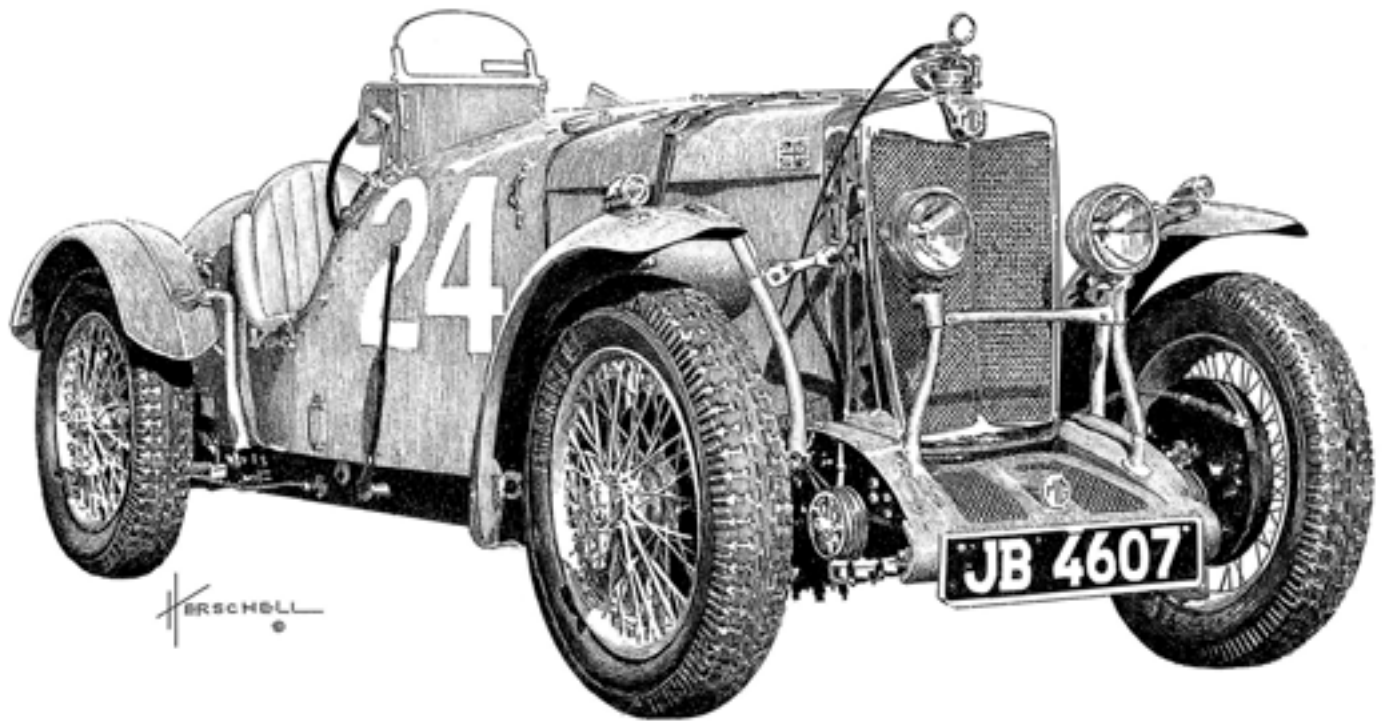


Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 49 No. 5

May 2007



Founded 1958

1934 MG NE Magnette NA 0518



Meeting May 17th 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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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
leon@mgcarclub.com

VICE CHAIRMAN

Dan Suter
186 Hillrise Drive
Penfield, NY 14526
(585) 377-1877
dmesuter@rochester.rr.com

SECRETARY

Marlene Rzepkowski
64 Ross Brook Drive
Rochester, NY 14625
(585) 381-3180
mrzepkow@rochester.rr.com

TREASURER

Joeanna De Blaere
8607 North Shore Drive
Honeoye, NY 14471
(585) 229-2230
deblaere@frontiernet.net

ACTIVITIES DIRECTORS

Brooks & Gayle Schneider
463 Drumcliff Way
Rochester, NY 14612
(585) 225-5251
bjsbrooks@aol.com

TRUSTEE

Doug Scribner
P.O. Box 20883
Rochester, NY 14602
(585) 872-5133
doug@mgcarclub.com

TRUSTEE

Robert Tescione
62 Wilmington Street
Rochester, NY 14620
(585) 442-7080
mogman@rpa.net

MEMBERSHIP

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469
(585) 657-4225
jim@mgcarclub.com

HOSPITALITY

Betty Langswager and
Barb Wild
46 Stonington Drive
Pittsford, NY 14534
(585) 385-9956

CARDS AND LETTERS

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
(585) 334-6826

CLUB REGALIA

Laurie Scribner
Mini City
799 Holt Road
Webster, NY 14580
(585) 872-5133

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065

SPOKES EDITOR

Allen Hess
17 Sandpiper Lane
Pittsford, NY 14534
(585) 381-9796
spokes@mgcarclub.com

WEB MASTER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
webmaster@mgcarclub.com

CAR SHOW CHAIRMAN

Richard Powers
89 Durand Drive
Rochester, NY 14622
(585) 323-2687
mgahmogca@rpa.net

U.K. LIAISON

George Herschell
1286 Mill Creek Run
Webster, NY 14580
(585) 872-1194
gherschell@mgcarclub.com

SUBMISSIONS ARE WELCOME.

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.

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.

SPOKES STAFF

Advertising: George Herschell (585) 872-1194
Address Changes: Jim Priestley (585) 657-4225
Mailing: Doug & Laurie Scribner (585) 872-5133
Web Page Photos: gary@sandusky.cc



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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 |

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*Members Emeritus



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:

Joeanna De Blaere
8607 North Shore Drive
Honeoye, NY 14471

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

From the Chairman

Leon Zak

Rumor has it that Spring is here. I can see the daffodils and tulips that I didn't run over with the back hoe, which are usually up and almost gone by now, are now blooming. I'm listening to the April showers hit the skylight. They are also running a bit behind—and a bit long—so I'm trying to figure out how to fit pontoons to my MG so I can get it thru the “hopefully soon to be driveway” mud base. Maybe heavy rains now are a good sign that by June they'll be over. I hope so, we've got a heavy schedule of events lined up. You've got April and May to rest up and get the car ready and then it's a packed schedule for the summer and fall. There are two new events this year: the Multi-Club Picnic June 23rd and the 1000 Islands Weekend July 20–22. Brooks and Gayle are orchestrating that so you know it will be a good time.

Last Thursday my brother calls and asks me if I want to take a couple days and go down to Florida to visit our Aunt. Sounded like a good idea to me. And then he says “And while we're down there we can pick up a car and drive it back for his son.” Of course as of Thursday he hadn't won the bid on either car (from Ebay) so it was up in the air where/what we would be driving back. About 8 that night it turns out that the winner was the 1996 BMW 7 series. We fly down and inspect the car. It's in great shape—everything worked but the radio. That's when I again realized how much I liked my MG. We're traveling along through the smoke of the fires in Georgia in a car that originally sold for over \$95,000 with it's little button that raises and lowers a sun screen in the back window, has seats that move more ways than I can in the morning, is extremely quiet, has a V12 with just over 325 horsepower—and I say to my brother—“This would be a nice trip to make in my MG.” He laughed. He just doesn't appreciate our LBC love affairs.

So off into Spring we go — hope for a few dry days . . .
Thanks, Leon

— V8

The Herald

Allen Hess

“Using Tool No. 20.SM.47 to protect the oil seal, fit gasket (84) and cover. Secure with washers (81) and Wedglok bolts (82).” This is from *The Complete Official Triumph TR4 & TR4A 1961–1968* by Bentley. How often we have read sentences like this in our British car manuals. First of all, whenever you see the words “Use tool No. . . .” you either ignore it because you don't have it or you panic because you don't have it. In this case I looked at the picture “Fig. 28.” and now understanding the purpose of said tool—improvised. Second, when you come across what is apparently a British brand name, you ignore that too. Because, what kind of looks are you going to get when you go around town asking for “Wedglok” bolts?

So with the aforementioned information duly noted and discarded, I began cleaning up these six bolts for reassembly. “Oh, this thread is a little bugged up . . . what size die is that? No it's not . . . that's plastic?” The cartoon light bulb appears over my head—Nylock nut, Wedglok bolt!

The TR transmission uses Wedglok bolts to secure the front input shaft cover, front countershaft cover and a countersunk screw for the rear countershaft locking plate. Wedglok “peg bolts” are used in the selector forks and shafts. Now you know. ◀

—TRIUMPH!



↑ plastic “lok”



◀ a new “peg bolt” and a broken one—I wonder why? ↓



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E-mail: MiniCityUS@aol.com
Website: www.minicityltd.com
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Fax. (585) 872-4094

MINI CITY LTD.
799 Holt Road • Webster, New York 14580

Activities

Brooks Schneider

I HOPE I AM NOT GOING TOO FAR OUT ON A LIMB BY saying Spring has finally sprung. A large number of MG Car Club members greeted it with open arms at the Old Toad on March 25th, but it appears we may have scared it away for a while, although I would prefer to think it was just a coincidence. Thanks to Dick Powers and Laurie Scribner for once again organizing this fun event.

The April meeting featured the annual Basket Auction, which was very successful again this year. There were eleven creative baskets with various themes and all were very well received, based on the number of tickets sold for each of them. The endowed scholarship fund received a healthy boost from the auction. Many thanks to those who contributed baskets and to those who bid generously on them. This year there was also a blind auction for *badges* and patches. For anyone who frequents club meetings and events, the winning bidder's name should be easy to guess.

The driving season kicks off in May with the tune-up clinic at MCC on May 12th, with George Haynes organizing it again this year. This is a good opportunity to get under your car for those early season maintenance activities required for touring and auto-crossing, without having to crawl around on the floor. The details are elsewhere in this issue.

We are entering the home stretch for the Sports Car and

Vintage Auto Festival on June 3rd. As always, the committee has things well organized and all of the details covered. We also understand an order has already been submitted for better weather than last year. An event of this scale requires a tremendous amount of effort by the committee as well as involvement by other club members. Please plan to come out and lend a hand however you can.

There are a number of dates to mark on your calendars for June. Autocross 1 (and novice school) will be held on June 10th at MCC. The Triumph Register of America (TRA) event, organized by Doug and Cindy Jack, will be taking place June 12th through June 17th, and the multi-club British car event will be held on June 23rd in Queenston, Ontario. Details of all of these events can be found in this issue.

For those of you who are planning to take part in the 1000 Islands weekend in July, it is highly recommended that you make arrangements for accommodations very soon, as things get booked early for July weekends in this resort area.

There are still plenty of opportunities for additional activities in 2007. Please give us a call with your suggestions. We are also still looking for volunteers to organize the Garage Tour and the Halloween Rallye, both in October.

—Mini 850

Basket Auction Photos

Gary Sandusky



Thanks to the club members who donated the Baskets



Most of the winners, Geo. Herschell, Carl Prouty, Bob Abels, Mike Goodwin, Marlene Rzepkowski, Joe DeBlaere. Officiated by Gayle and Brooks Schneider

MGCC Minutes of the Meeting

Marlene Rzepkowski

April 19, 2007

Call to order-7:45 PM

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

New members and guests- Sean and Jessica Sealey with a 1974 MGBGT, George Leopard –various sports cars, and returning members Ron and Kay Orchard with a 1990 Miata.

Treasurer Report- All accounts are doing well. Specific details can be obtained from Joeanna DeBlaere, our treasurer.

Membership- Renewals are still coming in along with new memberships.

Librarian- Al Costich is still looking for suggestions for new tapes to be added to the club library.

SPOKES- Articles for the next issue are due next Thursday, April 26, 2007. Cards, letters, photos, and articles pertaining to the club are always needed. Items that are in classifieds that either sell or you do not want to be advertised again can be removed by contacting Allen Hess. Otherwise, these ads will continue to be in SPOKES. George Herschell reported that we have lost some of our advertisers for SPOKES and that help in finding new ones is needed.

Regalia- No regalia due to the Basket Auction.

England- George Herschell reported that our dues were paid to the MGCC in England.

Trustee Report- No report.

Activities- Brooks opened his report with a funny joke. A review of past events was given. See the Activities Report in SPOKES for a detailed list of future events. Organizers are still needed for the Fall Garage Tour and the Halloween Rallye. Cindy Jack reminded everyone of the Triumph Registry of America event that is to be held June 12-17, 2007. Contact her for more details. Dave Wild reported that the Glen Club at Watkins Glen race track is being replaced for now with a temporary two story structure in order to accommodate events for this year.

Car Show- Dick Powers gave a report on the status of the car show. Spectator parking has been confirmed with 500 additional parking spots and the possible use of a shuttle bus. The program that entrants and spectators receive still needs more ads. Contact George Herschell for paper work

concerning this and checks need to be made out to Auto Festival. Posters, brochures, and advance sale tickets are now available at different locations. See George Herschell for these sites. Pre-sale tickets are 2 for \$5 (\$2.50 a piece, kids 12 and under are free) and since this money goes directly to our club any checks can be made out to the MGCC. Everyone is encouraged to get these posters and brochures out to as many places as possible. Everything is well under way for the show but additional help is always welcomed. The stuffing party will be at Dave and Barb Wild's house on Wednesday, May 30, at 7 pm. After car show party will again be held at Chris and Eileen Williams house. Please sign up if you will be going and a sheet with directions and food donations is available.

Web Site- No report.

Vice Chair- Dan Suter reported that the MGCC 50th Anniversary Celebration planning committee has met several times and banquet facilities, regalia, and events are being finalized. Bob Tescione gave a report on badges for this event that were designed by George Herschell. A lapel pin and car badge has been designed for this event as well as embroidery for clothing. The approximate cost of the cloisonné lapel pin will be \$3.00 each and a cloisonné car badge for \$20 each. These will be sold to MGCC members with a pre-order deposit of \$10.00. A sign up sheet will be available for ordering and these items will probably be passed out at the October MGCC meeting.

Old Business- No report.

New Business – Leon Zak asked for a show of hands in favor of having a club subsidized picnic in August 2007. The majority present favored this idea.

Cars and Parts- For Sale:

1970 Triumph Spitfire-\$3500. Contact Al Costich for details.

1955 MGTF 1500- contact Steve Philips or the MGCC web site.

1961-1969 MG Midget original tail lamps, complete set- \$119 a pair. Contact Doug Scribner.

Two MGB roadsters- contact Dave Wild.

Door Prizes –The annual Basket Auction to benefit the MGCC Endowment Fund Scholarship was held instead of awarding door prizes.

Motion to adjourn and seconded at 9:15 PM.

—MG TF

Attendance

April 19, 2007

Dave Wild
Barb Wild
Carl Prouty
Beverly Swarts
Charles Swarts
Cindy Jack
Valerie Zoltner
John Zoltner
Joan Heaney
Paul Heaney
Doug Jack
Allen Hess
Chris Williams
Eileen Williams
Bob Abels
Georgian Abels
Sue Pittenger
Wes Pittenger
Leroy Hokenson
Harriette Hokenson
Brooks Schneider
Gayle Schneider
Dave Asmuth
Alan Costich
Nancy Chase
Lane Boughton
Dawn Priestley
Jim Priestley
Joe Fazio
Dave Chase
Susan Kath
Gary Sandusky
George Haynes
Jeff Kath
George Herschell
Nancy Herschell
Cheryl Baldwin
Bill Baldwin

Hollis G. Hames
Leon Zak
Tom LeStrange
Mike Goodwin
Laurie Scribner
Doug Scribner
Mabel Case
John Thompson
Elton Schulz
Don McConnell
Jim Davis
Allyn Wagner
Dan Suter
Jeff Langswager
Marlene Rzepkowski
Joe DeBlaere
Joeanna DeBlaere
Bob Tescione
Chris Baum
John Baum
Carl Webeck
Steve Sangster
Pat Sangster
George Heissenberger
Karna Palermo
Michael Palermo
Steve Philip
Patty Philip
Dick Powers
Gene Dinkel
Linda Bethune
Bill Bethune
Al Fink
Guests:
George Leopard
Sean Sealey
Jessica Sealey
Tara Morgan

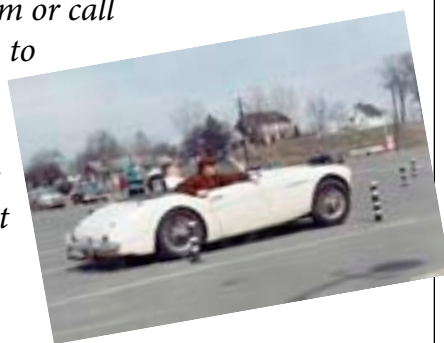
MGCC 50th Anniversary

Dan Suter

Are you interested in joining the 50th Anniversary planning committee? In 2008, our MGCC Centre will achieve a wonderful milestone when we celebrate a full 50 years of continuous fun with our Little British Sportscars.

This committee will plan several activities in 2008 culminating in an anniversary party. We will also be planning some commemorative regalia and car badge. Please e-mail Dan Suter at dmesmg@juno.com or call (585)377-1877 to

join. This is a chance to help the club celebrate this important milestone!



Car Show Stuffing Party

Wednesday May 30th 7:00 PM

Dave and Barb Wild's

166 Loud Road

(off Rt. 31, opposite Egypt Fire Dept.)

Fairport, NY

Light Refreshments Served

223-1065

Get Your Posters & Tickets Here!

Dave Wild in Fairport 223-1065

Mini City in Webster 872-5133

Don McConnell in Greece 865-8738

Mike & Susan Goodwin in Chili 889-2646

and at the May MGCC Meeting

After Show Stuffing Party

Sunday June 3rd after the show

Chris & Eileen Williams

4112 Ridge Chapel Road

Marion, NY • 315-926-5079

Suggestions if you bring a dish to pass:

last name A-H Salads; I-P Appetizers; Q-Z Desserts

BYOB

50th Anniversary Regalia

The design of the new logo for our club's 50th Anniversary Regalia was presented at the April meeting. It is an octagonal design in dark green and gold done for the club by George Herschell.

A number of regalia items commemorating the 50th Anniversary will be available. A grille badge and matching lapel pin were announced at the April meeting. Before production of the badge and pin begins, the committee requested that a commitment be made for the badge, by signing up ahead of time and placing a \$10 deposit for the badge. We will begin accepting deposits at the June club meeting.

For members only, the badge will sell for \$20.00 and the pin will sell for \$3.00. We are planning to have the badges available in the fall.

Bob Tescione

For the 50th Anniversary Committee



The 1st Annual Multi-Club Picnic will be at the Queenston Heights Park (Queenston, Ontario, just near Niagara Falls) on June 23. The event starts at 10:00am and runs until 4:00pm.

It will feature lots of activities including:
VALVE COVER RACING, FUNKHANA, CAR SHOW AND PICNICKING.

This event is aimed only at sports car enthusiasts and guests. It is not being promoted as an event for spectators. This is your opportunity to meet new friends from all over the Great Lakes area with a love for our cars. There are 6 clubs involved. Our club is handling the Funkhana.

I am organizing a group to drive out together. We'll start at the K-mart Plaza on Ridge Road West and travel out Route 104 to Queenston Heights Park. We'll leave at 8:00am. You can sign up at the club meeting or on the web page described below.

There is a \$15 PER CAR pre-registration fee (\$20 day of event). The charge is for the park rental/fees, event prizes and each car will receive a professionally taken photo in the form of a baggage tag (more pics available).

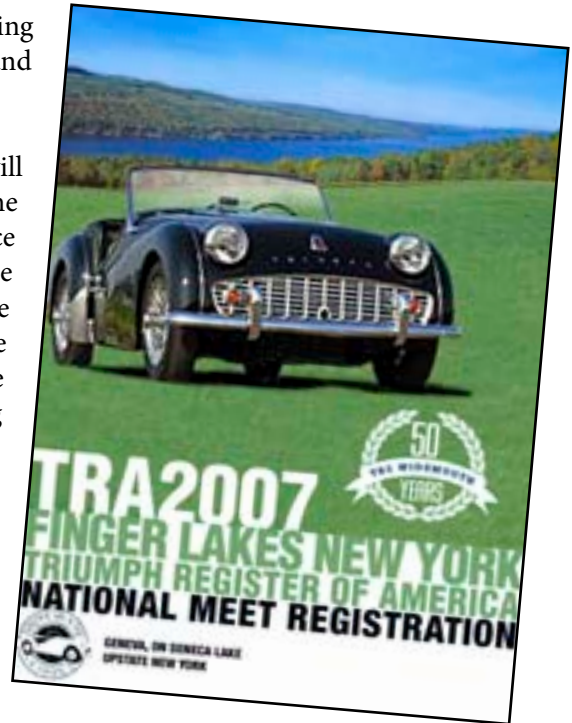
There is a web page at <http://www.mgcarclub.com/multiclubpicnic> where you can sign up and submit a credit card for payment OR print a form that you can mail in along with a check. —Leon

Triumph Register of America 2007 Update

The days are getting longer, the sun warmer, beautiful flowers are dotting the landscape . . . it must be almost time for the local cruise nights and car shows to start up.

ON THURSDAY JUNE 14TH, THE TRIUMPH REGISTER OF AMERICA will hold its yearly show in Geneva New York with headquarters at the Ramada Inn. To date 32 cars are registered but we expect about twice that number when all the registrations are in. Beginning at 8:30 in the morning and continuing until early afternoon, the parking lot at the Ramada will be a hubbub of activity with owners and judges alike overseeing the program. About 75% of the entrants participate in the Participants Choice part of the show with the other 25% undergoing a complete judging by a panel of judges. Owners pay a registration fee which includes four days of activities. There is no charge to the general public. We look forward to seeing you there.

JUNE 12-17, 2007 ALL TRIUMPH MODELS WELCOME.
Watkins Glen Track & Lunch ♦ Winery Tour & Picnic ♦
Corning Glass Museum ♦ Driving Tours ♦ Banquet & Auction ♦
For Registration information call Cindy Jack (585) 248-3872
and the web at www.triumphregister.com



Put Yourself in this Picture!

Make Plans for the Thousand Islands Weekend
Friday July 20th – Sunday July 22nd

Friday: picturesque drive to Alexandria Bay
Friday evening: dinner, pizza, ice cream, souvenirs
Saturday morning: tour on your own
Saturday afternoon: picnic hosted by Brooks and Gayle
Sunday morning: breakfast buffet and boat tour.
Sunday afternoon: picturesque and trouble free drive home.



For more information call Brooks or Gayle 225-5251
See <http://www.alexbay.org> for accomodations. Book Soon!

Memories of Sebring 1957 2007

Joe Tierno

The celebration of the history of MGAs at Sebring was more than a vintage race. It was a gathering of old friends, making new friends and a reuniting of two very special cars in my life. I grew up in Binghamton, N.Y. during the 1940s and 1950s and witnessed from the sidelines some extraordinary motor sports history.

Binghamton was a hot bed of MG activity because of its proximity to Morris Garage in Maryland, N.Y. The proprietor, Gordie Morris, and his aptly named wife, Octavia, owned a K-3 and a yard full of pre-war classics, shiny TFs, and the gorgeous, new MGA. A trip to Morris Garage was always a treat because the chief mechanic was Sherm Decker, a natural born driver if there ever was one. He was one of my heroes.

In 1957, I listened to the 12-hour race live, on Monitor Radio. I was working in my father's luggage and leather goods store and would hide in the basement so I could hear the race instead of performing my duties. I swear that Walter Cronkite did a live broadcast from one of the MG team cars, an extraordinary achievement for the day. Earlier this year, I was not able to document that it was Walter, so it could have been Hugh Downs, another race fan who worked in the media. Walter worked for CBS and Monitor Radio was a competitor, so maybe I'm wrong. However, my memory will always recall it was the most trusted man in America who did the broadcast, facts be damned.

The important thing is I heard that race live. It was so exciting to hear the roar of the cars; including MGA #51 driven by David Ash, Jack VanDriel and Gus Ehrman. If you were a teenager in a stick-and-ball world, you never heard the names Fangio, Behra, Castellotti, DePortago or Moss on the radio. Never. I can't possibly describe the thrill but you all know how, at a young age certain memories are burned so strongly into



MGA 51, 1957 Factory Car

—Joe Tierno

your brain that you will never forget them.

That same year I got to see for the first time the car I currently race, MGA #029. It was owned by Spankey Smith, raced by another hero of mine, Bob Bucher, and prepared by Sherm Decker at Morris Garage. In 1958, a bunch of wild-eyed teenagers (Dave Nicholas, Dave Zych, Steve Vail and myself) started the Binghamton Automobile Racing Club (www.barcboys.com). A short while later we added Gordie Ruston to our ranks. Between 1959 and 1962 the BARC was on a golden streak as far as Sebring was concerned.

By 1959 I was 5 months shy of my eighteenth birthday and had saved enough for a train ride to Sebring. My heroes, Bob Bucher and Sherm Decker were there as well as a very large contingent from the Southern N.Y. Region of the SCCA. I was suffering from an abscessed ear that kept oozing yellow slime. That awful pain and torrential rain did not dampen my enthusiasm for the race. It was Sebring's golden age for crying out loud, how could I not be insanely happy? Dave Nicholas can tell the unhappy story of his trip from Binghamton in Steve Vail's parent's car. The tale involves meeting the police somewhere along the way

and is a topic for another time.

At this point in the lives of the BARC, we knew chapter and verse of Maintaining the Breed but now we had a new source of sensory stimulation. Amoco was the primary sponsor in those days. For the 1957 race they produced a film centered around MGA #51 and David Ash. Dave Nicholas, the founder of the BARC, produced an 8mm home movie spoofing the Amoco production. It featured his TD (Igor) and a lovely lady. His feature is best viewed while drinking Rolling Rock or Blatz.



L-R: Marshall Reutlinger, Joe Tierno, Steve Vail, Gordon Ruston, Sebring 1962

—Photo by Dave Nicholas or John Kelley

In 1961 Bucher and Decker, were co-driving an Aston Martin. The team manager was David Ash. Are you beginning to see why I love Sebring so much? Gordie Ruston and I had the good

fortune to crew for Denise McLuggage that year. She finished 10th overall and first in GT. That thrill is at the very top of my lifetime experiences. We repeated that adventure with her again in 1962 when she drove an OSCA.

Gordie had not been to Sebring since then and was on my crew for 2007, which is a monumental fall from grace for him. Nonetheless, having him at Sebring gave the event special meaning for me. It was there we met the new generation of MG enthusiasts who are just as crazy as we were and a whole lot smarter to boot. Michael Eaton (MGA #51), Kevin Richards, Stefan and Wolf Propsting (ex-Nicholas Twin Cam) are some of the nicest people you'll ever meet and are fine stewards of MG history.



Gordie Ruston & Joe Tierno

Steve Vail, Dave Zych, Jerry Kenyon, Roy Bishara, Dave Nicholas and others I may have overlooked managed to make it to Sebring and crew on a team at one time or another. Spankey was there as team manager on more than one occasion. Millard Ripley, Bob Leitzinger, Donna Mae Mims, Don Yenke, Chuck and Suzy Dietrick were there as drivers and were part of the adult contingent of the BARC. They seemed to like us and were not afraid to sneak us into the races or put us on their crews. What wonderful role models. How did a bunch of teenagers get such fabulous people to join our club?

To tie all of these people together we need to expand on the history of the cars of the BARC. MGA #51 passed on to Ted Rounds and then to Dave Zych. Dave Nicholas, the founder of the BARC and "noted filmmaker" owned a Sebring Twin Cam. They all lived in the



Joe Tierno MGA 029 passing an MGB into the hairpin

—© Robert Harrington

Binghamton area and were members of the BARC. Spankey Smith's MGA #029 continued to command respect on the streets of Binghamton as he toiled around with a big fat cigar in his mouth. This small city in upstate New York, not more than 60 miles from Watkins Glen was a wonderful place to live.

Sadly, Spankey, Bucher, Decker, Bishara, Kenyon, Vail and the Morris are no longer with us. The BARC folded in 1974. I have the beer mug Spank made to prove it. Dave Zych, Ted Rounds and Dave Nicholas were not able to make it to the reunion. Their knowledge as former owners of Sebring MGAs would have been a great addition. More importantly, their personalities as great guys would have added a special dimension. We missed you.



Butch Hollenbeck & Joe Tierno

However, Butch Hollenbeck, a long lost member of BARC showed up and added to the excitement. His father owned Phil's Tavern in Montour Falls, a classic hang out for the knowledgeable



Sunrise at Sebring

—Joe Tierno

race fans.

Bob Watkin, Dave Harrison, Chris Meyers (MGVR) and Jack Woerhle (SVRA) all pulled together to create a magnificent event. A lot must be said for the owners of the treasured Sebring MGAs who made the commitment of time and treasure to support something that happened 50 years ago. I am very grateful for all of your efforts. You have fired the imagination of young and old alike.

—Thank you!!



Joe Tierno & MGA 51

—Gordon Ruston

Text Reprinted from MG Vintage Racers Newsletter

Sebring 2007 Once More at 64

Celebrating 50 Years of the MGA at Sebring by Dick Powers

Some of you may remember an article I did four years ago, Sebring At 60. Generally it was about finally fulfilling my dream of racing at Sebring shortly after turning 60 in March, 2003. That was a perfect present and I never thought I'd race at Sebring again.

A few years ago, my MG Vintage Racing friends, David Harrison and Bob Watkin, started to put together a 50th Anniversary of MGA's racing at Sebring, and then I knew I was going back to that historic track. A year ago, Joe Tierno and I started talking about a way to get both our MGAs to Sebring. Fortunately our friend Chris DeMinco bought an enclosed car hauler that would carry 2 MGAs. Carry is a good word, because as I was to find out, the back of my A was "carried" on a cradle over Joe's car. What me worry? Chris came up with that device. I think there's still some black gold on Joe's car.



John Walsh stacking MGAs —Dick Powers

All went well getting the cars to Sebring. Joe and I flew down a few days before the race and met Gordie Ruston and my crew of Gerry Foster, Dan Faddon, Ed Kovalchick and Linda Holle. Dennis and Mary Costich were there, too, organizing Tech Inspection.

As this event was being run with the 55th Annual 12 Hours of Sebring, there wasn't much track time for our vintage cars. The schedule called for Practice/Qualifying on Wednesday, the one hour Enduro on Thursday, Sprint Race on Friday and a few Exhibition Laps on Saturday. Along with this we had to fit in the fantastic Wednesday evening party



Dick Powers at the Sebring Bridge

the Sebring Chamber of Commerce hosts for ALL the drivers and crews, the Thursday afternoon Downtown Festival, Friday night MGVR Sebring MGA Reunion Dinner and the SVRA Saturday afternoon lunch. Oh yes, there was also the 12 Hour of Sebring race. With all the parties, it was hard to fit in the track time, but we did our best.



There was one surprise for me though, getting my MGA started on Wednesday. My car is very basic and similar to what they raced in the 50's with SCCA. It has been reliable these last 14 years and just fun to drive, if not the fastest car on the track. As I did before Sebring 2003, I had the engine "freshened" and it didn't take much as we didn't have to make any major

mechanical changes. Unfortunately the engine builder I used this time hadn't done an MGA motor in a while and just missed on a few things.

So there we were on Wednesday trying to get the car started, let alone stay running. We went through everything and got it to run a little, but not well, so I had to miss the first practice. Worked on it more on Thursday and got it running well enough to attempt the drive to the Downtown Festival. Made the Festival, but could only use $\frac{2}{3}$ throttle.

Fortunately my friend Kent Prather (SCCA National champ in an MGA) was there and took a look at the carbs when I got back to the track. Kent made a few suggestions that helped, but we knew then that the needles were wrong (Kent said he never saw needles like the ones in my SU's) and that we were just going to have to make the best of it.

We did get out for the Enduro and it was running well enough to stay out of the way of my MGVR buddies. Then it started to rain and I thought I could now do some real racing in the rain with this very underpowered car. It was fun for a few laps and then it started to rain

harder, I started to smile. Lightening and thunder all over the place and then SVRA decided to Red Flag the race. We didn't even make it to half way.

Speaking of rain, it always rains at Sebring. But this year, we had a very special event happen. Lake Tierno came up right in the middle of our paddock area - twice! I really don't know how Joe did it but there were 8 of us with waterfront property and about 5" of water to float our MG's. Must be part of Joe's Florida real estate investments.



Fortunately it didn't rain all the time and my crew, especially Ed Kovalchick from Birmingham AL, worked for hours to sort the problems with my MGA. Fortunately Ed was a very capable MG mechanic when he lived in Binghamton, NY. He also owns an MGA like mine and even though he is now CEO of his own business, those MG tuning skills were not forgotten and his efforts brought a little more life into 222. We still didn't have full throttle, but at least we could keep it running on and off the track.



Ed Kovalchick, Dick Powers

At 7:30 AM, Ed had me in line for the 50 minute sprint race. I still started near the back, but 222 was running the best it did all weekend. I actually had some good dicing with



TR4, MGA 52, Dick Powers MGA 222

—© Robert Harrington

MGA friends Jim Weissenborn, Bob Schoepfle and Bob Watkin. Bob was driving an original MGA Sebring Coupe that's owned by Hugh Burruss. It's nice to be racing at Sebring with real Sebring MGA's on the track. And I even finished that one!

My good friend Joe Tierno had opposite track sessions from me. Joe's car ran well all week and he finished the Friday sprint race in 26th place in a 55 car field. He was dicing with everything even a Porsche 911!

Well, that's the racing side of things, but I would be remiss if I didn't comment on the 50 Years of the MGA at Sebring. That's the reason so many of us went racing there this year and that's what made this event beyond category for all the MG racers. David Harrison and Bob Watkin did a superb job with this reunion celebration. We had four factory Sebring MGA's there including the last existing 1957 team car previously owned by David

Ash and Ted Rounds. If that wasn't enough, two of the past Sebring MGA drivers, Gus Ehrman and Jack Van Driel, were guest speakers. Meeting them and listening to all the Sebring MGA stories, made this a once in a lifetime event for me and 222.



Gus Ehrman, Dick Powers, Jack Van Driel

One last personal note, when things weren't going well with 222 and I wasn't sure I was ever going to turn a wheel on the track, I got a call from my daughter, Rachel. She called to see how things were going at the track and to tell me she had taken her GT out that day and wanted to let me know how much she enjoys driving it. With that call, all the racing problems vanished. God does work in mysterious ways.

Sebring at 70 is only 6 years away. Guess I should start my planning now. ◀



Factory MGAs

—© Robert Harrington

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For more information or to send along some parts to sell, contact George Haynes at 872-6536. Dave Chase has a block of motel rooms reserved for the weekend, so if you need a room, call Dave at 334-6826.

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Or Call (315) 342-3234

The Very Rare 1934 MG NE Magnette NA 0518 ♦ MG History Part 3

George Herschell

THIS RARE 1934 MG NE MAGNETTE is owned by Pete Thelander of Westminster, California. The car had been previously owned by Kjell Qvalle noted MG and automotive enthusiast and before that Gus Ehrman. Both are well known in MG racing in the US. Peter bought the car in 1972 and owned the car for a number of years before deciding to restore it to the condition it was in when it raced in the 1934 Tourist Trophy Race in Ireland.

In 1933 the Royal Auto Club passed a ruling that Supercharged cars would not be allowed to run. MG, having its successful supercharged K-3 Magnette out of the picture as a result, decided to use its six cylinder NE Magnette as their car to attack that race. There were only seven of these cars produced. The driver chosen by Cecil Kimber for that race was none other than Tazio Nuvolari the famous Italian World Champion driver. Nuvolari had already driven for MG using their K-3 with Alec Hounslow as his riding mechanic. That K-3 was painted British Racing Green as were almost all MG cars that raced under factory sponsorship. However, this particular MG was painted Italian Racing Red in deference to Nuvolari. However, due to a sponsorship conflict with an oil company Nuvolari was under contract to he was not able to drive in that race. Nuvolari's letter to Cecil Kimber stated,

"I have taken note of statements concerning the conditions of Castrol Oil in the Belfast TT Race. But as I have already informed you previously, I am bonded to Standard for all my races. Therefore it grieves me to have to confirm that I must maintain my hired obligations . . . I would hope that you might obtain permission from Castrol management to make it possible for me to participate in the TT with your marvelous MG Magnette".

Kimber was not able to do that so later a telegram from Nuvolari came to Kimber.

"Very sorry to have to give up the Belfast race. I am obligated to my contract with Standard. Best Wishes, Nuvolari."

The car however did compete, driven by Bill Everitt retiring with a collapsed rear wheel.

Pete says that the car was running when he bought it in 1972 but after a few years it did get a bit "cranky" and "troublesome" to keep running. When he discovered



that the valves needed reseating he commented that "it went all down hill from there". He couldn't decipher the timing marks for either the cam or the ignition so it sat in frustration. Luckily Henry Stone and his wife Winnie were visiting from the UK at the time. Henry was one of the "Insomnia Crew" from the MG factory in the glory days of racing that also included Jacko Jackson and Alec Hounslow. Pete says that they were struggling with it when Henry's wife looked at the rear of the car and asked, "should this water be coming out back here"? No it shouldn't have and that was when Pete found out that there were more problems. It was 1993 before all the problems were sorted out and the car was completed to Peter's satisfaction.

I first saw Pete's car at the all MG meet in Indianapolis a number of years ago and photographed it there for reference for this drawing. I had a previous photograph of the car from a magazine and had done another drawing of the car looking at it from the left rear. But after being able to see the car in person I found the front view much more interesting, (and difficult to draw) Peter did bring the car to Watkins Glen for the 50th Anniversary of the Collier Cup and I got a chance to once again greet my friend and his beautiful MG.

Today the car races regularly on the West Coast in Vintage Races and is a crowd pleaser whenever it appears. Last year it was raced by Thelander at the Monterey Historic Races which are held in conjunction with the Pebble Beach Concours De Elegance one of the premier collector car shows in the country. It was there, proudly wearing its Italian Racing Red colors, complete with the white number 24 on its side bonnet. It was also exhibited in that most Prestigious Concours de Elegance event.

THIS IS PROBABLY ONE OF THE RAREST OF THE MG MODELS with only 7 cars produced. Those cars are now located: (to the best of my knowledge at this time)
NA 0516 in the collection of Karl Weissman in Germany.

NA 0517 was fitted with a PA Tourist Trophy body and became "Athos", one of the Three Musketeers team cars.

NA 0518 The car drawn, owned by Pete Thelander.

NA 0519 was fitted with another PA body and became "Porthos" another of the Three Musketeers. It was in the Beer collection in the UK.

NA 0520 is now in the York Motor Museum in Australia. This is the car driven by George Eyston and was painted brown and cream. (See accompanying photo right)

NA 0521 Owned by Urs Langen

NA 0522 was another car fitted with a PA body and became "Aramis" the third Three Musketeer team car. I have no idea as to the whereabouts of any of the Three Musketeers cars.



THE MOTTO OF THE MG FACTORY WAS SAFETY FAST and this car is a classic example of that statement. It is an extremely historic MG Racing car providing its owner with safe vintage racing driving a piece of MG History. And it is doing it 70 years after it was originally designed, built, and raced, by the factory. That's longevity. ◀

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Ten Years Ago May 1997

Wally Roworth

In this month's Ten Years Ago I would like to honor the memory of Steve Fitch who passed away in May 1997. These two remembrances of Steve are reprinted from Spokes June 1997. Those who knew Steve will be reminded of what a great person he was and those who only know of him through the *Steve Fitch Driver of the Year Award* will know him a little better.

An Open Letter to Steve Fitch

Dear Steve.

This is the letter no friend ever wants to write but it needs to be written and I know you'll be reading it here in Spokes.

Primarily I want to thank you for being a very good friend to all of us in the MG Car Club — and to many others I'm sure. It seemed easy for you and you have left an example we can all try to emulate. Even in the hospital recently, if you were awake you were smiling and laughing. I need to thank you for giving so much of yourself to us, too. The list is long and probably incomplete: You have been Chairman, Treasurer, Chief Judge for ten years, Mister Autocross, Rallyemaster numerous times, Party host with

the Lombinos at Seneca Lodge, Keeper of the regalia, Purveyor of name badges, Driver for Camp Good Days at Watkins Glen, etcetera. Not only were these things done, they were always done well and cheerfully. It has been a pleasure to conspire on some of these activities with you. If ever there was a member worthy of The Brudno Award, it was you and I feel bad you weren't recognized for your efforts years earlier.

Our loss is shared with your wife, Mary, your children, Kevin and Sarah, your stepdaughters Alissa and Erika, your Mom, other family members and teaching colleagues. I extend our sincerest sympathy to them and hope we and they can carry on in the knowledge that your life was full and positive and beneficial to so many.

No one can explain why young people die before their time, with retirement and grandchildren to look forward to, but we sure enjoyed and appreciated your time with us I will always be glad for our friendship.

Until we meet again,
George Haynes

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July 8

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So Long, Steve

One of the benefits of achieving “Dinosaur Status” in the MG Car Club is the privilege of meeting so many wonderful people over the course of time. The down side to this is that sooner or later we have to say good-bye to some of these friends and it is always a painful task. Saying “So Long” to Steve Fitch is probably one of the most painful that I personally have ever faced. Having known Steve for over 25 years was an extreme pleasure and one that I will never forget. When we first met we both had TD’s and had much to talk about. When it came time to do the upholstery over on my car, Steve asked if he could buy the old seat covers and use them on his car. We decided that the easiest way would be for him to take the seats out of his car, give them to me which I would recover, and he could just bolt in my seats and trim panels in their place. It worked out great, and we were both happy with the results. Not only that how could you say no to Steve for anything?

Just what was it about Steve that we all found so magnetic? His personality was a major factor but just who was he? Well he was our Treasurer and carried the “Marv Brudno Briefcase” with all the care of one entrusted with the crown jewels. He was our Vice Chairman. He was our Chairman in 1981 and 1982, he was our Regalia Chairman for many, many years, and it was Steve that obtained our beautiful 30th Anniversary Badges, and the “official brass name badges”. He was our Rallymaster, our Autocross designer and teacher, (Doctor Spinmeister) and at one event last year became Doctor Grindmeister. He was our Activities Chairman. He and Mary along with the Lombinos were the hosts of the Watkins Glen Cocktail party extraordinaire. He was a wonderful race photographer (taught by Marv Brudno) and took one of the most frightening pictures of Gerry Gougen at Watkins Glen that anyone would ever hope to see. The photo showed Gerry in his J-4 upside down with no head visible. Steve let me take the negative and I had an enlargement made which we gave to Gerry for the opening of his MG Museum at Westminster Vermont, where it still hangs today. He was the owner of the Back Porcha racing Porsche (the MGP as we called it) which he used for demonstration purposes of what to do and not to do in autocrosses. He was a chief Judge at the car show for many years. He was a Brudno Award winner and a well deserved choice, as he was everything a Brudno recipient should be. But with all of these, he was much more. He was our FRIEND, and we were all blessed by his friendship. He epitomized a hard working member of the MG Car Club in everything he did for the club and if anyone ever wants to know how to have a good time in the club, just try to follow in his footsteps. Nothing was too much for him and he was always willing to

do whatever was needed to help the club and its members. He couldn’t say no to the club or anyone in it. And he did all this with a smile and a good-natured personality that was to be admired. Even in his illness, he always portrayed that cheerful optimism that things were going to be all right and it was always done with that infectious smile. He will leave a hole in the club that will never be filled. His involvement was total, his dedication remarkable, and should be a model for all of us to emulate.

We should all remember his smile, his humor, his willingness to work, and his joy in life and try to in some small way, to become more like him.

Steve, we will miss you terribly, but we will never forget you You were a very special person.

George Herschell

Don't Cry For Me

—Author unknown

Do not stand at my grave and weep.

I am not there. I do not sleep.

I am a thousand winds that blow,

I am the diamond glints on snow.

I am the sunlight on ripened grain.

I am the gentle autumn rain.

When you awaken in the mornings hush,

I am the swift uplifting rush

Of quiet birds in circled flight.

I am the soft star that shines at night.

Do not stand at my grave and cry.

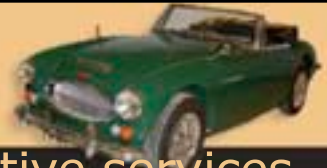
I am not there;

I did not die.



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What A Museum!

Gil Langswager

Betty & I went south this month for a couple of reasons: one, to meet our new born great grand daughter and secondly, to take a boat ride aboard the *American Queen* paddle wheel steamer on the Mississippi River.

Both missions accomplished, we also spent a few days with our son Gary and his family in Alabama where we got to spend time with our TWO great grandchildren, George, 5 months old, and Nora, the new one.

Gary took us to the Barber Vintage Motorsports Museum near

Birmingham. It is fantastic! It's a five story building with huge windows. In the center it's wide open with just an elevator and ramps to get you to the five floors. You can see the floors from the center. On display are some 750 vehicles, mostly motorcycles with some cars. The majority are racers. The total collection is over 1100. There were motorcycles that I had never heard of. Among the cars was a display of Lotus race cars and regular cars, including the first model. There were also many famous race cars from various decades. The back wall of

windows looks out on a 2.38 mile road course which is part of this Barber Motorsports Park. While we were there, a drivers' school was going on with a dozen or so "school" Porsches moving briskly around. It would be a good place to watch a race. I picked up a schedule that shows eight events a year open



Five Floors!

—Gil Langswager



The Museum overlooks the road course —Gil Langswager

to the public. The rest of the events are club events or drivers' schools. Ask the Baldwins, they were down there for a Lotus event. This is a privately owned facility, not by "Skip" Barber but a local businessman by the name of Barber. It is a "must see" for anyone who happens to be in the area. ◀



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1962 MGA Mk II – Very nice driver, red/black, mechanically restored, new tires on disc wheels, good paint and interior.

1969 Porsche 912 Targa – Exceptional, 83K, fresh engine, original pan, red/black

1971 Jaguar XKE Coupe – Mint, true 45K, bare metal show dark blue repaint, perfect original red leather and chrome.

1988 Porsche 944 Turbo-S – Very nice, very fast driver, perfect silver rosa/burgundy, new clutch, tensioner service, etc.

1968 Porsche 911T – October 1967 build. Beautiful black body and interior, engine rebuilt with webers, needs floor pan work

1971 Porsche 911T Targa – Very nice driver, could be show. Dark gold/black. Rare Mahle wheels and sport seats

1972 Porsche 911T – Older white repaint in good shape, 93K original, 10K on engine, new brakes, webers. original pan.

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Sponsored by the Volkswagen Association of Western New
York, this is a friendly gathering of Volkswagen and other
German car enthusiasts- not a judged show. All are welcome
regardless of year, type, cooling or condition. Bring your resto,
custom, project, bus, bug, GTI, whatever. Brand new cars are as
welcome as classics.

Remember to bring those "extra" parts and memorabilia to sell
or swap too.

There will be raffles, 50/50s, and stuff for the kids to do as well.
We had over a hundred cars last year and hope to keep growing
so join us if you can.

*If similar car clubs would like to join us for the day please
contact us and we'll reserve a section of the grove
for you and yours.*

**For further information contact
Ray Ball: rayzor30@adelphia.net**



Upcoming lectures at the **International Motor Racing
Research Center**, 610 S. Decatur St., Watkins Glen, NY.

Saturday, May 19, at 1 p.m. – Racing at Watkins Glen from
1948 to the present, by Center Historian Bill Green. Free.

Saturday, June 2, at 1 p.m. – Fred Egloff discusses his fasci-
nating book on the history of the checkered flag, "Origin of
the Checker Flag, A Search for Racing's Holy Grail." Free.
You can find the upcoming events and more at
<http://www.racingarchives.org/>

Thanks to Robert Harrington Photography
for Sebring Photos. See more at
<http://webhome.idirect.com/~rharring/>

Classified Ads

WANTED: MGB in good driving condition; need not be perfect, but
not a major project, either. Chrome-bumper roadster preferred but will
consider all. Call Hollis Hames at 585-271-7754.

WANTED: MGA carb parts, choke linkages, front fuel bowl (pn/ 3496)
and front and rear fuel bowl tops. Dan, 585-377-1877 or dmesmg@juno.
com

WANTED: 2 or 3 MGCC members to share a road trip to **Bonneville
Speed Week** (August 11th thru 18th). Approx. 3–4 days each way and 3–4
days there, watching speed runs on the salt flats. Current plan is for 4 to 6
to travel in one (air conditioned!) van, sharing driving and expenses, but
other possibilities would be considered; more vans if more want to go. Let
me know if you're interested. George Haynes 872–6536

Wanted: Pre 1985 *Automobile Quarterlies*, pre 1961 *Road and Track* and
Sports Cars Illustrated, books with photos on Classic American /Euro-
pean cars of the 20's and 30's. Nick Zuck fnzoatka@frontiernet.net or
(585)889–5280.

FOR SALE: 1979 Triumph Spitfire. Green with tan interior. Completely
restored five years ago; few carefully-driven miles since. A nice trouble-
free car. Call Bill Rampe at 585-671-6519 or 585-330-1661 (cell) for more
details.

FOR SALE: 1934 Duesenberg model with a bottle of Scotch in the base.
18" long x 6" wide. Blue with white top. 40 years old. \$125.00
Call Joe Fazio (585) 248–8117

FOR SALE: 1952 MGTD project car. Many new parts but the car is still
apart and I ran out of time/money. \$6000 or B.O. Call Allyn at 585-924-
5251

FOR SALE: MGB 1977ish, rubber bumper, red roadster. California car,
not much rust. Good top & Interior. Paint fair. Engine block cracked.
Make offer. Call Jim Moran. 585-747-2273. Tell him Joe sent you.

FOR SALE: 1963 MGB tourer. In a barn for 26 years. Has wire wheels,
overdrive and factory hardtop. Needs floors and general restoration.
\$1,500.00.

1971 MGB. Orange paint needs redone. Fresh engine with a Weber carb
and SU's come with it. \$2,000.00.
Call Vince at 865-2410 or VMC166@aol.com

FOR SALE: 1998 Chevy Pick-up, 2 wheel drive, V-6, auto, CC, A/C, ext.
cab. bed liner, class 3 hitch, remote start, new brakes, rotors, 117K, good
condition, \$5900/BO Jim 334-6081

FOR SALE: Pair of SU HS6 1 3/4" carburetors with chrome pots and
throttle linkage \$200.00 Dave Asmuth 315-587-2117

FOR SALE: Hard top for 1961–'80 MG Midget convertible. This is an
aftermarket 1976 Midget hard top in excellent condition. Asking \$650.00.
Jim 585-943-6353.

FOR SALE: TR6 Factory original hardtop. Like New! \$1,000. Contact
Valerie (585) 388–1113

FOR SALE: I have found a line of **165R15 tyres** suitable for MG-T's,
MGA's and other British cars. Don't pay Coker's price for Michelins
(about \$125. each). Call me first! George 585-872-6536

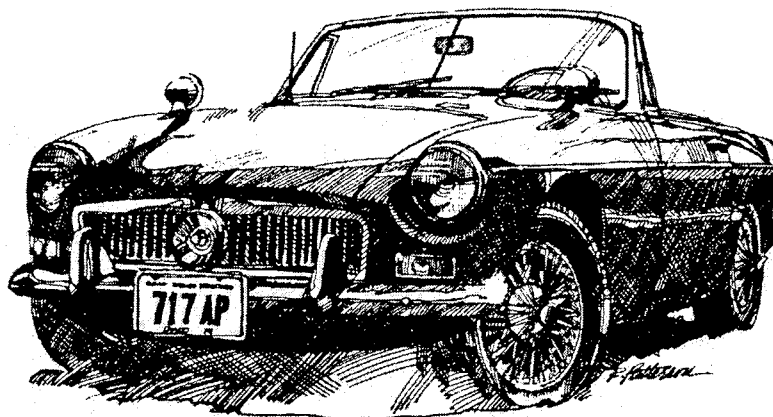
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Jay Lockrow



There are a couple of books on the market that may be of interest to all car people. One is called "The Cobra in the Barn" and is a series of short articles about what we call in the trade "Barn Finds." There is another called "Rust in Peace" which I have not read but from what I hear is basically the same sort of book possibly field finds or still the barn find. Which of course brings us to this month's topic? We have all heard stories of some guy that was lucky enough to find a low mileage Phum Phum Speed Six which all it needed was a tank of gas, a new battery and he purchased it for \$150 and he was on his way. This could possibly be a true story but more likely it is just a story. My dad and I used to have a sort of running joke when we were out riding in the car. He would always say "Keep your eyes open for a Mercer Raceabout!" I would always say there was one a few miles back but I didn't like the color or it had a flat tire or the brass was all tarnished or some such nonsense. We never did find one but I haven't stopped looking. More than once we came to quick halt, backed up only to discover it was a piece of farm equipment or some such thing. If you ever get a chance to read the article that author Ken Purdy wrote in about 1947 about how he came upon his Mercer be sure to take note. There may still be a few out there.

Don't believe that all the barn finds are gone. There are of course new ones all the time. I recently read an article about someone that tracked down a Chevrolet Camaro Z28 that had been in a barn for several years. After a fresh restoration he had a muscle car and I don't have to tell my fan base that muscle cars are what bring the big dollars these days.

Now don't go for a ride this weekend and think you are going to find a Duesenberg behind some one's barn. This just does not happen anymore however you must keep your eyes and especially your ears open. You may never know when a dropped remark will bring you a lead that could turn into a prize find. I was at an antique show a good number of years ago and I was studying a clock when I overheard some people behind me start talking about Offenhausers, Hals, and oval track race cars. All the red flags went up and I did not turn around, I spun around and within seconds I was in conversation with some people that have the same incurable disease that I do. Now as an aside I have to mention this. Over Easter my wife and I went down to see our daughter in Hamilton N.Y. She works for Colgate University. We went out to lunch one day and near us were three old characters and they were talking about tractors, trucks, hunting and all sorts of men talk. I mentioned to my daughter they were funny and she piped up . . . "They sounded just like YOU!"

A year or so ago I was at the Alexander Steam and Tractor meet and I wound up in a conversation about sprint cars with some old character and I found out about a rear engine sprint car that I had once seen and where it was. Now of course I don't remember. But a few years earlier I was at the National AACA meet up at the university of Buffalo and was talking to old Joe 'Rubber Man' Russo and he was sitting next to an early Ford V8 powered midget that he used to campaign. I was told the story that it was dug out of an old chicken coop somewhere near where I live.

Just last winter I was talking to a friend in Canada and he showed me some pictures of an MG L type Magna. In a barn covered with bird dung, straw and other impedimenta and absolutely not for sale. He keeps trying and hopefully one of these years he will connect. We do know the car was brought from across the pond after WWII because it has a disc on the back that gives its weight and during the war they did this so there was not too much weight on a bridge at the same time. They would only allow a certain number of vehicles for a total weight of X pounds. My friend Brian Neri was with me and he spotted this rarity. I was talking to him last night on the phone and he told me of an Allard, Ford V8 powered, that he had discovered a week earlier sitting in a yard. This could be an early car with Ford flathead V8 as later they used Lincoln and Cadillac power. He stopped but no one was home so we have to make a return visit. See . . . the stuff is out there, you just have to keep your eyes and your ears open. Even if you yourself are not interested in a piece someone else probably is. For example I was viewing a collection near my house one day and the guy had just purchased an Oldsmobile of late '60s or early '70s vintage. It was in beautiful shape and it was a car his father had when he was growing up. I would use it as a salt master but to him it was a keepsake. "Ya just never know!" ◀



Arnold & Stacey's barn find came with the house.

MAY BIRTHDAYS

4 Mary Ann Shetterly
 5 Nona Kraus
 5 Kelly Fallon
 5 Paulette Schultz
 6 Linda Bethune
 7 George Herschell, Jr.
 8 Karen Jaczynski
 11 James Kingston
 11 Peter Pegoni
 12 Kathy Rampe
 18 Lyn Tennant
 19 Joe Fazio
 21 Dan Viola
 21 Michele Zuck
 22 Barry Christ
 23 Bill Benet
 23 Grace Gleba
 25 Jan Langswager
 26 Rosemary Burke
 27 Harold Rodman
 28 Bessie Kopen
 28 Dan Young
 30 John Corcoran
 31 Kim Avery

HAPPY BIRTHDAY EVERYONE!!

**TIME TO GET
 "ON THE ROAD"**

MAY ANNIVERSARIES

1 Dick & Patricia Giambra
 2 David & Cheryl Asmuth
 6 John & Sherry Corcoran
 6 Lloyd & Susan Potter
 7 Stephen & Linda Stewart
 10 Timothy & Karen Paul
 13 Jeff & Wendy Miller
 14 Joe & Bridget Tierno
 17 James & Sondra Franzen
 17 Bruce & Susan Krobusek
 21 Jeffery & Jan Langswager
 22 Doug & Susan Avery
 23 Dale & Linda Masters
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 24 John & Chris Baum
 24 Rob Duffner & Sue
 Quackenbush
 25 Clifton & Randi Jenney
 26 Matt & Andrea Handy
 28 Michael & Susan Goodwin
 29 Bill & Cheryl Baldwin

**JUNE ANNIVERSARIES**

2 Dan & Rosemary Burke
 2 Leroy & Harriette Hokenson
 5 John & Mary Murray
 7 John & Margaret Cook
 9 Jim & Gail Colegrove
 12 Doug & Laurie Scribner
 12 Arnold & Stacey Van Denburgh
 13 Jeffrey & Susan Kath
 13 Tony & Eileen Makepeace
 14 George & Nancy Herschell, Jr.
 14 Aldis & Janet Lemesis
 15 Bill & Kathy Rampe
 16 Norman & Charlotte Wright
 21 Gil & Betty Langswager
 22 Jeff & Janice Zorn
 23 James & Barbara Kingston
 23 Jon & Patricia Richter
 24 Mark & Gayle Gibson
 29 John & Shirley Forrester
 29 Dick & Marlene Rzepkowski

CONGRATULATIONS!**JUNE BIRTHDAYS**

1 Madeline Moodie
 2 Annabelle Tescione
 6 Latty Goodwin
 10 Janet Lemesis
 11 Charlotte Wright
 12 Ben Barlow
 13 Rosemarie Stepanik
 14 Ellen Baxter
 15 Julia Daykin
 23 Carl Prouty
 24 John Baum
 25 Bob Austin
 25 Eileen Williams
 26 Gene Dinkel
 27 Tony Makepeace
 28 George Shetterly, II
 30 David Asmuth
 30 Valerie Zoltner

HAPPY BIRTHDAY EVERYONE!!**WELCOME BACK****Ron & Kay Orchard**

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| Patch, embroidered | 2.50 | Name Badges w/MG | 15.00 |
| Key Fob, large leather | 4.00 | MGCC Cookbook | 5.00 |
| Pin, cloisonné | 3.00 | Sport Cap, embroidered | 12.00 |
| Dash Plaque, 40 th Anniv. | 4.00 | Vehicle Log Book | 6.00 |
| Sticker, front adhesive | 1.50 | Fire Extinguisher | 12.00 |
| Sign, magnetic (10") | 15.00 | 50TH Anniversary Badge . . . 20.00 | |



See page 8 for more information!



Also available is a wide selection of clothing items (shirts, jackets, etc.) embroidered with the club logo. Prices shown are for members only.

All items are available for purchase at our monthly meetings, or delivery can be arranged.
Contact: Laurie Scribner 585-872-5133 (weekdays).

MG Car Club Western New York Centre, Inc.

Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

Address _____ City _____

State _____ Zip+4 _____ Today's Date _____ New ☐ or Renewal ☐

Cars owned & Year _____

Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐

Other hobbies, etc. _____

Occupation _____ E-mail address _____

Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

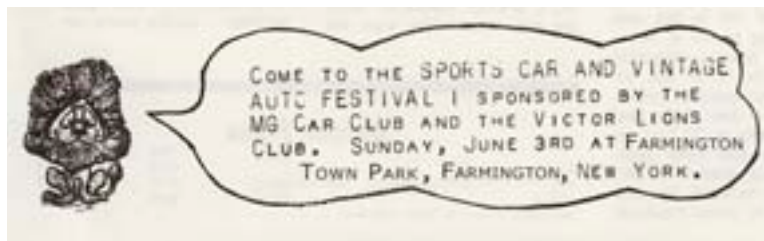
Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

MG Car Club Western New York Centre Calendar of Events 2007

For the latest information visit our web site mgcarclub.com

| | | | |
|--|---|--|---|
| January 4 Board Meeting 18 Meeting 20 Wine & Cheese, Valve Cover Races | February 11 Go Kart Races 15 Meeting | March 1 Board Meeting 4 Steak Roast & Auction 15 Meeting 25 Swing Into Spring | April 19 Meeting |
| May 3 Board Meeting 12 Tune-up Clinic 17 Meeting / Carlisle 30 Stuffing Party | June 3 Vintage Auto Festival 10 Autocross & Novice Sch. 9-10 Hildene Car Show 21 Meeting 23 Multi-club meet, Canada | July 5 Board Meeting 8 Autocross 2 19 Meeting 20-22 1000 Islands Weekend 29 GVACS Car Show (RIT) | August 5 Steak Roast and Rallye 12 Autocross 3 16 Meeting |
| September 6 Board Meeting 7-9 Watkins Glen 16 Autocross 4 21 Meeting | October 7 Fall Foliage Tour 14 Garage Tour 18 Meeting 27 Halloween Rallye | November 1 Board Meeting — Yacht Club Brunch 15 Meeting — Elections | December 8 Holiday Party No Meeting |



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