

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 49 No. 10

October 2007



Vintage Grand Prix Collier Cup Race Watkins Glen



Meeting October 18th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, NY



Founded 1958

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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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.

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.

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Wendy Dakin ~ Dave Chase ~ Wally Roworth

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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:

Joanna 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

It's actually happening—the Garage Tour starts at our garage. It was 8 or 9 years ago I went on my first Garage Tour. It was very interesting to see various setups, it was a great Fall ride through the country, great discussions with friends. There was only one bad thing that came from it — it made my sleeping bug of wanting a really neat (not in the kind of “neat” my wife thinks of, but when you look at something and go “That’s really neat!”) garage. Living in the city in a big house with a small yard the idea bug had to stay dormant.

A year or two later another club event comes along - the March Steak Roast and Auction. In the auction is a concrete octagon with a stained glass MGB insignia made by Lane Boughton. Both Barbara and I thought it would be great to use as a stepping stone in the small garden we had. So I bid and won it. On getting home we had second thoughts about placing it in the garden. It was right on Dewey Ave., not the most crime free section. A few weeks before the ceramic ducks (yes ducks, but my mother-in-law made them and gave them to us) must have learned how to fly because they disappeared. So the octagon goes inside on the stool in front of the fireplace.

A few years later we bought the house, or shall I say project, out in North Chili. Everything fit - something for me to do in my spare time, a bit of exercise, and a good reason to buy tools. AND A BIG LOT. The bug came awake. I could do a garage with pretty much anything I wanted. Heck, I could do 2 garages. Unfortunately, or maybe luckily, the town has limits. But I got a variance, picked a design, got it going and thought I'd be in the Garage Tour 4 years ago. As the best laid plans of mice and men usually go this went.

And here we at today. I'll see you on this years Garage Tour! And to finish the story here's a picture taken of Trevor putting the finishing touches to it as I write this. Yes, I'm cutting it close, but I really love horse shoes.



P.S. — a few weeks later some good Samaritans showed up at our door with the ducks. Said “We found these 4 or 5 blocks away, we remembered they were yours so here they are.” Now this brings to mind a few things—they didn't want them hanging around their neighborhood—or—they were members of CSIYYC. (Ceramic Stuff In Your Yard Club). Darn those Samaritans!

— V8

The Herald

Allen Hess

Thanks to all who submitted articles and photographs of the Watkins Glen weekend. There was much more than I had room for. Watch for more in the November Spokes. Special thanks to Angelo Lisuzzo and Lu Pietrowicz for their photographs of the Collier Cup Race and Awards presentation.

I need 5 or 6 more photos for the 2008 calendar. Fiftieth Anniversary or 1958 themed pictures are encouraged. I would like to them by the October meeting or a commitment so that I can hold a page for you. Digital files need to be 1,800 to 2,400 pixels wide (call or write for further explanation). Old photos which depict the club over the years are also wanted for publication in 2008.

In response to last month's MG photo in Watkins Glen, Dave Wild says that the item in the window is a “paddock placard”. Bill Greene, of Watkins Glen confirms that and adds that the occasion is the Concours at the fairgrounds.

—TRIUMPH!



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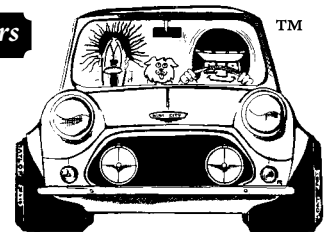
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by
Angelo Lisuzzo

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Activities

Brooks Schneider

Fall already? It can't be!

Sept. 7th - 9th was the annual gathering at Watkins Glen for the Vintage Race weekend. As always, Friday's downtown festival was an amazing spectacle. The variety and quality of cars improves every year. The weather was hot and dry on Friday, unfortunately, it went downhill from there. Sadly, for the first time in several years, we had to break out the rain gear. The pizza was plentiful at the Saturday night party at the Seneca Lodge and Jim Priestley had a great bonfire going, but eventually even that lost the battle with Mother Nature. Thanks to Desi and Bill Benet for letting us invade the log cabin once again.

A number of our members made the trek to Stowe the following weekend for the British Invasion. Just in case they didn't get wet enough at Watkins Glen, I understand it rained there as well.

The final Autocross of the season was held on Sept. 16th. Thanks to Julia Daykin for stepping in and coordinating it, including arranging for beautiful weather. She wants to increase participation in 2008, so start thinking about those suspension modifications to shave a few seconds off your time.

As is customary, October is one of our busiest months. The Fall Foliage Tour is Oct. 7th, the Garage Tour is Oct. 14th, and the Halloween Rallye is Oct. 27th. Details of these events are elsewhere in this issue. These are three of the most popular events of the year, so don't miss out.

To wrap up 2007, please hold these dates: Nov. 11th - Brunch at the Rochester Yacht Club; Dec. 8 - Holiday Party. If you want to think way out in the future, it's not too early to start working on your 2008 valve cover racer. January will be here before you know it.



Reminder - This year is the end of the 2-year term for the board, including activities directors. It has been a fun job and has been a great opportunity to get to know a lot of people in the club and for the club to get to know us. If it looks interesting to you, please let anyone on the board know. If we can do it, anybody can.

—MGA

Garage Tour

Sunday, October 14th

Starting at Leon Zak's 9:00 AM

2467 Westside Drive, N. Chili (West of Rt. 259/Union St.)
Park on Ravenwood Drive

Join us for a tour of some new, interesting garages, and some not seen recently. We will revisit Leon's place, site of some pity and shaking heads a while ago, then off to British Racing & Restoration for an interesting collection of cars. Overlooking Irondequoit Bay we will view Greg Faust's early Jaguar sedans, then a short drive to John Baum's "Naked MGB". Mini City, nearby, offers a really good Mini plus other excitement. East in Ontario is B&C Restoration & Fabrication, a new high quality restoration shop; next door is AutoLinc Sports & Classics, a true "Hobby Dealership" featuring alternatives to an MG. Finally return to familiar territory as Chris & Eileen Williams serve lunch in Marion amid their collection. Route maps available at Leon's.

Please contact me if not yet registered for lunch - George Leopard - 585-746-1848 or lincmgmt@hotmail.com

MGCC Minutes of the Meeting

Marlene Rzepkowski

September 20, 2007

Meeting conducted by Dan Suter, Vice- Chairman

Call to order-7:40 PM

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

Clarification on reestablishing charitable gifts committee, discussed at last meeting, will be done at next meeting.

New members and guests- Guest: Sheila Scanlin.

Treasurer Report- No Report

Membership- Jim Priestley reported that there were no renewals since last meeting.

Librarian- No Report.

SPOKES- Articles for the next issue are due next Thursday, September 27, 2007. Articles about Watkins Glen and Stowe are needed. Photos are still needed for the 2008 calendar. It would be nice to have photos of cars that are somehow related to our club's 50 year history.

Regalia- Doug Scribner showed new club mugs that are \$5 a piece. Plus items such as polar fleece, sweatshirts, lap blankets, all weather hats, back packs with the club logo are available.

England- George Herschell read a letter that was a reply to the one he sent to the MGCC in England. Contact George Herschell for details of this letter.

Trustee Report- Bob Tescione told everyone that the 50th Anniversary badges and pins have come in and are available for pick up.

Activities- No Report was given by Brooks Schneider but Dan Suter followed format and read a joke. A review of past events was given. See the Activities Report in SPOKES for a detailed list of future events. There is still a need for candidates for Activities director for the upcoming election. Dave Wild reported on the events held at the Zippo Watkins Glen Race Weekend in September.

Julie Glanville Daykin gave a report on the final autocross for 2007. She will be running this event next year along with help from Mike Goodwin.

Tim Rizzo told about the plans for the upcoming Fall Foliage Tour on October 7, 2007.

George Leopard discussed plans for the Garage Tour which will be held October 14, 2007.

Mike Goodwin spoke on the plans for the Halloween Rallye

to be held on October 27, 2007.

Car Show- Dick Powers presented a check from the show's profit to the club. He also thanked all those that attended and worked on the show this year.

Web Site- Gary Sandusky needs photos from all recent events.

Vice Chair- Dan Suter reported that the MGCC 50th Anniversary committee will be meeting again and continue to plan events for next year's celebration.

Old Business- In his absence, Leon Zak asked Dan Suter to report that he is still working on the car seat donation effort.

New Business- Nominations for new board members will take place at the October meeting and voted on in November. Dan Suter asked for brief updates on car projects, events, or club related activities.

Cars and Parts- For Sale:

1959 Austin Healey Bugeye Sprite- see Alan Costich for details

1965 Dodge Coronet- less than 50,000 miles contact Julie Daykin

Mike Goodwin is looking to buy a Mini, contact him.

Door Prizes – Awarded

Motion to adjourn and seconded at 8:50 PM.

— MG TF



Attendance

September 20, 2007

Betty Langswager	Lyn Smith	Brian Fallon
Gil Langswager	Roger Gunther	Allyn Wagner
Bob Tescione	Tim Rizzo	Nick Zuck
Barb Wild	Mike Goodwin	Gary Sandusky
Dave Wild	Cynthia Jack	Dave Engdahl
Carl Prouty	Doug Jack	John Murray
Jeff Langswager	Valerie Zoltner	John Thompson
George Leopard	John Zoltner	Larry Rausch
Beverly Swarts	Sue Harrison	Ken Heusler
Charles Swarts	Mike Harrison	George Haynes
Anne Faust	Pat Sangster	Frank Stepanik
Gene Faust	Steve Sangster	Allen Hess
George Herschell	Dan Suter	Dick Powers
Nancy Herschell	Mary Murray	Wendy Dakin
Julia Daykin	Vivienne Rizzo	Aldis Lemesis
Laurie Scribner	Jim Davis	Janet Lemesis
Doug Scribner	Don McConnell	Dawn Priestley
Georgian Abels	Dick Rzepkowski	Jim Priestley
Bob Abels	Susan Kath	David Leete
Wally Roworth	Sue Keppler	Leroy Hokenson
Cheryl Baldwin	Jeff Kath	
Bill Baldwin	Lane Boughton	Guests
Marlene Rzepkowski	Alan Costich	Sheila Scanlin

2008 MGCC BOARD ELECTIONS IN NOVEMBER

VOLUNTEER!

**NOMINATIONS AT
THE OCTOBER
MEETING**

2007 MG Car Club Halloween Road Rallye & Party



Saturday, October 27th, 2007
(You may use Rte 490 to Exit 5, Chili Center-Coldwater Road at corner of Chili Ave.)
Meet at 5:30 PM @Chili K-mart parking lot west end (look for rallye cars)
First car off at 6:00 PM

Party at Rohrbach's Brew Pub afterwards
3859 Buffalo Road
(starting approx. 7:30; when first car arrives: if they survive the scares!)
Party only? Why not? Be there with fangs on!!

We suggest you bring a bright flashlight, pencils, clipboard.

\$6.00 per person to cover party costs, hors d'oeuvres
(cash bar available; not included in cost)

Prizes for Rallye times and costume categories (costumes optional).

Could there be bonus points
for driving your LBC???

Signup deadline October meeting, 10-18-07
(or sign up by phone or email - we'll send the ghouls
to get your money!)

Organized by Mike & Susan Goodwin - Questions? 889-2646 email mrgoodwin@frontiernet.net

Grand Prix Festival Concours d'Elegance



Bill and Kathy Rampe, 1960 TR3, "First Place" award

—Aldis Lemesis



Bill and Kathy Rampe, 1960 TR3

—Allen Hess



Dennis Gage of My Classic Car & Bill Rampe

—Aldis Lemesis



1920 Bugatti Brescia

—Allen Hess



"Best of Show" & "Most Historical" awards

—Brooks Schneider



Aldis and Janet Lemesis, 1962 Jaguar XKE, "Second Place" award

—Jim Priestley



Dennis Gage of My Classic Car & Aldis Lemesis —Janet Lemesis



Aldis and Janet Lemesis, 1962 Jaguar XKE

—Allen Hess



1954 Kaiser Darrin

—Allen Hess



"Most Popular" award

—Allen Hess

In Town and at the Track



Betty & Gil Langswager —Al Fink



Dave Wild & Geo. Herschell —Al Fink



Alan Costich —Al Fink



Canadian Mini? —Brooks Schneider



Morgan —Brooks Schneider



Some day mine will . . . —Brooks Schneider



Bugatti —Brooks Schneider



Bugatti —Brooks Schneider



Saturday Bugatti races —Allen Hess



Cobra —Brooks Schneider



Chapparral —Allen Hess



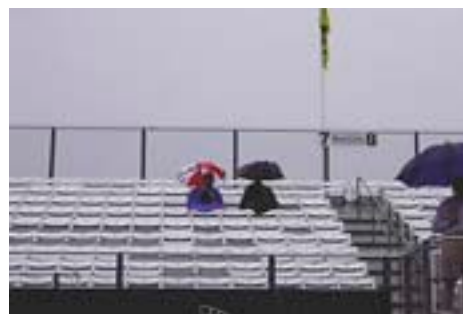
Valerie & John Zoltner —Allen Hess



Racey Tales —Allen Hess



Collier Cup MGBs —Julia Daykin



Dedicated Spectators —Julia Daykin

2007 Watkins Glen Vintage Grand Prix Festival

Kris Rzepkowski

This weekend I took some time to be with my parents and enjoy two of their favorite hobbies — classic cars and vintage racing. We participated in what amounts to a public holiday in the town of Watkins Glen, NY — the Grand Prix Festival. Plus, my Dad was racing in the SVRA Zippo US Vintage Grand Prix up at the Watkins Glen International race track.

Friday morning I got my Pit Pass and helped prep my Dad's 1967 MG Midget race car for his first qualifying race. The bad news from the previous day had been that he was disqualified at the tech inspection for illegal coil-over springs (his vintage car is supposed to have leaf springs) and therefore couldn't place in any of the races. They still let him race though as 'Racer-X', which was nice of them considering he paid for the privilege. The other bad news from the previous day was that he only made it through 2 laps of his test before blowing a rotor. A rotor, as I learned after hearing the story MANY times, is a \$3 plastic part that spins under the distributor cap delivering spark to the plugs. He changed the rotor and the car was now ready to go for the day's qualifier.



My mom and I accompanied Dad down to pit row where they 'grid' the cars for the start of the race. Friday was beastly hot, with highs in the upper 90's. Our job is to keep the driver cool while he awaits the start of the race. It is especially hot after he puts on the fire resistant hood and the helmet. That's a lot of gear to have a good time. Finally, they are ready to roll. What boy doesn't

dream of having his Hot Wheels cars on a real track? These big boys with their big toys must have a lot of fun.



The qualifier was exciting...for the first 2 minutes. He got one and a half laps into the race and blew another rotor. Dad got on the radio and said that the tow trucks were towing him in (it's a free ride no AAA needed). All he needed though was one timed lap, a 2:35 for officials to determine where he would start in the feature races.

In the afternoon, my mom and I went to downtown Watkins Glen to see exactly why the kids have a day off from school for the festival. Apart from the concours d'elegance and the terrific local beers I could see why.

Many of the local roads were shut down completely to re-create the old 6.5 mile road course that went right through the heart of town. The place was buzzing with energy as wave after wave of vintage cars ran the track. The special marques for this year's festival, BMW and Bugatti, were especially cool to see.



As far as experiences go, all of this paled in comparison to the highlight of my day. At 6PM my Dad, along with all

of the other SVRA racers brought their cars down from the track. I donned a helmet and took my place in a makeshift jumpseat beside him as we readied for the Grand Prix race reenactment. I had pretty low expectations as officials intend to keep the "race" at low speeds. I was shocked at how much fun I had though as the green flag waived.

My Dad took his little roller skate around the first corner with crowds of people cheering as though we were doing this for real. Then in a heartbeat we climbed the hill to the top of the Glen.



From that point onward, the smile never left my face. He drove us through winding turns, over a stone bridge, and down into the Glen with a spectacular view of the south end of Seneca Lake. I'm not sure how my Dad was able to concentrate through my obnoxious YEEEEHAWWW's and thumbs up to the crowds, but he handled it like a pro.

When I saw the checkered flag I was disappointed that this was not a 500 lap race, but alas we needed to give the streets back to the town again. Now I understand why everyone gets so stoked for racing. Our enthusiasm must have shown through our helmets because the local paper picked up the story of the race. There we were on Saturday morning with our picture on the front page.

I've got to thank my mom and Dad for an awesome time together. It really was a weekend of memories. I also need to thank my bride for taking care of the homefront so that I could go off on this racing adventure. ◀

Vintage at the Glen or Racing With Mother Nature

Riccardo d'Slolane (aka Dick Powers)

If you were at the SVRA Vintage races at the Glen this past September, I don't have to say very much about the weather. If you weren't, there was something for everyone and in the extreme, too.

This year, 222 and I took the \$125 deal that SVRA offered MG Vintage Racers to run one session on Saturday and the Collier Cup Race (for all MG's) on Sunday. Joe Tierno did the same, but our other local MG racers spent the big bucks (\$600) to run all their class sessions from Thursday to Sunday. More about the racing later.

Not having a track session till Saturday allowed me to be a judge in the Friday Downtown Festival Concours. **Dave Wild, Gil Langswager, George Herschell and Bob Tescione** showed me the judging ropes and we were off on one of the hottest Vintage Race Fridays I can remember. Thanks Dave for allowing that we didn't have to wear sport coats in that 90+ heat... but the ties? Well, at least we looked a little like Pebble Beach East.

There were nearly 50 cars in the concours. Some of them were entered by our WNYMGCC members, and they did very well, too. *First* was taken by the nearly perfect TR-3 of **Bill and Kathy Rampe**, *Second* was the XKE of **Aldis and Janet Lemesis** and *Third* was the Porsche 914 of Jack Vasina. *Best of Show and Most Historic* went to the lovely 1920 Bugatti Brescia from Denver, with the *Most Popular* being a 1954 Kaiser Darrin. Congratulations to our club members for doing so well!



AT THE TRACK, the usual space we local racers paddock **Ain** was assigned this year to Bugatti, the featured car. What a wonderful sight to see so many Bugatti racers and, from a financial perspective, that gaggle was worth about \$40,000,000!

Since the Bugatti cars were in "Our" space, the



Dick Powers MGA 222

—photo by Angelo Lisuzzo

WNYMGCC racers were split into two groups. **Tom Glanville, Ted Hershey, Dick Rzepkowski and Alan Costich** were near Medical while **Joe Tierno** and I paddocked with another MGA racer, Dave Smith, near the garage. Easy to get to Tech from there and nice to see **Dennis and Mary Costich** keeping Tech running smoothly, just as they did at Sebring in March.

By Saturday practice, Tom, Ted, Dick and Al had started to dial in their best times of the weekend with a spread of about 4 seconds among them. Very nice driving all around!

Dick Rzepkowski did have a few difficulties and had to be towed in after 2 practice sessions. It seems that Dick's Midget was running just fine, and then it would stop. At first they thought it was a fuel delivery problem, but what it turned out to be was a bad rotor. Lucas *strikes* again. Fortunately for Dick, Al Costich had his "rotor collection" with him and Dick chose one made in Italy and that worked all weekend. Al, *parlare Italiano*?

For Joe and olde Riccardo, we were allowed one session on Saturday and all the MGAs were now in Group 4 with cars like Lister Corvettes, Cooper Monaco, various Loti and even an early Chaparral! Not to worry, though, as we all got along very well and it was a good seat to have when the Big Iron from the past went roaring by.

Even with just one session, Joe got down to near his previous best time with ease. I was still 8 seconds away from my previous best, but happy because my MGA was running much better than at Sebring in March. Most of that "better running" was due to the help **John Thompson** gave before going to the track. He was also of great help when my exhaust header collector decided to come off during practice. It was one of those situations where you knew something was going wrong as the exhaust note changed from loud to louder. That's what I get for trying to stay with Tierno in the Boot!

On Sunday, Mother Nature decided to play a few tricks.

We had rain early, but Tom, Ted and Dick had their Group 1 race and Al his Group 3 race too. The rain continued, but then the fog rolled in and that stopped all racing. Not a good outlook for the MG racers who were looking forward to the Collier Cup Race. As time passed many racers and fans decided to leave, given the bad weather, but SVRA said they were committed to at least having the Bugatti race and the Collier Cup race.

Tierno and I and a few other MG racers stayed in our driver's suit just in case SVRA was right. Then about 1:30 the Bugatti group gridded and went out to race. The Collier Cup was next, so 13 of us jumped into our MG's and went to the grid. It was raining, but we were wet down to our Nomex underwear by then, so it didn't make much difference. Being on the grid, though, was a great place to watch the Bugatti race. **S**OON IT WAS TIME FOR THE COLLIER CUP CARS TO GO racing and wouldn't you know, it started to rain harder. Coming out of Turn 11 was almost beyond description. Water spraying everywhere, no grip at the wheels, not sure if the guy in front of you will spin, finding you are in the "slow" lane as cars fly by on the right and you are feathering because the car in front is having more trouble than you. We all made it through Turn One and things started to string out. Joe did get a very good start and by the end of the first lap he was running 4th behind 3 MGB's!



Joe Tierno MGA 029

—photo by Angelo Lisuzzo.

I finally got past the MGA in front of me and then on to the next MGA that I managed to slither by on the inside of Turn One. Then it started raining even harder. Popping your visor to see better only works for a short time. In the Esses, I came up on Dave Smith and managed to be on the inside just before we went into the Bus Stop. I got past, but then the tail of my MGA, came out to the left and I thought I was going to spin right in front of Dave. A trick I learned in autocrossing many years ago saved all and I got past without damage. The checker came out as we finished that lap and John Target was 1st in an MGB. Joe finished a well deserved 4th and I was very happy with 8th.

After the race we all went to the Tech Garage for the awards. Again this year, Joe won the NAMGAR **Bucher/Decker Cup** for the highest placed MGA. That's two in a row



Bucher-Decker Cup winner Joe Tierno —photo by Angelo Lisuzzo.

for Joe, who races the car Bob Bucher raced. Also, 50 years ago nearly to the day, Bob Bucher won the Collier Cup race in the same car!

THIS YEAR, THERE WAS A NEW AWARD FOR THE HIGHEST placed MG Midget, the **Bill Glanville Memorial Cup**. This is a very special award that touches all of us in the Western New York Centre, as it honors the memory of our friend and MG racer, Bill Glanville.

Suzanne Glanville made a most eloquent presentation of the cup to its first winner Greg Kozuhowski. Greg is a deserving winner as he's been racing MG's for many years and builds his own race cars, just as Bill Glanville did. Along with Suzanne, 15 from the Glanville family, including Bill's mom and dad, brothers, sister and children were at the presentation.

This was an emotional moment for sure and a fitting way for us to honor Bill Glanville and end Vintage at the Glen for another year, but **Tom Glanville** said it best in a note to me: "It was a very special day . . . That day was for brother Bill".



Photographs of the Bill Glanville Cup presentation appear on the next page

22nd SVRA Collier Cup Race Bill Glanville Memorial Cup



Tom & Bill Glanville, Grand Prix Festival 2003

—Allen Hess



Glanville Cup Winner Gregg Kozuhowski and Suzanne Glanville

—Lu Pietrowicz / september8th.com



Front Row: Dan Glanville, Julia Dayken, Gregg Kozuhowski, Suzanne Glanville, Bernice Glanville, Bill Glanville, Susan Torpy.

Back Row: Peter Glanville, Russ Dayken, Moe Glanville, Matt Glanville, Jeannie Glanville, Stephen Glanville, Tom and, Lia Glanville

—photo by Angelo Lisuzzo.



22nd annual SVRA Collier Cup race grid, September 9, 2007, Watkins Glen

—photo by Angelo Lisuzzo.



Tom Glanville, MG Midget

—Allen Hess



Ted Hershey, MG Midget

—Allen Hess



Dick Rzepkowski, MG Midget

—Allen Hess



Alan Costich, MGB GT

—Allen Hess

Barron of the Badge

Dick Powers

Last August, Mark Steigerwald, curator at the International Motor Racing Research Center, asked Bob Tescione to set up the first ever car badge display at the IMRRC. Mark wanted this set up before the September SVRA vintage races, so Bob and I drove down one lovely August day with only a few hundred of Bob's many badges.



When Mark saw the badges, he was very surprised at the selection and then to find out how many more badges Bob has. Mark worked on the display area, just outside the media room, while Bob organized his choices to fit the display case. Bob even made individual printed cards for each badge. When he was finished 117 badges were nicely on view.

All this timed out perfectly as the first official visitor to see Bob's display was none other than Mrs. Cameron Argetsinger (yes the wife of the same Cameron Argetsinger that started modern road racing in America). She spent many minutes viewing the badges and remembered some of the clubs whose badges were on display.

According to Mark and Bill Green, historian at the IMRRC, Bob's collection attracted much interest at the Friday night silent auction and during the rest of the Vintage weekend too. That's well deserved recognition for Bob, our Badge Barron and his fine collection.

If you didn't have a chance to see the badges during the Vintage weekend, they should still be on display at the IMRRC (www.racingarchives.org) through the end of October.



Bob Tescione and Mark Steigerwald

—Dick Powers



Mrs. Cameron Argetsinger

—Dick Powers

British Invasion, Stowe, Vermont

MGCC Winners

Dick and Marlene Rzepkowski, First Place
MG TF

Gil and Betty Langwager, Second Place
MG TD

Betty Langwager and Carl Prouty, First Place
Best Costume, Tailgate Competition



Betty & Gil, Cindy Jack, Carl Prouty

—Dave Chase



First Place Best Costume Tailgate competition, Betty Langwager and Carl Prouty

—George Herschell

Autocross IV Results September 16, 2007

Julia Daykin

Tenth Anniversary Course, September 28, 1997

CLASS	FIRST	SECOND	THIRD	BEST
MGB				
Allen Hess	1:45:84	1:46:25	1:46:00	1:45:84

Under 2 Liter

Carl Webeck	1:57:03	1:54:72	1:52:38	1:52:38
Rory Raymond	1:53:00	1:47:72	1:46:47	1:46:47

Under 2 Liter Prepared

Anatoly Bourov	1:33:22	1:32:31	1:32:22	1:32:22
Julia Daykin	1:42:81	1:44:56	1:41:19	1:41:19
Tom Glanville	1:45:47	1:39:93	1:40:78C	1:39:93
Russ Daykin	1:48:78	1:47:56	1:45:79	1:45:79

Over 2 Liter Prepared

George Haynes	1:41:47	1:39:38	1:37:78	1:37:78
Greg Turner	1:38:22CC	1:38:39C	1:37:35	1:37:35

Modified

Matt Handy	1:43:19	1:38:93C	1:37:91	1:37:91
Bill Arlow	1:48:69	DNR	DNR	1:48:69
Will Arlow	2:02:10	DNR	DNR	2:02:10
Sandra Kimmel	DNF	DNF	DNR	N/A

Overall Times

First	Anatoly Bourov	'00 Toyota MR2	1:32:22
Second	Greg Turner	'06 Colbalt SS	1:37:35
Third	George Haynes	'65 TR4A	1:37:78
Fourth	Matt Handy	Lotus Kit	1:37:91
Fifth	Tom Glanville	'80 MGB	1:39:93
Sixth	Julia Daykin	'72 MG Midget	1:41:19
Seventh	Russ Daykin	'72 MG Midget	1:45:79
Eighth	Allen Hess	'71 MGB	1:45:84
Ninth	Rory Raymond	'01 Audi A4	1:46:47
Tenth	Bill Arlow	Kart	1:48:69
Eleventh	Carl Webeck	'71 GT6	1:52:38
Twelvth	Will Arlow	Kart	2:02:10
Thirteenth	Sandra Kimmel	Kart	no time



Start - Finish

—Julia Daykin



Julia Daykin

—A. Hess



—R. Raymond



Car Webeck

—Julia Daykin



Matt Handy

—Julia Daykin



Will Arlow

—Julia Daykin



Sandra Kimmel

—Julia Daykin

Classified Ads



George Haynes

—R. Raymond



Allen Hess

—Julia Daykin



Anatoly Bourov

—R. Raymond



Tom Glanville

—A. Hess



Russell Daykin

—R. Raymond

WANTED: Two books. *The Original Triumph TR* published 1991; *The Original Triumph TR2-3B* published 1999. Call Larry Rausch 455-1147 or stonywoods840@rochester.rr.com

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 or TR3 in driveable condition - not a show car. Call Rob Parada at (cell) 585-350-8183.

WANTED: MG-TC parts—any and all. Cash money paid. Please call George or Bev Haynes at 585-872-6536.

FOR SALE: 1983 TR6, French Blue, New top, but needs installation, Owner for 20 years, No winters, excellent shape, 44,683 original miles, VIN # CF2311U, Asking \$7800. Paul Thatcher (585) 729-7625

FOR SALE: 1983 VW Beetle, from Mexico, VGC, no rust, runs & looks good. Green. Asking \$1950 Call Bill Wheeler 585-278-4047

FOR SALE: 1980 TR8, "the wedge", 3.8L, V6 Buick conversion, excellent new red paint, undercoated, only 36K miles, VGC in & out, asking \$6500, OBO call Dan @ 585-734-6233 evenings.

FOR SALE: 1949 MG TC TC #6976 Clipper Blue. 1970's restoration by Doug Redmond. 2001-professional work on brakes, steering and engine. Low mileage reproduction tires new from Barry Walker in England. Wheels trued at California Wire Wheel-2001. New steering wheel 2001-original three-spoke wheel available with car. Extra wheel. Tonneau cover, original MG owner's manual, tool roll, English style license plates (TC 6976), side curtains w/case, many spares. Cur-

rent NYS registration and inspection- a driver! Contact owner Geoffrey A. Briggs (585) 344-0834

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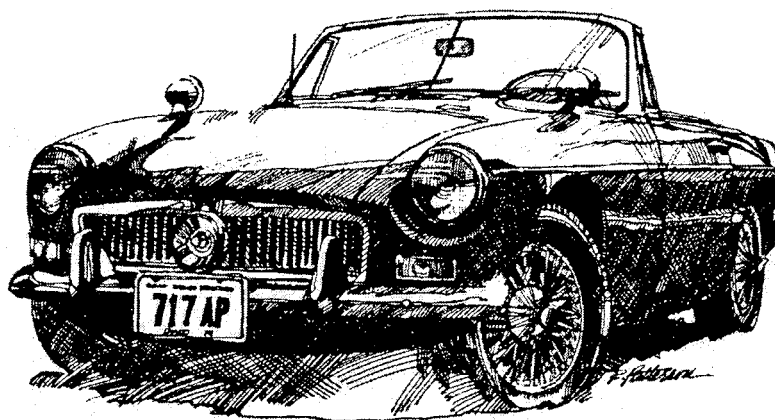
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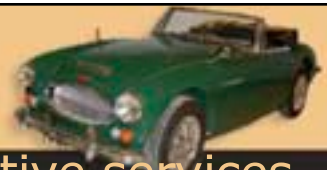
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Jay Lockrow



Before getting on this months MOWOG let me say thank you to all my friends in all the clubs that wished me well in my recent hospital visits. Not the place you want to be in August but sometimes you don't have a choice. I'm felling much better now as I write this during the last days of August and beginning to do a few things around the house again. I'm still on steroids for a few more weeks and then we talk to the doctor again. This may take some time, I really dunno!

Over the years in the automotive hobby, or should we call it a disease, I have driven, ridden in, worked on and rubbed against some pretty unusual machinery. Having done this I feel I have answered most of the stupid questions in the world and then some. However sit in some strange vehicle along the curb and the public will not disappoint you in their development of inane questions to ask.

For example having owned and driven a right hand drive automobile for many years you might think you have heard all of the remarks associated with such a vehicle but the public always comes through. I particularly like the question "Do you need a special license to drive a right hand drive?" "No, you don't, haven't you ever seen an American car with a right hand drive?" "Next time you see a postal delivery truck look a little closer and also your local sanitation trucks, along with many of street cleaning machines." "Also very popular is the statement "Geeze I don't think I could ever get used to driving like that do you?" Another all time favorite is "Isn't it difficult to see to pass and how do you signal?" "This one is easy to answer. You tell them if you have a passenger you ask them look before you pass and ask them to give hand signals." "What if you are alone?" Then you take extra care and make sure you can see before you pass. In the case of signals you simply reverse the hand signals but this car is equipped with trafficators." This one throws them, "Howdaya reverse the signals?" "Easy, you point out straight with your right arm for a right turn and up and to the left for a left turn." "For some reason the comprehension factor is beyond the mental capabilities of the inquirer." "Then of course you tell them you have to double clutch and downshift with your left hand while signaling with your right. "Howdja steer?" "You quickly withdraw your right hand and steer in the direction you wish to go" "In these days of people driving Suburban Ussalt Vehicles with a latte in one hand and a cell phone propped against there shoulder and doing office paperwork the comprehension factor just does not compute. "I always appreciate when someone comes up to me and announces that the steering wheel is on the wrong side." "I usually tell them, no, it's on the right side or slapping my forehead, geez I put it on the wrong side when I put it back together." "My good friend Bob Zimmerman has a Morris Minor that is a right hooker. When some well intended tells him the wheel is on the wrong side he simply says, No that's a spare someone stole the one on the left side."

That's just one area. My Dad had at one time a Fiat Abarth with a Zagato body that had the double bubbles in the roof. It was clearly labeled on both the front and back that it was a Fiat as well as a Zagato nameplate, but I assume that the name does not register with people on the street. It was of course a rear engine that was pretty unusual in the 1960s and really pretty small. Nonetheless it would do close to the century mark and scream as you were doing it. It was a joy to drive until you had to park it somewhere. It had an aluminum body and absolutely no bumper protection but beyond that along came the inane questions again. One time I had the car at a friend's gas station and I was changing one of the fan belts that had become frayed. Someone came up to me and asked "Where's that car made?" feeling devilish (Oh now I would never lead anyone on now do you really think so?) I just said "Moscow." "Then that there is a Russian car?" "Yep I said, it uses old Hoover vacuum cleaner parts." "I think the guy actually believed me and he shook his head and walked away."

One night I was watching the local telly news and that weekend there had been a wonderful AACA National Meet locally. There was a gal interviewing a gentleman that owned a beautiful Duesenberg short chassis two place convertible. The questions she asked were so utterly stupid I couldn't believe it. Like "How fast will it go?" "How many miles to the gallon?" The usual boring fare. I couldn't help feel for the guy that owned the Duesenberg and how I would have at lease asked some intelligent questions about the car. Length of restoration?, horsepower?, interesting features of the car?, did it belong to anyone that was famous? Something people might want to know. Who in h___ cares about mileage with a Duesenberg!

Anyway as long as the hobby continues the questions will continue to come. You just have to learn to live with it and if you are in the mood throw in a little baloney these clown won't know the difference anyway. Of course that's how rumors get started like M.G. stands for Morgan Garages and the old sealed engine nonsense about Rolls Royces. ◀



OCTOBER BIRTHDAYS

1 Eileen Makepeace
 2 Sue Kron
 4 Patricia Giambra
 5 Barbara Kingston
 7 Brian Fallon
 9 Rob Duffner
 9 Will Salisbury
 10 Dick Rzepkowski
 10 Brian Smith
 10 Linda Masters
 11 Jim Priestley
 11 Doreena Hames
 11 Beverly Swarts
 12 Kay Johnson
 13 Shirley Forrester
 15 Roger Jaczynski
 16 William Brorein, Jr.
 16 Bruce Krobusek
 16 David Russell
 16 Gail Colegrove
 17 David Leete
 17 Donald Sweeney
 17 Susan Krobusek
 21 Susan Henderson
 22 George Heissenberger
 22 Mary Sweeney
 25 Timothy Paul
 26 Joan Heaney
 28 George Tennant
 28 Bridget Tierno
 29 Al Colquhoun
 30 Suzanne Keppeler

HAPPY BIRTHDAY EVERYONE!!

OCTOBER ANNIVERSARIES

? Sean & Jessica Seeley
 1 Brooks & Gayle Schneider
 8 Robert & Annabelle
 Tescione
 10 Dave & Barb Wild
 12 Karen & Roger Jaczynski
 14 Scott & Gail Schipper
 15 George & Beverly Haynes
 16 Joe & Linda Fazio
 18 Brian & Julie Smith
 20 Wally & Doris Roworth
 26 Julia & Russell Daykin

CONGRATULATIONS!

NOVEMBER ANNIVERSARIES

2 Charles & Beverly Swarts
 4 Steve & Pat Sangster
 12 Paul & Ginny Wheeler
 18 Henry & Sue Kron
 26 Douglas & Cindy Jack
 29 Leon & Krystyna Todaro

CONGRATULATIONS!

NOVEMBER BIRTHDAYS

6 Steve Sangster
 8 William Barkley
 8 Chris Williams
 9 Al Isselhard
 9 Brooks Schneider
 11 John Cordeiro
 14 Evelyn Stone
 16 Joseph Schultz
 19 Alan Costich
 19 Carl Webeck
 20 Dale Masters
 20 Katie
 21 Andrea Handy
 22 Leroy Hokenson
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MG Car Club Western New York Centre, Inc.

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Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

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Cars owned & Year _____

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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 12 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 4 Board Meeting 7-9 Watkins Glen 16 Autocross 4 20 Meeting	October 7 Fall Foliage Tour 14 Garage Tour 18 Meeting 27 Halloween Rallye	November 1 Board Meeting 11 Yacht Club Brunch 15 Meeting — Elections	December 8 Holiday Party No Meeting

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