

# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 50 No. 2

February 2008



## January Wine and Cheese Valve Cover Races!

Meeting  
February 21st 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, New York



*The Marque of Friendship*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 831, Webster, New York 14580-0831

Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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### 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](mailto: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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### ADVERTISING RATES as of January 1, 2008

Copy ready business advertising:

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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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### BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen\* ~ Joe Tierno ~ George & Nancy Herschell  
Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch\* ~ Jim Priestley  
Wendy Dakin ~ Dave Chase ~ Wally Roworth

\*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:

Susan Kath  
1039 Mosley Road  
Fairport, NY 14450

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



## Chairman's Corner

Dan Suter

**G**REETINGS, EVERYONE! Welcome to our MG Car Club Western New York Centre Jubilee Year. As you will read elsewhere in Spokes, there are a number of special events lined up to celebrate this milestone.

In addition to our 50TH Anniversary celebrations, another area that I am hoping we can focus on is the question, "What fun things are we doing with our sports cars?" We've heard a number of project updates at the January meeting, and I would like to encourage everyone to share any kind of plans you might have with your cars—trips, tours, National meets, competition, shows.

2008 promises to be an outstanding year for my cars. George Haynes and Gil Langswager (and myself doing a few of the basic tasks) are hitting the homestretch with the restoration of my 1962 MGA Mk II Deluxe. Since 99% of club members have never seen the car, it was originally and is again black with a red interior and grey convertible top.

On Friday January 25TH (OK, 10:02AM — I admit I know this . . . !) the 1622 engine burst to life for the first time since 1971. The engine has a sweet, clear sound somewhere between an MGA and an MGB in tone. We ran it for a full thirty minutes and I did not get tired of listening to it.

The main goal is to have it ready for the North American MGA Register meet July 13–18, in Seven Springs, Pennsylvania where they will be featuring MGA Twin Cam and Deluxe models. [See page 18]

Is there interest in having guest speakers at our winter meetings? I've heard several ideas but am interested in more feedback. Please feel free to e-mail me.

See you in February!

Dan

—MGA

## The Herald

Allen Hess

♥ A very big thank you to several new contributors to this month's Spokes. I am sure that everyone will enjoy and quite possibly identify with your stories. I am 'really sorry' about twisting some arms but with a little "Ben Gay" and rest, the writers be ready for the go-karts on February 10th and perhaps—another article?

Hopefully others will be encouraged to take the plunge and submit those stories of past or recent 'affairs' with British cars. Given one of the major holidays of March it seems a good month to ask for stories of times when luck—the luck of the Irish, good luck, dumb luck, the luck of being a member of the club or no luck at all—seemed to intervene in your adventures with your car.

There is a 50th Anniversary rallye scheduled for the third of May. This is going to be a proper time-speed-distance run (The way they used to do it!) and we have an excellent article from an old issue of Spokes about how to do it, along with more rallye photos from the scrapbooks. There should be enough information to calm any novice jitters and given new technologies, we shouldn't have to mount an adding machine between the front seats. Of course this also provides an excellent opportunity for some of you to write your memories of earlier runs. Hummmmm, perhaps Elaine could write about what must have been one of our first dates—a first rallye for both of us and, through a quirk of luck we took second.

Oh, there was one more story—about the small and unyielding confines of an Austin Healey Sprite. But perhaps that information is all any of us need to know.

—TRIUMPH



	Don't Forget, It's Time to Renew Your Membership and Update Your Address and Contact Information.
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<b>VEHICLE STORAGE</b>
MG Restoration & Performance Consulting
5795 Cleary Rd.   Livonia, NY 14487   585.233.4409
Consultants: Dick & Marlene Rzepkowski

## Activities

Mike and Sue Harrison

Fifty-five members attended the annual Wine and Cheese Party and Valve Cover Races at Finn Park in Webster on January 13th.

On February 10th Brooks and Gayle Schneider have made arrangements to return to the Inside Track Speedway on Elmgrove Road. The battery powered go-karts will continue the competition.

March 2nd will be the annual Steak Roast and Auction at Eyer Park in East Rochester. Chefs Leon and John have again volunteered to prepare our gourmet steaks. Jim and Doug will again be the auctioneers. Items not sold should be taken home.

On Sunday March 30th we will Swing Into Spring at the Old Toad Pub. This event is organized by Dick Powers and Laurie Scribner.

—TR6

*It's Winter – Let's Go Racing!*

*Indoor Go Karts*

*Battery powered go-karts on an indoor road course.*

*Sunday February 10, 2008 1:30 PM*



\$15 per person — two rides, pizza & soda

**Inside Track Speedway**

**775 Elmgrove Road**

Rochester Technology Park (Kodak Elmgrove)  
1st entrance South of Rt. 531, at the traffic light,  
left after the median.

Brooks and Gayle 225-5251

## ANNUAL STEAK ROAST & AUCTION

Sunday, March 2, 2008 – Noon until ??

Eyer Park in East Rochester

☞ Take Lincoln Rd. off Fairport Rd. (Rt. 31F)

Turn right on Chestnut St. E., just before the overpass & follow it to the park

Price: \$7 per Steak, \$1 per Hot Dog

Don't miss this Auction! That special item you've been dreaming of owning for years may be waiting for you! ☺

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

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

Sue Harrison

6640 Ann Lee Drive

North Rose, NY 14516

☎ Any questions, please call Mike or Sue at 315-483-0368 or  
E-mail us at [mharrison3@rochester.rr.com](mailto:mharrison3@rochester.rr.com)



# MGCC Minutes of the Meeting

Michael Goodwin

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January 17, 2008

**Call to order- 7:31 PM**

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

**New members and guests** – The club was introduced to a young new member, Lilyan Short. Lilyan (age 4 mo.) doesn't drive yet. She had no comment about what she owns and drives.

**Activities** – Mike Harrison began by acknowledging that the Schneiders are a tough act to follow. Following tradition, Mike kicked off with a good joke. He followed with a report on the recent Wine & Cheese and Valve Cover Racing event. Upcoming events were noted, including Indoor GoKarting, Steak Roast and Auction in March, Swing Into Spring and others. See the Activities report and other notices in SPOKES for details of these and other upcoming events.

**Membership** – Jim Priestley noted that we've had 89 renewals before tonight, 8 renewals at this meeting, and one new membership. Jim encouraged all to renew if they haven't already. This can also be done through the club's website.

**Regalia** – Doug Scribner reported that he's taking orders for the color version of the 2008 Calendar, available for \$12.00. He mentioned a host of other items available, including window stickers, a wide array of cold-weather garments (all embroidered with the club logo), blankets and those versatile (both right- and left-handed) coffee mugs.

**SPOKES** – Allen Hess hopes we all like the 2008 calendar, and hopes that it's a sign of things to come with lots of old, memorable photos and events. He issued a plea for articles on your memories of past club events and other car-related recollections. He thought perhaps the February issue could have a Valentine's theme. He's hoping for articles about love of (or IN!) your car. (See elsewhere in SPOKES). Allen asked also for more photos of the Valve Cover Racing and Wine & Cheese; if you have any of those or anything else, submissions are due January 24, 2008 (as usual, one week after the general meeting).

**Treasurer Report** - Susan Kath reported that the Club's finances are in good order, and gave a reminder to please pay your dues. Dan Suter noted that the budget for 2008 is under development after crossing over the Treasurer position from Joeanna DeBlaere to Susan.

**Vice Chair** – Dan Goodwin stated he's pleased to hold the position of Vice-Chair again, after holding the post 23 years ago. He's looking forward to the year ahead.

**50<sup>th</sup> Anniversary Committee** – Dan Suter reported that the Committee met on Tuesday, January 15<sup>th</sup>. We'll be adding a 50<sup>th</sup> Anniversary Rally to the calendar for May 3<sup>rd</sup>, to be organized by Dave Asmuth. It will be a 1958-style event, designed the way rallies were held in the early club years. Progress is being made on the details of the banquet to be held September 27<sup>th</sup>. Dan noted that we'd also like to have a Steak Roast and "In Club" Car Show in August, reminiscent of the Wagonjack events that were hosted by Dave and Barb Wild. Additionally, regarding 50<sup>th</sup> Anniversary regalia, Bob Tescione announced that badges and pins are still available, and that there will be more special regalia made available later in the year. Dan Suter announced the next meeting of the Committee will be held February 6<sup>th</sup> at 7 PM at Bill Gray's, 1225 Jefferson Road.

**England** – Dan Suter noted that he had just signed the affiliation papers with the England club. George Herschell reported that the relationship between the clubs continues to improve. He thinks we can look forward to *Safety Fast* carrying more articles from overseas, especially from the United States. George's article about the Collier Cup may be printed fairly soon in *Safety Fast*.

**Librarian** – Al Costich excitedly reported that Tom Glanville has donated a copy of the double DVD set "An MG is Born" by Mark Evans. Also, through Jeff Kath, the club library has acquired a copy of a DVD commemorating the 2007 Zippo Vintage Grand Prix at Watkins Glen. Al also noted that he has plans to purchase some other DVDs suggested by club members. George Haynes requested that the librarian make available a listing of the library's offerings. Al noted that this is available on the club website. Leon added that you can directly email the club librarian from the site, also.

**Trustee Report** - Trustee Jim Priestley took this opportunity to again remind us that he is accepting any dues payments.

**Web Site** – No further update.

**Old Business** – Dan Suter asked for updates on anyone's car projects, and we heard some progress reports and good news from John Baum, Mike Harrison, Gil Langswager, Jim Priestley, Dan Suter, and Dave Schantz. Dave's experiences

## Attendance

January 17, 2007

Dave Wild	Vivienne Rizzo	Marlene Rzepkowski
Barb Wild	Tim Rizzo	Dick Rzepkowski
Allen Hess	Carl Prouty	David Schantz
Beverly Swarts	Betty Langswager	Susan Kath
Charles Swarts	Gil Langswager	Frank Stepanik
Dave Asmuth	Joe Fazio	Allyn Wagner
Bob Tescione	Tom LeStrange	George Leopard
Doug Jack	Chris Baum	Don McConnell
Cynthia Jack	John Baum	Ken Heusler
George Herschell	Leon Zak	Laurie Scribner
Nancy Herschell	Jim Priestley	Doug Scribner
Steve Sangster	Dawn Priestley	John Murray
Pat Sangster	Bill Baldwin	Al Fink
Mike Harrison	Cheryl Baldwin	George Heissenberger
Sue Harrison	Dan Suter	Dick Powers
Dan Goodwin	Susan Goodwin	Hollis Hames
George Haynes	Brooks Schneider	
Alan Costich	Mike Goodwin	
Ted Hershey	Joeanna DeBlaere	
Dick Giambra	Joe DeBlaere	
Jeff Kath	Joseph R. Schultz	
Paul Heaney	Lindsey Short	
Joan Heaney	Lilyan Short	

## Now is the Time to Mail Your Membership Renewal to

Jim Priestley  
3326 County Road 40  
Bloomfield, NY 14469

**\$30 Payable to MGCC Western NY**

## Or Use PayPal

**www.mgcarclub.com**

(lower left corner home page)

with hollow rivets and a Morgan speedometer were especially entertaining. Dave also reported that he's received an extra copy of a book on the MG Abingdon factory, and if anyone wants to buy it, he'll negotiate a price. We also heard brief updates from Dick Powers and Doug Jack. (Special Note: All present at the meeting sincerely hope that Jim Priestley gets the help he needs with his rear end. Several suggestions were made.)

**New Business** - Jim Priestley suggested that if the club librarian has any particularly interesting DVDs, perhaps we could arrange to watch one at or after a meeting. The idea was generally accepted if we could arrange for equipment. Dan Suter said we could look into this, and also the possibility of having guest speakers. George Haynes suggested that perhaps we could line up a speaker who could give us the professional take on motor oils, particularly since today's oils may not have all the right stuff for our "flat tappet" engines. Dan has already sent an email to Roy Hopkins, another potential guest speaker.

**Car Show** - George Herschell noted that last year, we did very well on selling advertising for the car show, and said he'd love to see us do as well or better this year. Please see him about selling advertising; it's not too early. We also have room for two more sponsors for this year's event. Dick Powers said the plans for this year are moving along well.

Dick noted that the Lions Club is stepping up as well.

**Cars and Parts** - George Leopard mentioned a fairly early MGB for sale on Craig's List in Buffalo, and said he has a '73 TR6 with 45,000 miles that he's planning to fix up and sell in the spring. Joan Heaney's brother is selling a '91 Buick Riviera that "could go real cheap." If anyone's interested, Joan will put you in touch.

**Watkins Glen Update** - Dave Wild reported that Triumph is the featured marque for this year's Vintage Racing Weekend. The track has plans to build a new timing tower and media center. Though not firm, Dave thinks that there may be a connection to the requirements of Formula One racing. He also noted that the Glen Club is staying for now in its temporary facility.

**Door Prizes** - Vice-Chair Dan Goodwin noted his love of Australian wines, and said we may expect to see many offered as door prizes this year. A nice selection of door prizes was awarded.

**Motion to adjourn and seconded at 8:20 PM.**

— MGB



# Seneca Lodge Rooms

Joeanna DeBlaere

IT IS THAT TIME OF YEAR ALREADY, TIME TO THINK ABOUT the Vintage Races at Watkins Glen in September 5-7. We will be doing the lottery like we have been doing for the last several years, seems to be the best way to handle the rooms. Seneca Lodge is still requiring a 3 night stay [Sept 4-6]. The deadline to submit your name and room preference is April 15th and you must be a current club member to apply.

If you would like a room I need your request in writing on or before the 15th of April. You can send it by e-mail to [deblaere@frontiernet.net](mailto:deblaere@frontiernet.net) or by regular mail to Joeanna DeBlaere, 8607 North Shore Drive, Honeoye, NY 14471.

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



**Requests due by April 15th.**



## *Swing into Spring VI*

*The Old Toad  
277 Alexander St  
Rochester, NY*

*Sunday, March 30, 2008, 4:00 PM*

RSVP your food selection by March 24th, 2006 to:

Laurie Scribner 585-872-5133 e-mail: [minicityus@aol.com](mailto:minicityus@aol.com)

Dick Powers 585-323-2687 e-mail: [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net)

**Do Not Send Money**

Select from the following menu items:

Shepherd's Pie \$10.00

Fish & Chips \$11.00

Toad In The Hole \$10.00

Beef and Yorkshire Pudding \$10.00

Chicken-Leek-Tarragon Pie \$10.00

Soup and Half Sandwich \$7.00

Vegetarian meals can be ordered from the menu

(Prices do not include tax or gratuity)

**Party Favors**



*Come celebrate the arrival of Spring!*



# Love versus My MGA

John Zoltner

It was 1964, I was 23 and was having a tough time breaking up with this girl from Bay Ridge (Brooklyn). On one hand, looks-wise, she was a knock-out. On the other hand, I knew she wasn't 'right' for me. We first met at her place of employment, a downtown Manhattan insurance company where she was the receptionist. I was the Xerox guy who would come whenever one of their two 914 copiers broke down - which was great initially, but 'not so great' toward the end. Once you stepped out of the elevator, her office was visible through a glass window and it was through this window that I first saw Maddy. She had long, dark, shoulder length hair and big expressive eyes that would bat flirtatiously as she spoke to you. For me, it was love at first sight.

Then there was my '58 MGA. Soon after I landed my job at Xerox, I'd begun looking for an MGA roadster. Why an MGA? I liked the flowing lines and the size was just about right. I tried on a big Healey earlier, but it intimidated me. I couldn't pull it off. The MGA was me. I bought the car used, in '62 for \$1200. It was off-white and had disc wheels. After I had driven it awhile, I found it had a engine knock. I brought it into my local BMC dealer on Staten Island and was told it had a bad bearing. The dealer showed me the oil filter that they had to pry out with a crow bar. It had never been changed! After an expensive engine rebuilding experience, it ran really well. I even had the rocker panels replaced and had the car repainted bronze. Why bronze? I guess I thought it was a cool color. The main thing was that it ran and looked like new and I was one happy dude. The one problem that I had from time to time though, was a starting problem that no one could seem to solve. That problem was to be the undoing of our ill-fated romance.

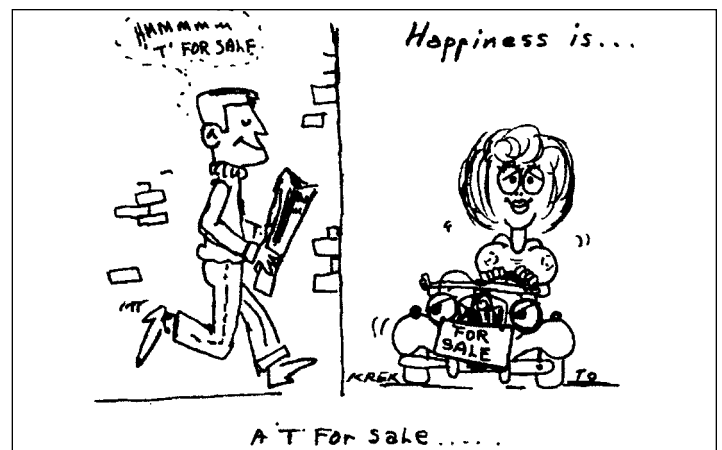
As our year long relationship progressed, we had the usual ups and downs that dating couples have. The fact that I lived on Staten Island and she lived in Brooklyn wasn't helping things either (this was before the Verrazano Narrows bridge) as I would have to take a ferryboat ride to see her. Maddy, at this point thought I should make a move toward making our relationship more permanent, but I kept dragging my heels. Then one Saturday in July she told me she had to come into the

office, work half a day, and would I like to drive into Manhattan and drive her home. The weather forecast was perfect, so we could have the top down! I could picture her beautiful hair waving in the breeze as we motored along into the sunshine, her pouty lips singing along with the AM radio. I tend to be late for meetings so I decided to leave early that day. I had just washed the MGA and the bronze finish shone in the sun like a bright copper penny. Maddy was really going to be pleased I thought as I turned the ignition key. But there was nothing... Not now! I silently screamed to myself. I still had time, so I ran into the garage and got my tools out. I removed the battery access panel and checked the battery connections (I had previously replaced the two 6 volt, batteries with a more reliable 12 volt battery). An hour later I was still feverishly checking things under the hood to no avail. Maybe the starter was bad! I finally traced the fault to a bad connection at the ignition switch itself. One of the Lucas switch terminals was loose and I could see where the wires had been arcing for months. I quickly tightened the connection, reinstalled the switch, twisted the key and the engine roared to life. I ran into the house and tried to reach Maddy on her office phone—No answer! She must be waiting outside for me. I jumped into the MGA and drove like a bat-out-of-hell to catch the ferry to Manhattan. I was even lucky enough to catch the boat without waiting. The thirty minute ferry ride seemed like an eternity as I waited in the 'A' for the cars ahead of me to exit.

I raced through the streets to her building but could see no Maddy waiting outside. I double parked the car on the street and ran up the 3 flights of stairs to her office. It was closed and dark. When I finally drove dejectedly back home and went inside, I could see the phone message light blinking. It was Maddy and she was really mad. Half crying, half screaming: "It's over! She never wanted to see me and my stupid little car again." I felt hurt and betrayed by my Lucas equipped MG. At the same time I knew it couldn't end happily with Maddy. She was like the big Healey - beautiful and fast, but the wrong fit. As for my little bronze beauty, we stayed together for another two years. Two years of reliable starting, I might add. 🚗

## Krek's Korner

"Krek" aka Jim Krekovitch is the person responsible for the wonderful cartoons we've been running for a while. Jim has been a friend for many years and was a chief designer for Hallmark Cards as was his wife Paula. Jim was also an avid MG owner and restorer. His restoration abilities won out over his drawings and Jim left Hallmark and went into restorations full time until his retirement a few years ago. He's not only a great artist and friend but one of the most fun people you would ever want to meet. His sense of humor is second only to his ability with the pen as an artist and his meticulous detail in the restoration of cars. —GH



# First Date

Cindy Jack

Early in 1960, at the age of 21, the regional office of Prudential Life Insurance company in southern New Jersey was my source of employment. I had frittered away my early years of college and had come home and gone to work. Overseeing several women old enough to be my mother was not always smooth sailing and I was looking for something more challenging, when on a trip to Bristol N.Y. to visit grandparents, I saw an advertisement in the Canandaigua Messenger that the Canandaigua Medical Group was looking for someone to take charge of their insurance department. I interviewed and within 3 weeks was headed for a new locale.

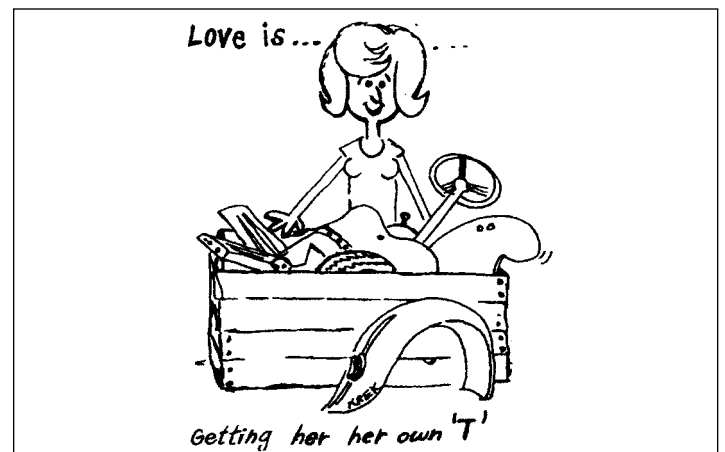
Since my mother was a Bristol gal and most summers of my life had been spent on my grandparent's farm on Footer Road, I already knew a few people in the area. I had cousins everywhere and one evening one of them asked me if I would like to go bowling. The cousin was married with two small boys and we all headed to the bowling alley. There we met her husband and one of his Kodak friends (Douglas Jack). After bowling, one of the boys wanted to ride home in the black TR3 sports car which Doug was driving and his mother said O.K. as long as I went along.

Over the following months it seemed that everywhere I went, I kept running into Doug, even though I had an apartment in Canandaigua and he had one in Rochester. When I changed apartments, he offered to help move my things (mostly shoeboxes and a bag of rotten potatoes). But that is another story. Doug soon asked if I would like to go to Watkins Glen with him for some car races and since I had no idea what such a day included, I agreed and said I would bring a picnic lunch.

When the day arrived, Doug pulled up at the apartment in his 1959 TR3 and I came out with a special picnic lunch. Douglas, being the gentleman he is, asked if I would prefer going down to Watkins through Penn Yan or through Geneva. Not knowing where the heck either route was, I suggested he choose the route. He did and we soon ran into

road construction that was not only hard on his beautiful car but also on the occupants. He was not very pleased with the route and I was always glad that he had chosen it and not me. Finally we passed the construction and Doug said he needed to stop and relieve himself. Off he went into the bushes and when he returned, his clothes were covered with berry stains. We both got a good laugh from that and I don't believe the stains ever washed out of his clothes.

To make a long story shorter, we had a great day at the races, stuffed ourselves on German rye & shaved ham sandwiches, potato salad, baked beans, lemonade and cake. That October Douglas proposed and we were married on November 26, 1960. Within a year of our marriage, we were the parents of a baby son and Douglas had traded in his beloved TR3 for a station wagon. For almost 40 years I heard about that wonderful car and when he retired, I urged him to either find another one or stop talking about it. I knew early on about his fascination with those little English cars so it is no surprise that 47 years later we still spend time with sports cars and their owners. 🍷



# Pleasant Experiences at Watkins Glen

Cheryl Baldwin

I think that I read some place, that pleasant experiences are learned from memories of childhood. If that's true, one of my first pleasant experiences, started some time before the last street race at Watkins Glen in 1952. My Parents bought a piece of property, five miles from Watkins Glen, when I was two. We spent summers there and even lived there, briefly, while my

Father was building our house in Elmira Heights.

What I remember about the races, at that young age, was packing the car with picnic supplies and driving to a spot that my Father had selected, to watch the races. One time, however, we watched the races in town. in front of The Savory, a bar my Father frequented. I don't remember Bill Milliken's Bugatti turning over in front of the place, that became known as "Milliken's Corners." The event must have happened in a different race, or, I was too busy eating my lunch to notice.

Another time, I remember watching from the hill, coming down in to Watkins. The crowds were large, or so they seemed, and the noise was exciting and thrilling.

Those are the only two races I remember. The races stopped when I was seven. I didn't know why, just remember, missing the festival atmosphere and air of excitement that they brought to the area.

It was not until years later, when I finished my first year of college in 1964, that I became reacquainted with the racing atmosphere at Watkins Glen. I don't know if it was the noise, the smells, or the acquired taste of beer, that caused the rebirth of my senses towards The Glen. Maybe, a sequel to "Where The Boys Are," came to mind.

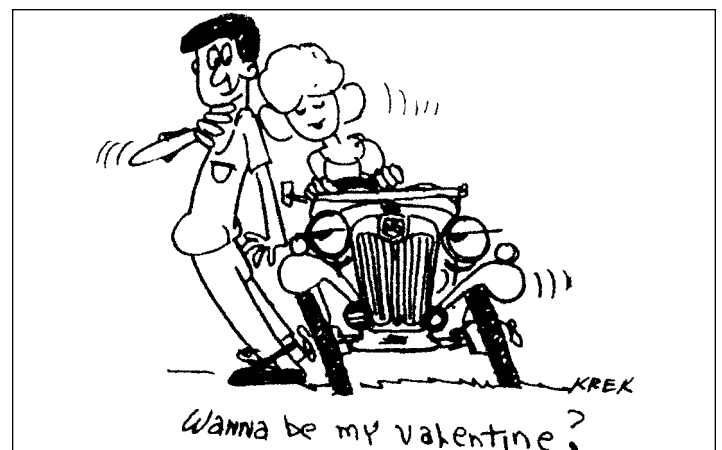
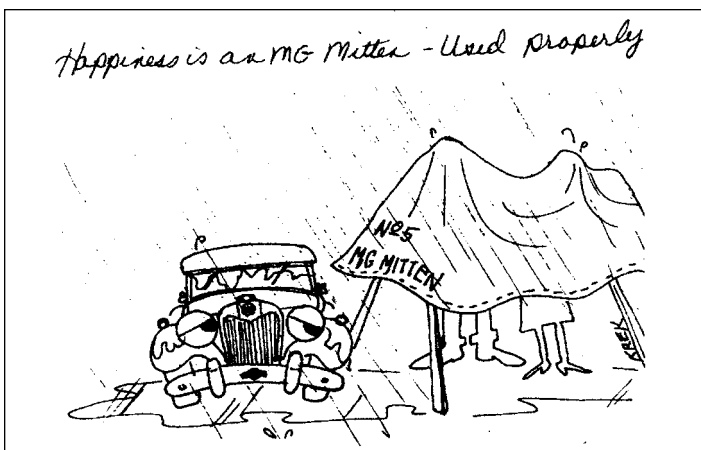
My friends and I were at the Seneca Lodge, partying and making plans for our entrance to the track. One of us would ride in the passenger seat, with the driver, the other two would get in the trunk. I was in the trunk, with my friend and my gaiter. No problem getting past the entrance, we made it inside. Keeping nonpaying racing fans out of the track, had not yet become a top security issue.

In those days, it seemed safe to wonder around the track. None of us worried about being attacked. It was the weather that was the most imposing threat. Rain and mud were the enemies. They stopped our campfires and made us find cover.

I was walking in the mud barefooted, having taken off my shoes to keep them dry, when I spotted a body lying under a Jaguar. The body came to life, sipping a beer. I supposed that was his breakfast and asked, if he had any more to share? His name was Bill Baldwin, his car was a 1955, Jaguar. He bought me breakfast, from a track food stand, and we rode around in his Jag until it was time to go home.

That's how Bill and I met at Watkins Glen. It was about a year later, in 1965, that we married.

We still have the Jaguar, two Children, five Grandchildren and each other, 43 years later. Pleasant experiences go on and on. 🐾



# MG (S)Miles and The Very Beginning Part LXXVI (76)

George Herschell

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This is the first article I ever wrote for Spokes and I thought it would be a good time to re run it and bring some of the newer members up to date on my illicit love affair.

## MY MISTRESS HAS FOUR WHEELS

I first heard about her in 1959 through a rather obscure and dubious article in the newspaper that described her as a forlorn wayward waif. Against my better judgment I decided to visit her if for no other reason than to pay my respects. I got a lump in my throat when I first saw her back in the corner looking a little shoddy and a little older than her years. Oh, she still had all the class that was hers in her prime, and she still managed to look spunky. Even so, I could tell she had been through trying times. We went for a short drive and I knew she could be a most wonderful companion. I talked to her present master and was told that he would be happy if I would take her off his hands "as is" with no questions asked.

Why do we do things we know are wrong, justifying them in our minds with every excuse we can imagine I asked myself. I was unable to arrive at an answer and dismissed the thoughts with the vow that it would only be a brief affair and one which I would end if she gave me the least bit of trouble. I felt confident that I could have this fling with her with no lasting commitment on my part whatsoever.

Well the three months stretched into three years, and it was a joy to keep her and to be with her as much as I was able to. She needed only a few things, which I found myself buying with no hesitation at all, and she was such a devoted companion that I just couldn't bring myself to say no to her. The first year we were together, I would treasure the looks I got from others when they saw us together. I did all the little things that I knew would make her happy and keep her in good health. In return she provided me with some of the happiest moments I had ever known. I would treasure the looks I got from others when they would see us together, and I know that many other men were extremely envious of my companion. With my help she had taken on a youthful look once again and was starting to sound better every day.

We went to all the show and although she was not as beautiful as many others she still had an air about her that defied description. She could look cute, angry, sexy, and even hurt if she caught me giving another too much of my attention. It was all forgotten though on our drives home and we always parted on a happy note.

In November of 1966 tragedy struck while we were on our way home. She was taken with a severe seizure and her gasping and coughing sent cold chills through me. I

thought the end was in sight. I decided to let her rest for awhile before trying to nurse her back to health. It was at this time that my business commitments began taking up more and more of my time. Before I realized it two years had passed and I decided it was time to renew my interest in her. I felt I had neglected her for too long.

For the next two years I did everything I could to restore her to her original glory. I gave her everything she needed of my money, and my time and effort and little by little she began to take on a new glow. The best was none too good for my faithful partner and as time passed I was overjoyed with my patient's progress.

In June of 1970 I decided to take her to visit some relatives in Jug End MA. I had gone to these "family reunions before without her and was always asked how she was. I decided in the fall of 1969 that I would not attend another of these gatherings without her. She was not quite ready to travel in June but with some help I did manage to get her there and she seemed to blossom in the company of her kin.

After we arrived home I performed the final touches and in September we went to Rome NY to see the family again and all agreed that she was a fine as she had ever been. My two year struggle to save her had been a success.

My mistress has taught me many things, one of these being patience, which I cannot stress strongly enough for anyone following me down this primrose path. But she has also provided me with much pleasure, satisfaction and happiness that can only be surpassed by a very loving and understanding wife who tolerates my love affair with a

**Mistress Who Has Four Wheels. ♀**



This was written many years ago and 48 years later I still have that mistress and a couple more to keep her company. That mistress as you've probably guessed by now is my 1952 MG TD purchased from Sports Car sales in 1959 from Don Stahl one of the founding members of the MGCC. Many years later his wife saw my car and when she found out Don had sold it to us she couldn't believe how he could do such a thing. His answer was, "When I sold it, it didn't look anything like it does today".

---





**Left:** This is the car shortly after I bought it being displayed at the 1960 Watkins Glen Concours before I did very much work to it. I guess seeing my competition spurred me to do a complete ground up every nut and bolt restoration to the car when I was finally able to get at it.

**Right:** This is the car finished after its first place premier win and the comment comes from the T Registers bulletin. "The only car to break the TC domination of the premier class was George Herschell's TD which won at Newport, Rhode Island."



**Left:** This is the car at Stowe, Vermont three years after it won a first place in the Premier Class at the 1972 New England MG T Registers fall gathering.



*Dave Asmuth, Mike Harrison, Bob Barker*



# TOUR TO TUPPER

OCT. 1959

## **A Few Memories From 50 Years Ago—**

Mike Harrison and myself had volunteered to set up one of the first "Tour to Tupper Lake" rallies the club held.

Using Mike's yellow TD we proceeded to lay out the route for the time/speed event and ready everything for the weekend of the tour.

That evening after all our work was done, we bar hopped the village. The next morning being slightly hung over and before aerosol cans, Mike proceeded to start brushing his teeth with shaving cream, which in those days came in a tube. What a way to start the day for the trip home.

When the rally was held a few weeks later, Bob Barker and Ronnie Weins in a MGA Coupe were leading the event right up until the last checkpoint before the finish line in town. Because the last leg was about 10 miles at 30 mph, they decided it would take too long to get to the bar so they floored it which in turn lost them the rally.

At the breakfast the next morning, Mabel Buble stood up and asked, "Who left a size 34 Hearts Desire girdle in my room last night?" No one claimed it. You must remember when the club was first formed, most of the members were single and wild.

—Dave Asmuth







*Ted Hershey, Sue Harrison, Leon Zak and Mike Harrison*

## Wine and Cheese Party & Valve Cover Races

by Mike and Sue Harrison

Brooks and Gayle Schneider organized a fantastic afternoon of food and valve cover racing to start our 2008 season. Betty Langswager created dessert cars that disappeared as fast as the racers. Ted Hershey announced and scored with memorable commentary. Chief Judge and Official was George Haynes with Brooks handling the Starter responsibility. Thanks to Bill and Kathy Rampe for making the lodge reservations.

First place went to Bill Baldwin, Second place to Leon Zak, and Third place to Mike Goodwin for his MG's *TD*. The People's Choice Award also went to Leon Zak for his #69 *Pee Wee's Pink*.

Brooks Schneider graciously retired his experimental car to simplify the double elimination scoring. Watch for this car in Canada!

At the end of a great day thanks to all who pitched in to clean up the lodge. Plan for next year—Ted Hershey has volunteered to chair this event. He will be looking forward to your input and suggestions to make this bigger and more fun.

—photos by Mike Goodwin and Allen Hess



*London Taxi*



*Dessert!*



*... but first the food*



*The excitement builds!*





*Brooks and Ted Hershey*



*Betty's Red Hat racer*



*Pee Wee Pink*



*Leon Zak 2nd, Bill Baldwin 1st, Michael Goodwin 3rd*



*Sue Goodwin and Susan Kath*



*Leon, Brooks and Bill*



*Jeff Kath and Mike Goodwin*



*Gil Langswager and Ted Hershey*



*Geo. Heissenberg and Elizabeth Avery*



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To mark the occasion, a group from Canada and the USA are holding a gathering of MGA Twin Cam and MGA Deluxe owners on July 13 and 14, 2008 at a mountain resort near Pittsburgh, Pennsylvania, USA. Dubbed the Golden Jubilee, this event is being planned as a fun and educational time to make and renew Twin Cam friendships.

To attract as many owners as possible, the Golden Jubilee will immediately precede the 33<sup>rd</sup> annual get together of the North American MGA Register which is being held at the same resort. See [www.gt-33.com](http://www.gt-33.com) for info.

In addition, for several days surrounding the Golden Jubilee and GT33, the 26<sup>th</sup> annual Pittsburgh Vintage Grand Prix, the largest vintage race event in North America will also take place. See [www.pittsburghvintagegrandprix.com](http://www.pittsburghvintagegrandprix.com) for info.

With 3 such great activities in succession and close proximity it is anticipated that over 50 MGA Twin Cams and Deluxes will attend the Golden Jubilee. Owners from Australia, England, Norway as well as Canada and the USA have already confirmed.

Interested owners should send a message to [twincamgoldenjubilee@yahoo.com](mailto:twincamgoldenjubilee@yahoo.com) to request additional information about the MGA Twin Cam Golden Jubilee.

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Pennsylvania

North American MGA  
Register GT 33  
July 14th–18th  
Pittsburgh,  
Pennsylvania

Vintage Triumph  
Register  
August 4th–8th  
Ypsilanti, Michigan



# MG, the Marque of Friendship

Boxing Day with the Rocky Mountain Centre of the MGCC By Dick Powers



IT'S FUNNY HOW OWNING OR RACING an MG can lead to some interesting connections. About 10 years ago, I met a fellow MGA racer, Stan Edwards. He lived near Denver, but was originally from Rochester. "Small world" stuff, for sure and we had many good conversations about Rochester and how things have changed.

With Rachel moving to Denver a few years ago, I had a chance to visit with Stan and his family and to met some local MGCC folks too.

As readers of past Spokes know, we shipped Rachel's '69 BGT to her about a year ago. With the new responsibility of her son Andrew, she doesn't have much time to drive it, but with the MG there, it was time to start thinking of joining the local MGCC.

Her local club is the Rocky Mountain Centre of the MGCC. This Centre was founded 56 years ago, so they have much MG history as our Western NY Centre does and are similar in many ways. They are about the same size with 194 memberships and have a good cross section of British cars

and even a few Alfas as we do.

They have an annual car show that requires much work by their dedicated club members to make it a success, have a few vintage racers and many MG's in various states of restoration along with an Alfa like mine and Stan's AMX (he's the original owner) that car will be a show winner when finished.

This last December, Rachel, Andrew, Bethel and I were invited to the RMCMGCC "Boxing Day" party. Unfortunately, Bethel couldn't go due to a bad cold, but Rachel, Andrew and I went as we knew this would be a good time.

When we arrived at the home of Kingsley and Jean Meldrum, we were first "greeted" by his white BGT parked out front (he's working on a red one too). Once inside, we were greeted by the friendliest bunch of folks you could imagine and lots of great homemade food and good beer too. Even Andrew, in constant motion running all over the place, didn't bother them. Did I mention the beer?

We had a great time with members of Rocky Mountain Centre at their Boxing Day party. But what did we expect, after all, **MG is The Marque of Friendship!**

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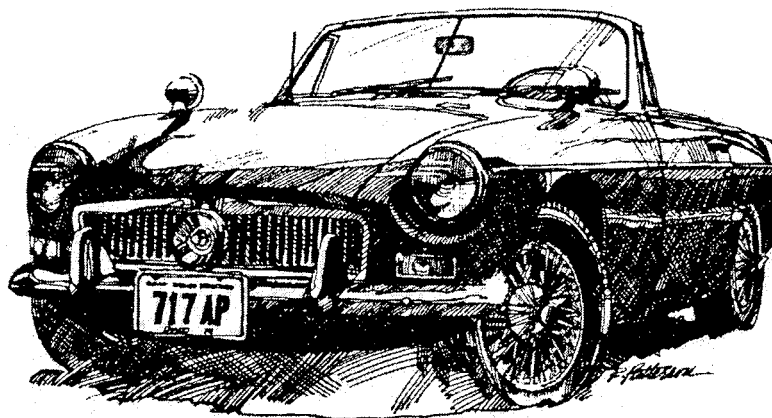
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# Bury Me In An Old Mowog Parts Box

Jay Lockrow



The Boston Valley Breakfast and Motoring Guild got into a very interesting topic this morning. (We still meet every week but at different locations as the original location has closed) Anyway we were discussing working on automobiles. Not necessarily engines and chassis stuff but simple procedures as replacing light bulbs, filling the windscreen squirts, changing sparking plugs and simple maintenance procedures.

Seems it started when someone brought up the fact that the engineers back in the late 50's and early 60's liked to play hide and seek with the petrol filler. I recalled one night working in a local petrol station trying to find the filler on a car that I believe was a Nash or possibly a Hudson. I gave up and had to ask the driver where it was. It was one of the cars where it was hidden behind the tail light. To access the filler you pressed a little reflector and the tail light flipped up and there was the filler. We went through several of these including the '57 Chevrolet where you did something of the same thing only you swung the tail light on a hinge to access the filler. There was also the VW with the filler under the front bonnet.

This went on for a few minutes and then we progressed to changing light bulbs. Sounds simple but we once had a Buick that had the tail lamps mounted in the bumper. Not bad but they always went out in the winter and then the rear bumper was packed with snow and ice. I remember more than once using a rubber hammer to clear out the ice and snow so I could get to the back of the tail lamp. Delightful work on a cold winter night but it happened more than once and the main reason the light was out was the fact that the tail lamps were in the bumper and became packed with snow and our old friend road salt.

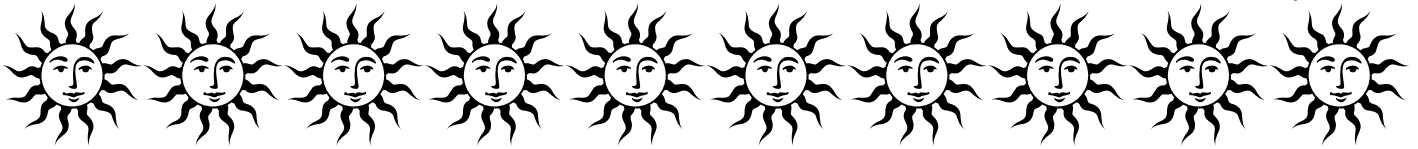
On one recent car that I had the quartz halogen headlight bulb went out on one side. I bought the bulb without any problem but putting it in was another matter. Getting to the back of the headlamp was a nightmare. If I recall I had to loosen the battery and slide it back so I could remove a plastic panel so one could get to the back of the headlamp. Try the tail lights on some of some of these cars today with carpeted trunks. They hopefully put panels in likely places so you can get at the rear tail lamps. Not always the case I recall one car where they put the panel in but to get to the top bulb you had to be a contortionist to get to the top bulb of the three or four available. Even my TR6 is not a picnic. There are about a dozen screws that have to be removed to take off a "cardboard" panel to get to the bulb. (When I got the car this tail lamp was filled with water but it still worked!) Putting the panel back is a real picnic. There are

those delightful little speed nuts that never stay where they are supposed to so you spend half your time trying to get them to stay in place. I'm forever cleaning the ground wire so the lamp continues to work. The only bulbs that are worse are dashboard lights. You are probably better off to just forget them than to try to take apart a modern dashboard. My TC is a breeze compared to a modern car but even that is a chore because you have to get on you back and be upside down under the dash to try to find the culprit. I have spent half my life in this position and hopefully the lights will continue to work.

Shall we address the horror story of spark plugs? I'm sure you have all heard the stories of having to loosen motor mounts to get the rear plugs out on some V8s or the Sunbeam Tiger where you get at the two rear spark plugs through the foot well, just delightful working conditions. Check out some of the new V6s that are put in the front wheel drives sideways. The front plugs are no problem but the rear ones must be horrible. My dad always said they should make engineers work on cars for a year or two before they let them design them. He thought they never would have to take anything apart, consequently things became so buried it would take hours of disassembly to facilitate a repair.

How about electrical problems? Some of the worst messes on automobiles are the cause of amateurs doing electrical work, I have seen connections that you would wonder how the ever worked and I have seen fires caused by the same. Frequently it's some youngster "installing" a stereo system in his car is nothing but trouble looking for a place to happen. Best advice, leave things alone you don't know anything about. ◀



**FEBRUARY BIRTHDAYS**

4 Lindsey Short  
 5 Robin Christ  
 6 Phil Parisi  
 8 Jeff Miller  
 8 Liz Colquhoun  
 8 Mary Ellen Suter  
 9 Willard Brown, Jr.  
 9 Greg Turner  
 9 Carol Baker  
 10 Clay Bull  
 11 Douglas Jack  
 11 Barb Wild  
 12 Allen Hess  
 12 Sandra Kimmel  
 13 Ned Paulsen  
 14 Fran Calkins  
 15 Michael Palermo  
 16 Ed Haefner  
 17 James Franzen  
 17 Cheryl Baldwin  
 21 Henry Kron  
 21 Gil Langswager  
 21 Sue Quackenbush  
 22 Stephanie Haynes  
 22 Scott Schipper  
 23 Bill Baldwin  
 25 Krystyna Todaro  
 27 Jeff Zorn

**FEBRUARY ANNIVERSARIES**

14 Dave & Nancy Chase  
 19 Dennis & Mary Costich  
 20 Joseph & Paulette Schultz  
 20 William & Catherine Wackerman

**CONGRATULATIONS  
TO ALL!!**

**MARCH ANNIVERSARIES**

9 Jim & Dawn Priestley  
 9 Lee & Elizabeth Rush  
 15 Irving & Bernice Black  
 17 Elton & Patti Schulz  
 19 Chris & Beth Sardone

**CONGRATULATIONS  
TO ALL!!**

**WELCOME NEW MEMBERS**

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 1974 MG MIDGET

**William & Catherine Wackerman**  
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 Hilton, NY 14468  
 585-392-2497  
 1952 MG TD  
 1940 FORD STREETROD PICKUP

**MARCH BIRTHDAYS**

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 2 Wally Roworth  
 2 Lyn Smith  
 5 Richard Powers  
 5 Sue Pittenger  
 5 Stacey Van Denburgh  
 8 Karna Palermo  
 10 Al Fink  
 11 Lane Boughton  
 12 John Cook  
 12 Thomas Glanville  
 13 Mike Harrison  
 13 Audrey Davis  
 14 Terry Welch  
 17 Dave Chase  
 18 Don Moodie  
 20 Gene Faust  
 20 Robert Keppeler  
 22 Laurie Scribner  
 23 Kathy Boughton  
 24 Carl Baxter  
 25 Dennis Costich  
 27 Jim Walsh  
 27 Susan Kath  
 29 Joseph DeBlaere  
 30 Karen Paul  
 31 Rita Winkowski  
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**HAPPY BIRTHDAY EVERYONE!!**

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## MG Car Club Western NY Centre



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## MG Car Club Western New York Centre, Inc.

### Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

Name \_\_\_\_\_ Birthday \_\_\_\_\_  
Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_  
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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 2008

*For the latest information visit our web site [mgcarclub.com](http://mgcarclub.com)*

<b>January</b>  3 Board Meeting 13 Wine & Cheese, Valve Cover Races 17 Meeting	<b>February</b>  10 Go Kart Races 21 Meeting	<b>March</b>  2 Steak Roast & Auction 6 Board Meeting 20 Meeting 30 Swing Into Spring	<b>April</b>  17 Meeting
<b>May</b>  1 Board Meeting 3 50th Rallye 10 Tune-up Clinic 15 Meeting 28 Stuffing Party	<b>June</b>  1 Vintage Auto Festival Autocross & Novice Sch. 14 Multi-club meet, Canada 13-15 Hildene Car Show 19 Meeting	<b>July</b>  3 Board Meeting Autocross 2 17 Meeting  27 GVACS Car Show (RIT)	<b>August</b>  Steak Roast and Rallye Autocross 3 21 Meeting
<b>September</b>  4 Board Meeting 5-7 Watkins Glen Autocross 4 16 Meeting 27 50th Anniv. Banquet	<b>October</b>  5 Fall Foliage Tour Garage Tour 15 Meeting 25 Halloween Rallye	<b>November</b>  6 Board Meeting 9 Yacht Club Brunch 20 Meeting — Elections	<b>December</b>  13 Holiday Party No Meeting

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from MGCC Regalia      \$12

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