you can, go to the web site and take a look. Our photo section is turning in to a very nice display. While I'm on the subject of photos, if you have any photos you think would be good for the web site or Spokes, send them to info@mgcarclub.com and I'll see that they get the right person.

If you have any questions, ideas or comments about the club, please let me know.

— V8



The really big shoe wins by a toe

—Gary Sandusky photo

The Herald

ALLEN HESS

We used to drive our beloved British cars year 'round. But we also probably expected to trade it in and get a new one every so often. That is no longer possible. The two photos below are from the MG Car Club scrapbooks. This event in 1959/60 was called the "Eye Opener". A rallye on snowy roads would get your attention.

We still are a hearty bunch, looking at the Wine and Cheese event and all of the events coming up. Fifty days 'til Spring Doug.

The Toronto MG Car Club sent us a note via our web site about the upcoming Canadian International Auto Show. "Octagon Dreams – A Salute to MG" will be one of two themes ("American Luxury" the other) in the Classics Salon. Sixteen MGs from the 20's to 1980. **Old Number 1**, on loan from the British Motor Heritage Centre at Gaydon, England will also be on display. The autoshow runs from February 18th through the 26th. More information is available at www.autoshow.ca/2006/features.asp?sub=classics.

—Triumph!



Do you know who these people are?

—MGCC Scrapbook

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Activities

BROOKS SCHNEIDER

Since the last issue of Spokes went to press, we've finished the 2005 activities season and begun 2006. The final event of 2005 was the Holiday Party held at the Wishing Well. As has been customary with any Langswager production, every detail was covered and everyone had a great time. Thanks again for all you did as activities directors for the last two years, Gil and Betty.

The first event of 2006 is now in the history books – the annual Wine & Cheese Party/Valve Cover Races. It was on a new day of the week (Saturday), in a new location (Finn Park, Webster), and was very well attended. Details of this event appear elsewhere in this issue.

By the time you read this, the second event will either be imminent or have passed – Go-Karts at Inside Track Speedway. There will probably be many interesting stories to share about that in the next issue.

Due to a significant price increase, coupled with the uncertainty of late February weather, there was little interest shown in the Mardis Gras party at the Village Tavern in Hammondsport, so it has been scratched from this year's events calendar. It will be taking place with us or without us, so you can still go if you want to, but the club will not be purchasing a block of tickets.

There are two events currently on the calendar for March: The Steak Roast and Auction on Sunday, March 5th and the "Swing into Spring" at the Old Toad on Sunday, March 19th. Be sure to mark you calendars. I'm sure that special item you've always dreamed of owning will be waiting for you at the auction and Spring would not be Spring if we didn't welcome it with some fine British food.

We're still looking for ideas for additional events. The on-line calendar is up to date, so if you see a gap and have an idea for something interesting to do, please let us know. Finally, a subtle reminder – we're still looking for someone to organize a rallye prior to the August 6th Pig Roast in Rush.

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Minutes of the meeting

MARLENE RZEPKOWSKI

MGCC Meeting Minutes-January 19, 2006

Call to order-7:30 PM

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

No new members or guests were present at this meeting.

The new board members introduced themselves. They are as follows:

Chairman- Leon Zak

Vice Chairman- Dan Suter

Treasurer- Joeanna DeBlaere

Secretary- Marlene Rzepkowski

Trustee- Bob Tescione

Trustee- Doug Scribner

Activities Directors- Brooks and Gayle Schneider

Also introduced was Gary Sandusky, as assistant to Leon Zak, web master, and Jim Priestley membership coordinator. A reminder was given at this time that 2006 MGCC dues is due now and can be given to Jim Priestley, Joeanna DeBlaere, or on the web site via Pay Pal.

Treasurer Report- Our finances are in good shape. The figures that were given also included the "Rainy Day Fund" which is now combined with our money market account. Specific details can be obtained from Joeanna DeBlaere, our treasurer.

Activities- It was reported that the "joke tradition" before the activities report will continue as soon as jokes are available. Brooks gave information on his background so people will get to know him better. See the Activities report in SPOKES for list of future activities.

Regalia- Many new items are now available as well as regular items. A color calendar for 2006 is \$12.

SPOKES- Articles are due by next Thursday, January 26, 2006. Send them to Allen Hess along with any photos.

England- Discussion of Nuffield Trophy history, where it is and where it will be in the future. Toronto MGCC centre is celebrating its 50th anniversary. Secretary will send letter of congratulations to the centre and George Herschell will try to get details of this celebration.

Web Site- Problem areas are being fixed.

Librarian- The following items are available to borrow: Safety Fast Magazine, videos, and posters. Any suggestions for additional videos should be given to Alan Costich.

Vice Chair- Gary Sandusky named as Treasurer to national NAMGAR association.

Sign up sheet for helping with our car club's 50th Anniversary celebration is available. Dan Suter is the liaison to the MGCC Board for this event.

Looking for a person that has a good rapport with MCC to help better communications between the club and the school. Contact Dan Suter.

Looking for someone to pass out information on the MGCC at upcoming Autocross Events. Contact the board.

Car Show- Report given by Dick Powers. Agreement signed for the event to be held June 4, 2006 at the Farmington Town Park. Ads needed for show program and presale of tickets will be available. See Dick Powers to sign up to help and for further information.

Old Business- The new board is currently working on the club budget. Ideas needed for where to allot moneys. Charitable Gifts committee is needed. Suggestion was made that money should be set aside for the MGCC 50th Anniversary Celebration.

Motion was made by Dan Suter for the librarian to become Material Property Manager. Discussion followed and Alan Costich as Librarian declined to accept this position. Jim Priestley volunteered to find out where all the MGCC properties are and will make a list with the help of Alan Costich when needed. Any information on MGCC property that you have please send to Jim Priestley.

New Business-

Joeanna DeBlaere will help sort out and discard contents of MGCC file cabinet that Paul Heaney has at his home.

A volunteer is needed to make a list of past MGCC motions from 1997 to the present.

Cars and Parts- Early 1960's MGB in need of total restoration for sale. Contact Jim or Warren Riter.

For Sale- 8 yr old Craftsman shop vac \$25

Old SEARS 2hp, 150 psi, 220 volt air compressor -FREE

Contact Gil Langswager

Door Prizes Awarded

Misc. Comments- Seneca Lodge Rooms for the Vintage Race Weekend at Watkins Glen in September will again be done by lottery. Send email or snail mail requests with room preference (3 night minimum) to Joeanna DeBlaere by April 1, 2006. There will be an ad in SPOKES.

Motion to adjourn and seconded at 8:40 PM.

Attendance

JANUARY 19, 2006

Betty Langswager
Gil Langswager
Gary Sandusky
Barb Zak
Leon Zak
Beverly Swarts
Chuck Swarts
Carl Prouty
Barb Wild
Dave Wild
Bob Tescione
Gayle Schneider
Brooks Schneider
Dan Goodwin
Bill Baldwin
Cheryl Baldwin
Ted Hershey
Alan Costich
Dick Powers
Joan Heaney
Paul Heaney
Dave Chase
Hollis Hames
Cindy Jack
Doug Jack
Laurie Scribner
Doug Scribner

Susan Kath
Jeff Kath
Joeanna DeBlaere
Joe DeBlaere
John Thompson
George Haynes
George Herschell
Nancy Herschell
Brian Fallon
David Leete
Mike Goodwin
David Asmuth
Dawn Priestley
Jim Priestley
Lane Boughton
Dan Suter
Steve Stewart
Marlene Rzepkowski
Dick Rzepkowski
Wally Roworth
Don McConnell
Jim Davis
Allyn Wagner
David Engdahl
Nick Zuck
Al Fink
Ben Barlow

Pizza Party

To Celebrate Gil Langswager's 75th Birthday

February 19, 2006

6:00 – 9:00 P.M.

46 Stonington Drive
Pittsford, NY

RSVP. (585) 385-9956

No Gifts Please



Sewing into Spring

Sunday, March 19, 2006, 4:00 PM

*The Old Toad
277 Alexander St
Rochester, NY*

Menu and More information in the March Spokes.


*Save the date
Come celebrate the arrival of Spring!*

*Laurie Scribner 585-872-5133
email: minicityus@aol.com*

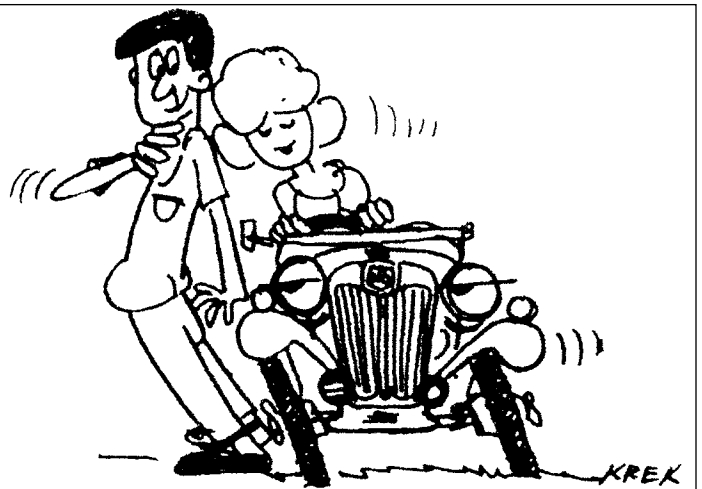
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* this is six square inches



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Please bring a dish to pass, your table service, and drinks. The club will provide coffee. Please don't bring dishes that need to be plugged in.

✍ Advance sign-up is required so we know how much to buy. Sign up at the February meeting or send a check payable to "MG Car Club" to:

Brooks Schneider




463 Drumcliff Way

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☎ Any questions, please contact us at 225-5251 or by E-mail at



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“What’s that you say, Allen? Something for Spokes? Technical Editor? Well, sure, anything to help out . . .”

And, of course, since this is a car club newsletter, it’s perfectly logical to expect it to include some stuff of a technical nature...but what? Do we dive right into the guts of the machine and talk about scientific stuff like metallurgy and thermal efficiency, complete with boring formulas and such? Or do we go to the other extreme and keep the topics so basic and simple that readers with inherent fears of things mechanical won’t just skip over the page?

“Look, Honey, this is a screwdriver, see? And this is a Phillips screwdriver . . . Wait! Wait! Don’t walk away . . .”

So, here’s the deal: Tell me what you want to know, and I’ll research it and write about it. There’s a wealth of technical knowledge and experience available from the members of this club. We can answer questions, solve problems, explain things...whatever you want. You tell me. Send me e-mail to doug@mgcarclub.com or call (585)872-5133.

Of course, if you don’t tell me what you want to know, I’ll just go ahead and write about whatever I feel like. Want an example? OK, let’s talk about . . . um . . . fasteners—nuts and bolts—hardware on our older British cars.

Whither Whitworth?

You’re trying to take something apart on your older British car, got a whole box of tools, yet nothing seems to fit? Thank British engineer Joseph Whitworth, who, in 1841, proposed “A Uniform System of Screw Threads” that set standards for thread angle, shape and count per inch. This system was adopted by Britain and much of Europe for all types of machinery.

Then in the early 1900’s the British added British Association (BA) and British Standard Fine (BSF) thread forms in parallel use for smaller hardware and applications where vibration was a problem with the coarser Whitworth hardware. Now, here’s the interesting part: Whitworth wrench sizes were based on the shank size of the fastener, not the dimensions of bolt heads or nuts. Then, in 1924, Whitworth bolt heads were downsized to the British Standard dimensions so existing tools could still be used, but on different bolts. So, an old bolt head with 3/8” shank was the same size as a new bolt head with 7/16” shank. And the wrench would be labeled 3/8W 7/16BS.

Of course, all of this was different from the system that evolved in this country, known as American or SAE,

using thread form standards established by the Society of Automotive Engineers, and tools sized to bolt heads and nuts.

And then there’s the Metric system, used by the rest of the world. Frankly, I’ve never felt the need to master the Metric system, though I have a few tools left over from working on German and Italian cars, but I’m too old. I mean, we won the War, didn’t we?

Which brings up another point: during World War Two, the British converted to American thread forms and sizes. The idea was that if any Allied equipment was captured the enemy wouldn’t be able to repair and use it because their tools and hardware wouldn’t fit. With a few exceptions (pre-war designs like MG T-series cars), British cars built after the late 1940’s used SAE hardware sizes.

When the European Economic Community was formed, one of the requirements the British choked on was converting to Metric. Their concession was to change bolt heads to Metric, so mechanics in EEC countries only need one set of tools, but they retained SAE thread forms on most hardware. That’s gradually going away as production tooling is replaced, but adds another wrinkle to those of us performing maintenance.

There will always be an England.



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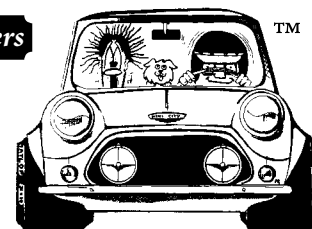
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For more details about Inside Track see www.insidetrackspeedway.com

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Seneca Lodge Rooms

JOANNA DEBLAERE

It is that time of year already, time to think about the Vintage Weekend at Watkins Glen. As we did for the last few years, we will be having a lottery for the rooms. This year the deadline to submit your name and room preference is April 1st. You must be a club member to apply.

If you would like a room I need your request in writing on or before the 1st of April. You can send it by e-mail to deblaere@frontiernet.net or by regular mail to:

Joanna DeBlaere
8607 North Shore Drive
Honeoye, NY 14471.

We will need a few people to volunteer to do the party on Saturday night at the log cabin. There is always plenty of people to help with getting this party organized, if you have not hosted the party in the past you might consider doing it this year.



John Thompson tunes a Mini 2005

—Elaine Hess photo



Chuck Woodworth 2005

—Allen Hess photo

Wine and Cheese & Valve Cover Races

BROOKS SCHNEIDER

The 2006 activities season was officially kicked off on January 21st with the traditional first event, the Wine and Cheese Party. This year it was held at a new location, the recently-built Liberty Lodge at Finn Park in Webster. The lodge was fantastic.

The continuing unusual winter weather (or lack thereof) gave us no travel challenges, so the event was very well attended. We didn't attempt a head count, but it was pretty much filled to capacity. There was no shortage of goodies to indulge in, so odds are a number of New Year's resolutions went up in smoke.

As always, the highlight of the event was the valve cover races. There were 25 entries, with many of the perennial favorites joined by new creations. We had the whole range covered, from pure function to very elaborate. One person even raced his sneaker – pushing the technical envelope to incorporate aerodynamics. The competition is getting closer every year, with many photo-finishes at the line. As an added bonus, we even got a lesson in marital relations from the experts, when Gil and Betty faced each other during the eliminations. Continuing a trend from the last few years, the long-wheelbase cars seem to have an edge.

When the dust settled, the final results were:

1st place - Brooks Schneider (Old Slow)

2nd place - Mike Goodwin (TT's TD)

3rd place - Bill Baldwin (Green)

People's Choice - Mike Goodwin (TT's TD)

The event concluded with an exhibition run by TT's TD, with the room lit only by the car's running and undercarriage lights.

Many thanks to those who helped make our first event a success, including, but not limited to:

Bill and Kathy Rampe - reservations and handling the details for the lodge,

Pete Pegoni - the official starter and keeper of the race track,

Gil and Betty Langswager - setup and registration,

Leon Zak and Pat Sangster - scoring computer and technical support.

This club never ceases to amaze us, with everyone's first words being "How can I help?" At the end of the day, everyone pitched in for the clean up and we left no evidence we had ever been there. Another great afternoon with the MG Car Club.



People's Choice and 2nd place winner by Mike Goodwin

—photo by Mike

Wine and Cheese & Valve Cover Race Photos

BY GARY SANDUSKY



Action, Suspense, Thrills and Spills!



Gayle and Brooks Schneider



"A weight limit . . . ?"



"If this is a winner, the Lotus is getting blue tires too."



Leon Zak, Pete Pegoni, Charlie Alba and son



Betty Langswager, Gayle Schneider






A pink engine might be interesting . . . not concours . . .






Carolyn & Elizabeth Avery's hairy ride —Mike Goodwin photo

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Mike Goodwin, Leon Zak going at it toe to toe



Brian Fallon, Lane Boughton, Pete Pegoni



You don't have a chance Gil . . .



Streamliner beats World of Outlaws —Mike Goodwin photo



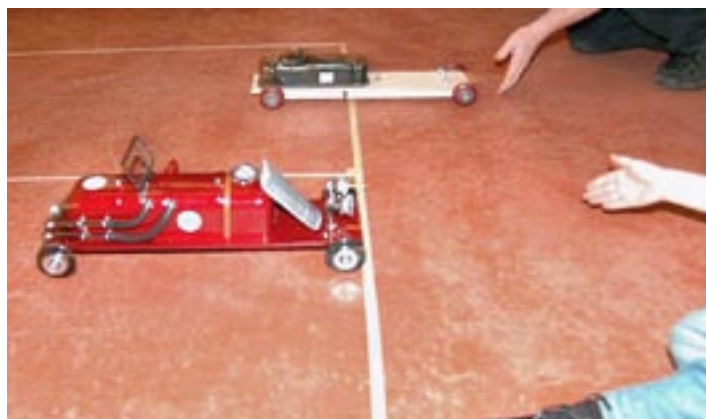
Steve Stewart, Jeff Kath, Pete Pegoni



Brooks Schneider, Dick Rzepkowski



Bill Baldwin's car takes 3rd



A photo finish for 1st and 2nd

Last night at our monthly meeting one of our members questioned just what the Nuffield Trophy was and what did it look like. They also wanted to know something about the history of the Nuffield and it's relationship to the MGCC Western NY Centre. My MG (S)Miles column number 36 had a write up of the Nuffield trophy and I thought it would be a good idea to update it here and pass this along to some of our newer members who might not have any idea of what or how this trophy came to be and our clubs involvement with it.

In 1936 Lord Nuffield (formerly Sir William Morris) decided that as patron of the MG Car Club something should be done that would "enhance the club's prestige, assist its growth, and add to the enthusiasm of its members". He commissioned a solid gold cup and personally wrote out a check for £ 136, an amount that would have bought a brand new Morris car, of that time. That trophy was then awarded to the Centre "which had shown the most meritorious growth, and enterprise during the previous year".

With the rapid growth of the club following the post 1945 boom in MG exports, four more trophies were commissioned only in silver not gold. These were to be awarded yearly to the Centres in Europe, North America, Africa and Oceania (Australia & New Zealand) "for annual competition between the Centres of the club". So now the Nuffield Trophy was international and all four were to be awarded yearly.

In 1954, the US the trophy was awarded to the Long Beach CA centre. From there it went to Centres in: Washington DC, Central NY, Long Beach again for two years, and in 1960 it was awarded to Western NY.

The awarding took place in the service area of the old Sports Car Sales at a special party and was presented to then chairman Chuck Heindl by Roderick Learoyd, senior sales executive of the British Motor Corp. in the US. It was

awarded again in 1961 to WNY. In 1962 the home club asked Chuck Heindl to hold the trophy until they were prepared to award it again. This he did, . . . for the next twenty five years.

In 1985, Phil Richer then North American coordinator was trying to find out what had happened to the Nuffield Trophy for North America. It was much to his surprise that we (Chuck Heindl) still had the trophy and would surrender it to the home club so it could once again go back in circulation. It was at this time that Phil Richer asked us,

WNY, to put together some sort of criteria for the future awarding of the trophy. A committee consisting of Bill Benet, George Herschell, Dick Powers, and Bob Welch along with David Haywood from the Toronto MGCC did a lot of work and came up with what we thought was a fair and equitable way of judging the recipients. We thought we had done a decent job of setting some standards, but found out later how wrong we were.

In 1986 the trophy was awarded to the New England MG T Register at their GOF in Albany NY by Phil Richer and the following year it once again returned to WNY Centre. From there it went to the North West Centre and they held it for four years. From there it went to Toronto, presented by

Dick Powers as a "quasi official representative of the MGCC England". (his words not mine) He also had to explain what it was and who the WNY Centre was and how many times we had it.

Then the trophy got "lost again for a few years and finally Bill and Heather Charlton then North American co-coordinators asked me if I knew where the trophy was. I told them that it was in Toronto with the club there. So once again the WNY Centre came to the rescue of the trophy.

It was at this time that we again sent a copy of the committee's recommendations of criteria for the awarding of the trophy to the home club in the UK. We had taken into



consideration (originally) the difference in size between the various centres and came up with what we thought was very fair and equitable set of guidelines for the future awarding of the trophy. *However, since then there has been no comment from the home club as to what the criterion is for the awarding of the trophy. I have asked on numerous occasions and get no reply.*

The trophy next appeared at the “all MG” meet in Indianapolis in the company of Alan Kingwell, MGCC Overseas Director, and Nick Cox, North American Co-coordinator. At the banquet that night the trophy was awarded, (after some sarcastic comments about needing a lawyer to understand the criteria set forth) to the Hoosier MGB Club. (“Competition between the Centres”?) They were the hosts for the all MG B Meet and associated with the NAMGB Register. From there it went to the North West MGCC, (who were celebrating their 40th Anniversary) and then to MG’s of Baltimore. In 2000, it was taken back to the UK so all five trophies could be awarded there and was taken home by the Houston MG Car Club. In 2001 it was awarded to Minnesota MG Group. From there I’m not exactly sure who got it but it was awarded to the NA MGB Register for 2004 and will be awarded to the Toronto MG Car Club in celebration of their 50th Anniversary. Hopefully we can look forward to at least being considered for our 50th Anniversary in 2008.

In closing I would like to add a paragraph from Capt. George Eystons (1975) Autobiography, Safety Last. “In New York State is the Western NY Centre of the MGCC, organized in Feb. 1958: at that time it was one of the first sports car clubs in the Rochester area, and the only club, other than SCCA ever to sponsor races at Watkins Glen. The races held in 1959 and 1960 were for MG’s and MG powered cars only. One of their most famous classic car meetings is the Wagonjack Farm meeting celebrating its sixth successful year. This event is always held in October. One of the clubs most active members, Burt Patenall, is one of only six members world wide upon whom has been bestowed the honour of life membership in the parent MG Car Club.”

It is interesting to note that the MG Car Club of the UK felt we were worthy of this trophy and Capt. Eyston former president of the club and world famous competition driver thought this much of our centre to mention it in his book. Having had the pleasure of meeting Capt. Eyston, I can assure he was not one to make frivolous comments and what he said came from a deep sense conviction and was not to be taken lightly. It is a compliment to our centre and its members to have had this sort of recognition.

I am including a photo of the first Nuffield trophy as it was originally created in gold. The additional “regional trophies” were crafted in sterling silver and measure about 18 to 20 inches in height. There is also a large handcrafted wooden box for travel of the trophies.



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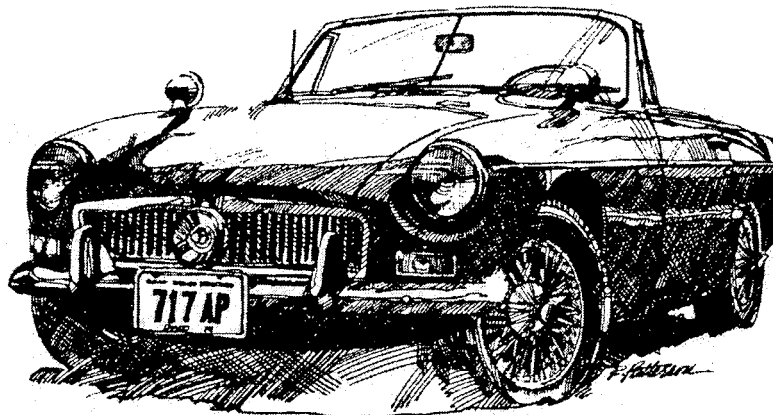
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2006 Sports Car and Vintage Auto Festival

DICK POWERS, CHAIR

There's an old song: *What a Difference a Day Makes* and in the case of our Sports Car and Vintage Auto Festival we might want to change "Day" to Year. Things are very different in 2006 from where we were in 2005. I am happy to say we now have a signed document for a new location! That new location will be the **Farmington Town Park Complex** in Farmington, NY. It's bordered by I-90 on the north, County Road 8 on the East and Collett Rd. on the South. So mark your calendars for Sunday June 4 and pray for good weather!

Much work has gone into finding a new location and I want to thank the folks in the Victor Lions Club for all the hard work they did to make this happen. The Town of Farmington is looking at this as a real opportunity to partner with us for 2006 and beyond. A very different view from what the Fingerlakes Track had in 2005.

That said, it's an All New Location and we'll have to see if everything fits the new space. Some of your club members have already been working very hard to see how things will fit.

Lane Boughton, is trying to work some magic and fit all his Flea Market vendors in. Lane even went out and measured the entire field! Our new Field Marshal, **Arnold Vandenburg**, has also walked and sketched the field to see if all the classes will fit. Fortunately for our club they both live in that area.

Peter Pegoni, who lives a long way from Farmington in LeRoy, has checked the field for a good location for the Car Corral. He, along with **Wally Roworth**, have once again taken on this responsibility for 2006.

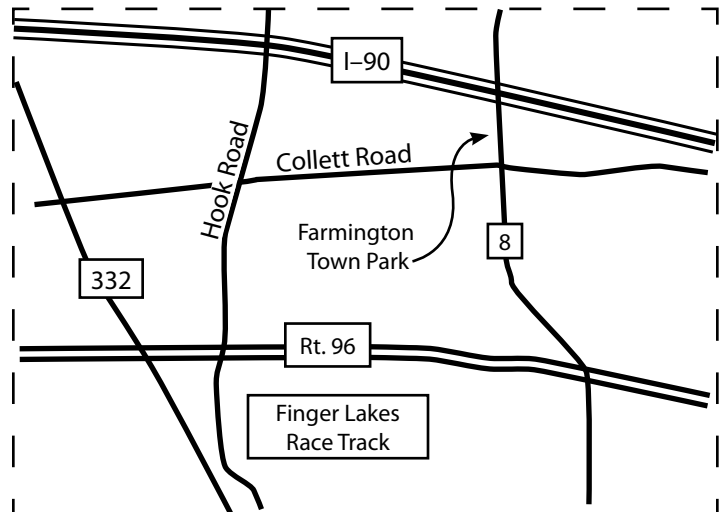
Others who are helping this effort are **George Herschel**, our MG/Car Show Artist in Residence; **Gene Dinkel**, Publicity; two of the Chief Judges, **Bob Tescione** and **George Haynes** and our Sage in Residence, **Gil Langswager**.

Dave Wild and I couldn't do it without these folks, but a lot more help is needed. Some of our other fine MGCC members have already stepped up to plate. **Al Fink** is going to help with some of the Program Ad Sales. **We need more help in this area** and George Herschell has made up a very easy to follow guide. We'll have some available at the next meeting.

Leon Todaro has donated the use of his 1000 Watt Sound System for the day of the show. I just hope his rock band doesn't have a gig Sunday night.

George Heissenberger, VP at Messenger/Post Publications, will again help get the word out to their nearly 100,000 readers.

We have a good start on our 2006 show, but there's still a lot to do. Please let me know how you can help with this 35th Anniversary of the Sports Car and Vintage Auto Festival.



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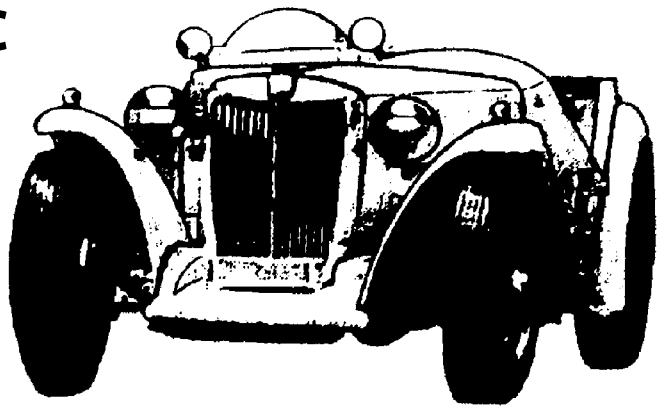


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JAY LOCKROW

Several years back when I was still in the workforce I was slaving away in the old salt mines one day when I heard a sound outside that I recognized instantly as that of a Stanley steam car. I thought to myself, It couldn't possibly be in this downtown location but when I raised my head and looked there were not only one but several Stanley steam cars that went by in the next several minutes. Of course I brought this to the attention of my fellow co workers and they were astounded at my brilliance and wanted to know how I knew they were Stanley's. This of course was easy I said., "Just look at them, they look like a Stanley, and sound like a Stanley." "But how do you know what a Stanley looks like?" someone asked. This was a little more difficult and the topic of this months MOWOG. Exactly how do you tell one car from another.

How often have you heard the phrase "They all look the same to me" or "The cars of that era all look the same" or some such inane comment. The answer to this is as simple as anything else. If you really want to know you must read about vehicles and learn what makes a Ford a Ford, an MG and MG or a Bugatti a Bugatti. I suppose that the fact that I was exposed to this sort of thing at an early age and read such things like Road & Track since it's beginning was a help. But more than once upon seeing a vehicle that I did not recognize I took it upon myself to memorize what the vehicle looked like and then went to the books to see if I could find something to match. This usually works if you have enough information on hand and several books of automobiles that range from the beginning to the present. Of course it always helps to look and see if there is a name on the vehicle or at least an emblem that looks familiar. One night about two years ago I took a collection of radiator mascots and other such decorations to a car club picnic and had a little contest to see who could identify them. I was totally amazed at

the total lack of knowledge of many of these so called automobile enthusiasts. Certainly I thought they would get the three pointed star, the flying lady, the octagonal; radiator cap or the hubcap with the red hexagon in the center. But alas the results were terrible. Only one entrant had all of them. Everyone else was all over the lot. I have done this with pictures also and the results were the same.

So you ask, "What do you look for?" The obvious answer is something like a radiator ornament, a hubcap with a well known character on it. Certain distinguishing elements that a certain maker always uses and of course the name may be apparent unless it has been covered over.

So what radiator cap belongs to what car? If you look at cars long enough and really look and see not just glance you will pick up certain consistencies. For example how many Mercedes Benz cars have you seen sans the three pointed star. Not many and probably none. They are on the boot lid, front of the hood, sometimes on the steering wheel and on the hubcaps. See, not so hard. A Rolls Royce always has a flying lady unless it has been stolen and you can always look at the hubcaps to see the entwined RR. If all else fails look at the radiator shell. It has not changed much in a hundred years. If anyone misses the car with a octagonal radiator cap you better resign NOW! For gosh sakes most of you have been around or owned MG's for years and MG's use of the octagon is legendary. The red hexagon on the hubcap was a Packard mark almost from the beginning. They used it right up to the end. They have had a few different radiator ornaments but the most common is the Cormorant. Another telltale mark on twenty and thirties Packard's is the half of an arrowhead on the hood seam either side of the car. See how simple? You must train yourself to look and see. Take the Alfa Romeo for

example. Around the grill shell or grill they have used some elongated vent holes ,either real or fake, for years. Over the last thirty years or so the grill has always had the same arrowhead shape. For years Aston Martin has used the same basic shape grill mouth. Look at it, memorize it and you will always be able to identify an Aston Martin. Ever since the fifty's Buick for example has used some sort of "porthole" vent on the side. Today it is almost gone, (Might even be for that matter) but for years it was there in some form or other.

"How about the rare and unusual?" Here again is where your reading and looking at pictures pays off. One day at work a guy came into my office with a picture of a sports car and asked me to identify it. I studied it for some time and could find nothing familiar and it was basically an interior shot. I told him I couldn't be certain but it looked possibly like an OSCA. I never did find out if I was right or wrong. Another guy once sent me a picture of a car with a tree growing through the hood that was taken in Australia. He said if he could identify it he could win a coffee mug. I spent an evening looking through one book I have that covers most cars from most countries from WWII on. It was a lousy photo but it had a strange piece of trim on the front that gave it away. I don't remember now what the car was (something like a Sunbeam or Hillman) but he did win the coffee mug. See, it really isn't that hard but you must do your homework.

Anyone missing a Bugatti these days with all the publicity over the years should be ashamed. The horseshoe shaped radiator is a dead giveaway. You have to go back to very early Bugattis to find one without this feature.

One night years ago my dad took my mom down to the store to get a quart of milk. We were in the big Mercedes

Continued next page—

FEBRUARY BIRTHDAYS

4 Philip Culbertson
 4 Lindsey Short
 5 Robin Christ
 6 Phil Parisi
 8 Jeff Miller
 8 Liz Colquhoun
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 11 Douglas Jack
 11 Barb Wild

FEBRUARY BIRTHDAYS

12 Allen Hess
 12 Nedra McElroy
 14 Fran Calkins
 15 Michael Palermo
 16 Ed Haefner
 17 Cheryl Baldwin
 21 Henry Kron
 21 Gil Langswager
 22 Stephanie Haynes
 23 Bill Baldwin
 23 Steve Behlke
 25 Sam Squiers
 25 Krystyna Todaro
 26 Steve Philip
 28 Teresa Alba

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FEBRUARY ANNIVERSARIES

14 Dave & Nancy Chase
 16 Ken & Sharon Stickle
 19 Dennis & Mary Costich
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Jay Lockrow continued—

because for some reason we were without a car. I went in to get the milk and a guy stopped me and asked "Wha kinna car izzatt?" I asked him (this was in the '50s) what do you think it is? He said he had no idea. I said to him "Look at the radiator cap, what do you see?" He replied "Three pointed star" All right I said what kind of car uses a three pointed star? He said Mercedes. I then said, "you just answered your own question" Not hard just use your eyes. One time in the Navy I was with a friend and there was an old car on the street. I said I think it was a Cord. He said no it

didn't have the coffin nose. I said wrong, it's earlier than that probably an L29. He thought all Cords looked the same and all had the coffin nose. I said something to the effect that do all Fords still look like Model Ts? Things change through the years. You would be darn unhappy if they were still making Model Ts.

Another time we were up around New Hampshire somewhere and there was this big black car sitting in a gas station. I stopped and went over to look at it. The owner was standing nearby and I asked what year the Hispano Suiza was. He looked at me and said. You're

the first person in years that knew what this car was. We talked a little and he even took us for a ride in it. What a real neat car it was. How did I know it was a "Hisso"? Easy I just looked at the radiator cap and there was a beautiful Alsace Lorraine Stork, which equaled a Hispano Suiza. See, easy, just pay attention, look at the pictures and use your senses.

Have I ever been really stumped? Of course because there are hundreds of cars out there that even I have never seen or heard of. But I keep trying!

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MG Car Club Western New York Centre — Calendar of Events 2006

For the latest information visit our web site www.mgcarclub.com

January 5 Board Meeting 19 Meeting 21 Wine & Cheese, Valve Cover Races	February 12 Go Kart Races 16 Meeting 25 Mardis Gras Wine Tour	March 2 Board Meeting 5 Steak Roast & Auction 16 Meeting 19 Swing Into Spring	April 20 Meeting
May 4 Board Meeting 7 Autocross 1 12-14 Saratoga Weekend 13 Tune-up Clinic 18 Meeting	June 4 Vintage Auto Festival 10-11 Hildene Car Show 15 Meeting Garden Tour	July 6 Board Meeting 9 Autocross 2 11-24 Nova Scotia 20 Meeting 30 GVACS Car Show (RIT)	August 6 Roast and Rallye 17 Meeting 20 Autocross 3
September 5 Board Meeting 8-10 Watkins Glen 21 Meeting 23 Tune-up Clinic 24 Autocross 4	October 8 Fall Foliage Tour 15 Garage Tour 19 Meeting 28 Halloween Rallye	November 2 Board Meeting Yacht Club Brunch 16 Meeting	December 2 Holiday Party No Meeting

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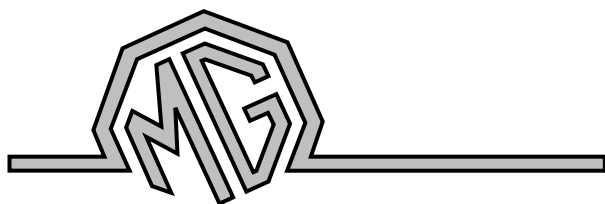
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