

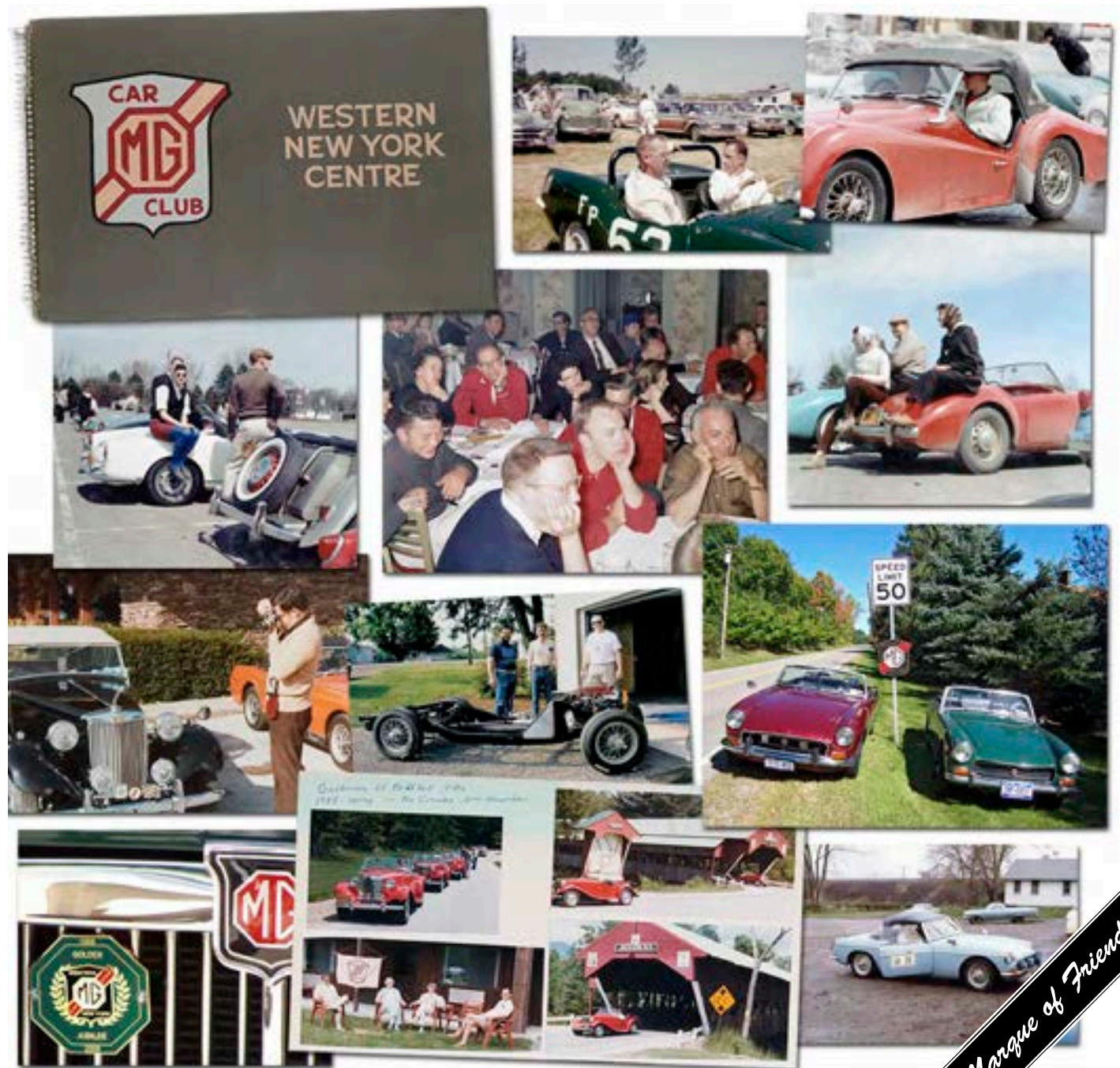
Spokes

Official Publication of the MG Car Club Western New York Centre

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MG CAR CLUB WESTERN NEW YORK CENTRE

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

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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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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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ADVERTISING RATES as of January 1, 2008

Copy ready business advertising:

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

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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

MG Car Club Western New York Centre, Inc.

Membership Application

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

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

Address _____ City _____

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

Cars owned & Year _____

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

Other hobbies, etc. _____

Occupation _____ E-mail address _____

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

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

3326 County Road 40
Bloomfield, NY 14469

Chairman's Corner

Dan Suter

GREETINGS! WELCOME TO OUR 50TH ANNIVERSARY ISSUE OF SPOKES. This is it—we've reached the finale of the Golden Jubilee Celebration of our MG Car Club, Western New York Centre. Our Banquet on September 27TH represents the culmination of an entire year of special activities, the exceptional work of a dedicated committee of volunteers, as well as 50 continuous years of enthusiasm and friendship brought about by our common love of these special cars.

Special thanks to Allen Hess and all the contributors for this memorable issue. It captures so many elements of our early years. The winter rallyes, Watkins Glen races, road trips, and 'more than a few' dinner parties really set the stage for local enthusiasts to enjoy this camaraderie across nearly two generations.

I am honored to lead the club as we reach this milestone. As a member since age 16, I can honestly say that I've grown up in and around this club and many enthusiastic members. The very first rallye that my dad and I attended was in the summer of 1981. We drove the TD and I still vividly recall running along behind a duo-tone green right hand drive TD—with one hell of a lot more exuberance than Dad usually drove the TD! Wow, this car could corner when asked. When we pulled up to park at Lombino's, Steve Fitch jumped out of the green TD with a huge grin, declaring what a great ride it was!

From that rallye, and several other events, I was hooked. About 18 months later, I bought my first MG, a primrose 1970 B roadster, followed by the '73 BGT V8, and the rest, as they say is history!

Long may we continue to enjoy "The Marque of Friendship".

—Dan MGA Deluxe

The Herald

Allen Hess

PREPARATIONS FOR THIS ISSUE BEGAN IN MAY 2003, although I didn't know it at the time. The scrapbooks of early club activities were on display and I'm a sucker for old photos. Leon Zak, then Spokes Editor, had taken the Spokes from cut, paste, copy to scan, e-mail and the internet. I had access to specialized equipment and offered to scan the scrapbooks to both archive them and make them more accessible.

This past winter Gil Langswager loaned me the first three years of MG Spokes so that I might glean some material for the Golden Jubilee Year. Each issue's three or four stapled sheets were fascinating reading—David B. Wild was welcomed as a new member in the March 1959 issue. In the early '60s Gil wrote a series of articles on the history of the still young Western New York Centre.

This past year many members have written some wonderful articles describing their historical connection to the Club and their cars. I am grateful to them all and more will appear through the end of the year.

Earlier, I said that I wanted to make the scrapbooks more accessible. Now, as Editor, I have the vehicle to do that. This prelude to the Anniversary Banquet is built around Gil's early history, the scrapbook photos and the Spokes. This *small* slice of the past fifty years is important and I hope that you will enjoy it. For the rest of the story, call Gil for the other 563 issues of Spokes—he says that he has them all!

You'll note that the story ends in September 1960 with the club's first involvement with the Watkins Glen Concours d'Elegance. As this issue goes in the mail, a few of those same members and many new ones will be heading to Watkins Glen again for the Grand Prix Festival and Vintage Races. See you there . . .

—TRIUMPH

AUTOCROSS FINALE *September 28th*

Monroe Community College
Park in Parking lot M-1, Course on lot G

Time: Tech Inspection 9:15-9:45AM
Meeting and Walk Through: 9:45-10:15AM
First car off by 10:30 AM

Members \$10, Non-Members \$20
Contact Julie Daykin @ 509-2215

Run It! Rallye & Halloweiner Roast

Saturday October 25, 2008

Kings Bend Park

170 W. Jefferson Rd. Pittsford, NY

First car out at 5 PM

Costume, Decorated Car & Rallye Prizes

Bring an Appetizer or Dessert to pass

BYOB

Elaine Hess 381-9796

Activities

Mike and Sue Harrison

THE SECOND SESSION OF OUR 2008 AUTOCROSS SERIES was held Aug. 10 and proved to be a great day for those who competed. Thanks again to Julia Daykin for heading up this activity for the club. Remember the final Autocross will be held on Sunday SEPTEMBER 28

August 17 our 50TH Anniversary celebration at the Wild's Wagonjack Farm was attended by over 100 members. Thanks to the Wilds for hosting this event at their farm once again. The weather was perfect for this outdoor picnic and car show. Look for a full report in the October issue.

At our club meeting on August 21, Jim Priestley gave a report on the Centennial Celebration of the New York to Paris race which was held in the town where the winning driver lived. His description of road conditions and vehicles in use 100 years ago made us all realize how lucky we are

today when driving locally or cross country.

If you are headed to Watkins Glen for the Vintage Car Weekend SEPTEMBER 5-7, be sure to join club members at the Seneca Lodge Log Cabin for a pizza party Saturday evening. See more information in August Spokes.

Also look elsewhere in Spokes for details of our final 50TH Anniversary celebration which will be held at Genesee Country Museum on SEPTEMBER 27. Please note that the DEADLINE FOR RESERVATIONS is Sept. 6.

Looking ahead to October save the date of Sunday OCTOBER 12 for the Fall Foliage Tour and save Saturday evening OCTOBER 25 for our costumed Halloween adventure. More information on both these events are also in this issue.

—MGB GT (Yellow)

Celebrate the Golden Jubilee of the **MG Car Club Western New York Centre** *Saturday September 27th.*



Genesee Country Village & Museum in Mumford, New York. Come anytime after 12:00 noon. Upon arrival, go to Admissions and to the table for the MG Car Club to obtain complementary admission tickets to the Village. Those driving a sports car or collector car will be directed to the Great Meadow for parking. See August Spokes for further details.



The Social Hour with cash bar will begin at 4:30 PM in the **Meeting Center**.
Dinner will be seated at 6:30 PM.



Guest Speaker Peter Thornley is the author of Mr. MG, a biography of his father John Thornley, founder of the MG Car Club and Managing Director of MG.

FALL TOUR 2008

Sunday October 12th

- 10:30 Meet at "Gatherings-The Senators' Mansion"
99 Main St. Churchville, N.Y.
Photo Op for each car in front of Mansion
Tour Mansion
- 11:00 Brunch
- 12:00 Depart on Tour
- 3:30 Tour Historic Site North of Rochester, and
Enjoy Arts & Crafts Show, Food & Drink

Directions:

Take Rt. 490 West to Churchville Exit.

- Turn Right onto Rt. 36 North
Mansion is ¼ mile on Left.
- Or: Take Rt. 490 West to Buffalo Rd./Rt. 31 West
Approx. 9.5 miles, Turn Left onto Rt. 36 South
Mansion is ½ mile on Right.
- Cost: \$17 per person by October 3rd.
- Checks: Make payable to MGCC
- Mail to: Tim & Rhonda Rizzo
245 Blackwalnut Dr.
Rochester, N.Y. 14615



MGCC Minutes of the Meeting

Michael Goodwin

MGCC Meeting Minutes – August 21, 2008

The meeting was called to order at 7:38 PM by Chairman Dan Suter.

The minutes of last meeting were accepted as printed in *Spokes*.

New members and guests – New members Greg and Mary Lynne Turner introduced themselves; they own a 1974 Midget. One guest, Terry Holm, introduced himself. Terry has a 1980 MGB.

Activities – Sue Harrison reported first on some humorous events about to take place at Black Rock Speedway in Dundee (central NY). Keeping with tradition, she told a tale of Olympic skier Picabo (pronounced peek-a-boo) Street serving as a nurse in a large hospital. [Secretary's Note #1: From where I sat, there were as many groans as chuckles. The Harrisons still maintain a pretty good batting average, however.]

Mike Goodwin reported on the recent Autocross events the club held at MCC. Sue Harrison encouraged one and all to come to the final MGCC Autocross, to be held Sunday, September 28th. See elsewhere in *Spokes* for details of past and future events.

Jim Priestley reported on the celebration (July 25-27) of the centennial of the Great Race from New York to Paris. Several members of the club attended. Jim noted that there were lots of festivities, speeches, events, and that they all had a good time. While there, Jim picked up a copy of the "photo-filled" book, "The Great Automobile Race", and suggested the club should have the book (personally autographed for the club by the author, who is the great-grandson of the race winner. See Librarian Al Costich to borrow it. Jim was clearly awed by the race's history and its retelling by the author.

Sue expressed thanks to the Wilds for hosting the Wagonjack Picnic. Dave Wild expressed his and Barb's thanks to all who attended for making it a great event. He noted that there were 115 people with 54 cars on display, and said they really enjoyed the day. [Secretary's Note #2: The rain stayed away, the food was delicious and over-abundant, and the cars sparkled ... our hearts were warm, our bellies were full, and we were feeling fine, (Sing along!) it was a real nice ... (Oh wait! That was a song about the clambake in the musical *Carousel*!) Wagonjack was tremendous!]

While Dave was at the podium, he gave an update on the Watkins Glen Vintage Auto Festival, and called for volunteers to help in any capacity, and particularly with the Concours and awards ceremony. Al Costich reported on the number of cars signed up for the various races, including those in the "X" Class (reputedly "cheater cars").

Dave also noted that the Alexandria Bay Concours and Race Reenactment (originally scheduled for September) have been postponed until September 11-13, 2009.

Before Dave could get away from the podium, Dick Powers presented Dave with a special award, related to the outhouse at Wagonjack. Dick commented on some club traditions involving the outhouse. [Secretary's Note #3: Fortunately for those present at the meeting, Dick stopped just short of giving us "too much information".]

Sue Harrison reminded us that the club is hosting a pizza part at the log cabin at Seneca Lodge at Watkins Glen. Sue also noted the deadline for registering for the 50th Anniversary Banquet is coming up, and noted that Susan Kath is accepting payments. Susan described the dinner arrangements and a bit of information about the museum. See elsewhere in *Spokes* for registration information. Bob Tescione asked about "appropriate dress" for the occasion, and while Betty Langswager suggested "semi-dressy", many of us observed our regalia-meister, Doug Scribner, gesturing across the wonderful display of 50th Anniversary logo-embossed clothing. [Secretary's Note #4: Too bad the 50th Anniversary tuxedos and evening gowns won't be available until the Holiday Party in December ... Darn!] Betty and Sue both reminded us that our payment includes admission to the Genesee Country Museum, so we may want to arrive early to enjoy the museum.

Tim Rizzo reported on some arrangements for the October 12th Fall Foliage Tour (see elsewhere in *Spokes* for details).

Elaine Hess told us about the Halloween Party and Rally, to be held Saturday, October 25th. She promises the party will be indoors [Secretary's Note #5: ...that's for those of us who don't particularly enjoy the promise of chilly, rainy, nasty autumn weather]. She noted that prizes will be awarded in several costume categories. See this and upcoming *Spokes* issues for more details.

Treasurer's Report – Treasurer Susan Kath reported the balances of the Club's bank accounts.

Membership – Jim Priestley reported that he had printed copies of the almost-up-to-date membership list available. He encouraged early renewal of memberships for 2009.

Regalia – Doug Scribner sprinted to the podium, grabbed the microphone, and talked excitedly (as if he were there!) about the Great Race from New York to Paris. He showed off a fine array of blankets, hats, cookbooks (well, perhaps just one of each of those), and key fobs, magnets, patches, stickers, mugs, backpacks, and a fine assortment of clothing. According to Doug, George Schuster, the winner of the 1908 Great Automobile Race wore MG Car Club regalia! [Secretary's Note #6: The applause for Doug's enthusiastic regalia report lasted as long as Doug's trip back to the podium!]

SPOKES – Editor Allen Hess suggested that if we had Doug Scribner on YouTube, the club could make a lot

Meeting Attendance

August 21, 2008

Carl Prouty	Gene Faust	Barb Wild	Brooks Schneider	Carl Webeck
Roger Gunther	Chuck Schaefer	Susan Goodwin	George Haynes	Jim Priestley
Allen Hess	Becky Schaefer	Dan Goodwin	Ted Hershey	Pat Sangster
Elaine Hess	Susan Krobusek	Dick Powers	Dave Chase	Steve Sangster
Cindy Jack	Bruce Krobusek	David Leete	Chris Russell	Chris Baum
Doug Jack	Mary Murray	Carl Baxter	Scott Schipper	John Baum
Don McConnell	John Murray	Bob Tescione	Rory Raymond	Mary Lynne Turner
Laurie Scribner	George Herschell	Paul Wheeler	Ken Heusler	Greg Turner
Doug Scribner	Nancy Herschell	Brian Fallon	Ginny Fowler	Leon Zak
Mike Harrison	Bob Abels	Dick Giambra	John Fowler	Gene Dinkel
Sue Harrison	Georgean Abels	Frank Stepanik	Hollis G. Hames	Bill Bethune
Lyn Smith	Jeff Kath	Mike Goodwin	Michael Wright	Linda Bethune
Betty Langswager	Tim Rizzo	Bill Wackerman	Jeff Langswager	George Heissenberger
Gil Langswager	Rhonda Rizzo	Dan Suter	Lane Boughton	GUESTS:
Susan Kath	Alan Costich	Wally Roworth	John Thompson	Terry Holm
Anne Faust	Dave Wild	Tom LeStrange	Mabel Case	Preston Tice

of money. Allen said he's striving for a special issue for September as a prelude to the banquet. [Secretary's Note #7: If you're reading this, you'll know if he succeeded.] Allen noted that we're still looking for his successor as Editor. He gave a few simple editing instructions for any who might be interested. As usual, he reminded us all that articles and other contributions to *Spokes* are due the Thursday following the meeting.

Vice Chair – Vice-Chair Dan Goodwin reported on past success of the "I Need Help With a Project" effort, and reminded us to contact himself or Hollis Hames to get connected. [Secretary's Note #8: Dan was sporting quite a deep suntan. Where has he been lately?]

50th Anniversary Committee – Chairman Dan Suter reported one addition to the information on the banquet. Arrangements are being finalized to bring Peter Thornley (son of MG Car Club Managing Director John Thornley) to our banquet. Later in the meeting, Dick Powers reported that Peter will make available copies of his book, "Mr. MG", about his father's role in MG at the banquet.

England – George Herschell reported that *Safety Fast!* picked up two more recent articles from *Spokes*.

Librarian – Club Librarian Al Costich was happy to report that we just bought a new book, "The Great Automobile Race" (thanks to Jim Priestley).

Trustee and Website Report - Leon Zak reported, "Everything's good."

Car Show Report – Dick Powers reported that the joint wrap-up meeting with the Lions' Club has not been held, but once it has, he'll have more to report.

Old Business - Dan Suter gave an update on the fate of the (large!) MG sign. The sign will be safely stored into the foreseeable future. Dan thanked the Heaneys and George Haynes for their parts in helping us keep this historic item.

George Haynes reported on his autocrossing success (winning his class) at the recent Vintage Triumph Register National Convention in Ypsilanti, Michigan, despite being able to make only one run due to rain. [Editor's Note #1: Bill Rampe's TR3 was awarded 1st place in his concours class. A green TR4 made the trip with no problems and used just shy of a quart of oil.]

Al Costich reported on the great time he and others had racing at a brand new track in Middletown, NJ.

Dan Suter reported that he joined with the East Region Packard Club for Laps and Lunch at Watkins Glen.

Dick Powers noted (for the Morgan folks) that a Steak Roast is coming up.

Cars and Parts For Sale – Allen Hess briefly described three cars that a former member has for sale. See ads elsewhere in *Spokes*. Dave Wild has a Packard ambulance chassis with two straight-8 engines for sale.

Door Prizes – Wines, T-shirts, very special posters and car cleaning stuff were awarded.

Adjournment – The meeting was adjourned at 8:48 PM.

—MGB



ROCHESTER YACHT CLUB BRUNCH

Sun. Nov. 9, 2008 11:30 A.M.

\$21.00 all inc.

Checks payable by November 3rd to Anne Faust
67 Glenwood Dr. Webster, N.Y. 14580.

*Chicken Pesto, Seafood Newburg, Scrambled Eggs,
Bacon, Sausage, French Toast, Breakfast Pastries,
Potatoes, Fresh Fruit, Light Desserts, Tea & Coffee.*

MG Car Club Western New York Centre

The First Years By Gil Langswager

THE WESTERN NEW YORK CENTRE, MG CAR CLUB was conceived in the minds of seven hard bitten sports car enthusiasts over a few brews at the Wauke-sha Lodge in Tupper Lake. That was back in the fall of '57 and those seven hardy souls were Don Stahl, Gordon Rogers, Bill Baller, Bob Clapper, Brad Rising, Roger Jones and Bob Poshva. They brought this brainchild back to Rochester, a fair sized town already blessed with two sports car clubs, and attempted to breath it full of life. They breathed so damn hard that this young upstart grew quickly into a brash, noisy, swaggering, ready-to-do-any-thing, club-about-town. Drawing upon my complete collection of "Spokes" and my lousy memory, I will ramble on through the next few issues about this club, its activities and its people.



Not the founding fathers, but Bob Barker, Ron Weins & Dave Asmuth on the first Tour to Tupper Lake, 1958.

Before the club could be born application had to be made to the parent MG Car Club in Abingdon-on-Thames, England. At first they looked at a map of the colonies and, seeing that Rochester was barely an inch from Syracuse and about the same from Elmira, decided that things were getting a bit crowded and denied our application. Intervention by the Central New York Centre in Elmira changed their minds, however, and the Western New York Centre was officially born.

The first meeting was held in February, 1958 at the Rochester Gasoline Dealers Association on Franklin Square. This and the March meeting were full of the parliamentary proceedings necessary to the formation of an organization. A constitution had to be drawn up and officers had to be elected. There was a considerable amount of lively discussion about the constitution over such things as mandatory MG ownership. The group was in general accord, however, when it came to the election of officers. The original founders of the club were elected as follows:

Chairman	Don Stahl
Vice-Chairman	Gordon Rogers
Secretary.	Bob Clapper
Treasurer	Brad Rising
Rallyemaster	Barry Budlong
Director of Publications . . .	Doris Britt
Post-Rallyemaster	Bill Baller

That "Post-Rallyemaster" job was created especially for Bill Baller. He was the official greeter, the toastmaster, the ice-breaker, the court jester—and he was called a few other things, too. How can we ever forget "YOU—OUT!!", "EVERYBODY IN



Bill Baller

DA POOOOOL!", and "SOW!!!" Baller won over, or should I say overwhelmed, everyone who came to a club function. His magnetism swelled the membership quickly.

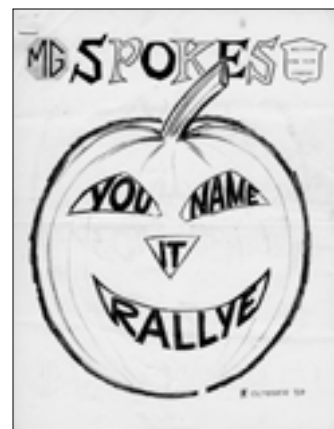
We had to have a club patch and at one of our early meetings several good ideas were presented. The final decision was for one that would closely resemble the official car badge. It had a gray background to emulate the chrome with maroon and white for the detail and lettering. This was as close as we could come to the real thing with embroidery.

The first newsletter was titled "Newsletter??" and offered a free rallye as a prize to the winner of a contest to name the newsletter. The feature article told of our members taking all but second place of the first five at SCCA's "March Hare" rallye. This was the start of a continuing invasion by our people into just about everybody's rallyes. The next month the results of Elmira's "Little 500" rallye had WNYC members first, third and tenth. I could go on and on because after that came Elmira's May rallye, SCCA's Preview, the National Historic and many, many others. It has been said of this club that it was made up of the hard core of sports car enthusiasts in and around Rochester. As this history unfolds I believe that you will find this proven time and again.



MGCC Newsletter April 1958

The second issue of the newsletter sported its new name "MG SPOKES," emblazoned above the first of Doris Britt's delightfully original cover illustrations. Ken Handler won the free rallye for this title.



Selected MG Spokes covers 1958-59 by editor Doris Britt

Our first event was the "TOUR TO DUNKIRK" to coincide with the SCCA regional sports car races at the Dunkirk airport May 31st. It was a memorable event not easily forgotten, and certainly never to be duplicated. Chairman Don Stahl's "Excerpts from Dunkirk" in the June issue of "Spokes," told of 6:00 AM breakfast, Australian disc jockey on the short wave at the first checkpoint, bongo playing on the thruway, dinner at the White Inn, little get-together tonight, pyramid of beer cans, bunny hop

at 3:00 AM, the return of McGovern, no showers, no water, next day at the race, rain, twenty under an army blanket, sun, more rain and the end of a real weekend. There were 18 cars entered. Bill McGovern and Carl Clark took first place.

Well that's how it started—with a bang (or should I say blast). From this point on things began to happen. This club did things that other clubs were trying to figure out before we were even a gleam in Don Stahl's eye.

THE CHAIRMANS CORNER by Don Stahl

The Chairman's Corner by Don Stahl [June 1958]

Excerpts From Dunkirk

Quote from Bill Baller at 6:00 AM breakfast (Sat.) "You think my eyes look bad from there, you should see them from inside!" More eggs, more coffee, off to the start. Larry Bubel starting the day right by mending the gas line on his Jag with a few dabs of sewing glue.

First checkpoint, waiting for car #1, disk jockey program on the short wave—from where?—Australia!! Requests from the Balli Islands of course! O.K. down to business. Beep, Beep, Beep — Here comes the 1st car! There he goes! Come back here Bob Clark! Check point #1 died at 9:30 with three cars still missing . . . Off to the Iroquois Motel to set up checkpoint #5. Everyone knows the shortest distance between checkpoints is the N.Y.S.Thruway but does anyone know if Bongo and Morocca playing is legal on the Thruway? Joker at coffee shop, "How fast will that little car go?" 140 MPH of course and buzzed away to prove it! (?)?????

Check point #5—everything running smoothly. The afternoon was spent scoring the tour. Dinner at the White Inn. Social Director Bill Baller arrived with 224 cans of beer — little get-together tonight! Rain —no one cares— results of tour announced at 9:50 PM in front of party room #1— party gets underway full force: ---Pyramid of beer cans steadily growing outside of room ---Official Bongo player Gordon Rogers gets down to some serious Bongo playing with assistance from about 30 people. ---Camera's click, flashbulbs pop. ---Pyramid gets taller, more rain, more wind, more people, more beer, more talk, more bongo's, more, more, more . . . Bill McGovern leaves for bed, pyramid falls, more noise! Bunny hop at 3:00 AM (it took 5 tries but was finally accomplished after a fashion) . . . Bill McG. comes back to the party. Then, Silence —(at last)— Party's over, everyone to bed!

Sunday Morn—Red eyes—no showers—no water. Mabel Bubel found out why!!! To the races: Norm Webb places 2nd in class, everyone cheers! Beulah Bailey 3rd in class, more cheers! Barry Budlong 1st—everyone's hoarse but still more cheers! Comes the rain, 20 people under an army blanket—a moaning, pulsating, dripping mound on the hill—more rain, run for the cars and into town for coffee. Rain stops, sun comes out, back to the track . . . more rain, etc. etc. etc.

Suddenly time has run out, the weekend is over. Dunkirk is left behind, not forgotten, never will be, but the Thruway leads to Rochester, the home front where planning will soon get underway for the next event.

LAST MONTH I MENTIONED SOME of the first happenings in our new little club. I could go on about our “first” gymkhana, our “first” race, our “first” beer blast - but I’ll only be repeating myself. Heck, this club was first in just about everything and the things we weren’t first in, we did so much better than the last time they were done we might as well have been first.

At one of our early meetings we had David Ash, a worthy representative of BMC, as our guest speaker. He drove a twin cam MGA up from New York for the evening. I believe it was one of, if not the first twin cam in the country. Anyway, we were among the first to put our grimy paws on it and it didn’t take Gordy Rogers long to glom onto one.



Gordon Rogers

In July 1958 our officers had dinner with John Thornley, the general manager of the MG Car Company. He is a very British gentleman with a keen wit who is delightful company. I’m sorry to say that I wasn’t there to meet him. Our leaders made many, many points with him and, as a result, put us in solid with the parent organization.

About this time Al Ross happened to Rochester. Don Stahl and some of the other boys had met him down in New Jersey. He liked what the boys told him about our club so he joined. Don invited him to spend a weekend with us and he did—what a weekend. I can’t really describe Al Ross, you have to meet the guy. He’s the focal point of any gathering — something

like feeding time at the zoo. He’ll monopolize all conversation and you’ll love it. But, this still doesn’t describe him. Anyway, the weekend started at the monthly meeting on Friday night and wound its way from bar to breakfast to bed to brunch. Then came a lawn party at Don’s with beer and hots. When that slowed down it moved to Doris’s place on the bay for beer and bongos, mimics and morroccas, beer and pizza and—oh boy!!!!!!

The gymkhana was a very interesting event with a turnout of 41 cars. Dave Asmuth won it in his Austin Healey. This event included a blind driving test that was the most difficult and the most fun. Did you ever try to drive a car blind folded and have somebody tell you, “Straight you idiot!”, or “This way” pointing his hand? In those days more than half the cars at our events were MG’s and a goodly number of those were “T” series cars.



*Above: Louise & Gordon Rogers (blindfolded), Ken Handler, Brad Rising, Gil Langswager
Below left: Betty & Ken Handler*



SEEING AS HOW WE'D TRIED RALLYING, TOURING AND GYMKHANA-ING it seemed logical to next try racing. The fairgrounds were handy, Larry Bubel and Chuck Heindl organized the thing and there you had the sure-enough excitement and thrills of a real race. It was my misfortune to be off a-soldiering for two weeks so I missed it. They tell me it was great. There were 14 cars racing, MGs, Austin Healeys, and Triumphs. Jack Sheldon won the first race for MGs in an "A" with Joe Rizzo second and Doris Britt third. The second race for Healeys and Triumphs was taken by Bill Gard closely followed by Dave Asmuth and Pop Webb. The feature race proved that a dirt stock car oval more suits the MG's than the big stuff when Jack Sheldon and his MGA finished way out in front of Bruce Norton's and Doris Britt's "A"s and much further ahead of the rest. Take note that our favorite girl friend and newsletter editor showed a lot of the boys how it's done. This was just an appetizer though, wait 'til next year.



Mike Harrison, Dave Asmuth, Bob Barker —collection of Dave Asmuth



Dave Asmuth collects his trophy from Larry Bubel or Chuck Heindl —collection of Dave Asmuth

Our July issue of the newsletter carried a road test; as do a lot of enthusiasts publications. This one was—well different somehow. Its title was "Road Testing the Baller Family Jewel". This is so good that it will be reproduced in its entirety in the next issue of "Spokes".

Getting on a bit now to the beautiful month of October and the Tour to Tupper. This was a leisurely tour on highways and by ways from Webster to Tupper Lake for a weekend of conviviality. We had good accommodations at the Red Top Motel and our victory banquet at the Waukesha Lodge. The Waukesha is a lively place to spend an evening and we helped make it a little livelier that evening.



Tupper Lake, October 1959

Please note that this is where it all started about a year previous which gave us one more reason to celebrate. When this weekend was over everyone agreed that this type of thing should be an annual affair.

A last business type note—the club discussed the possibility of an event every month in the coming year. They then voted unanimously for it. [Author's note: At the rate I am progressing this may take quite a while. These two articles cover slightly more than half of our first year. Oh well—]

By this point in our history our newsletter was carrying a regular monthly column by Carol Lee Vorrasi entitled "A Point of Law". Carol Lee was at that time employed by the motor vehicle bureau. Her column kept us up to date on all the rules and regulations that applied to owning and operating our automobiles. Another column was Baller's "The Pit Stop". Baller was the Louella Parsons and the Walter Winchell of the MG Car Club. He even came close to a couple of libel suits. This was the thing to read for the inside story.

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by baller

[September 1958]

For the past few weeks the discussions have been about the races, both at Watkins Glen. A pretty good group made a grand tour on the 21st for the Grand Prix. It started at the awful hour of 4:30 A.M. when the weary frames rolled out of bed. Down to the Tom Thumb for breakfast and off at 6:00 A.M. Don Stahl, Doris Britt, "The Raccoon", Gordie and Louise Rogers, Dave Gittelman and friend. Brad Bradshaw, Ellis Hormants, The Cory's and Dave Asmuth made up the crew.

After finding a spot to watch the races, we parked the cars and settled down. All of a sudden, who flew in but Bruce "The Beard" Norton with a whole case of goodies clutched in his prehensile paws. Shortly after him came Bob Clapper. The races started and so did we. Mr. Asmuth also had a case, but was afraid to drink it, seeing as it was eight years old and had matter floating in it. He tried to give it away, but no one would take it. (Can't blame them, it was horrible.) By race time we had quite a mob of MG C.C. people with us, including Mary Baton, the tiger, who was observed beating a certain handsome devil with a board bigger than she was.

The day passed pleasantly, and after the goodies were gone we started out for the How Gay Restaurant for supper. The place was mobbed. It was quite a job finding a place to park. By this time everyone there was having a ball. I asked one girl what her name was, and she said, "I'm one of the Styrcula Sisters." I think that I counted about ten of them. Off in one corner, "The Beard" was telling Dick Schuler the proper way to wear a Scotch Tam, accent and all, while perched on the side of an MG was Steve Tuttle, with a

Styrcula looking over the crowd of merry-makers. One ape had his shirt off and was making like a Toreador in front of the Cathy Monahan T.D.

The party rolled merrily on and then it happened. Al Ross, "The Trenton Terror", shrieked, "Baller you old #'*^'#*'. " This really started it going. Al was making the rounds of all the tables, and I don't think he missed kissing a single girl there, including Mona. Bob Connal was sitting under the bar on the foot rail singing to Peggy Wahle and Carol Lee "The Raccoon" Vorrasi. Harold LeBoo was out in the parking lot singing with a small group. It was a tremendous party, and we certainly enjoyed it. But it was late and time to go. It took half an hour to say goodbye to Al and the swell bunch of D.V.S.C.C. Then we were on our way. One stop was made to get coffee and hot meatball sandwiches.

The following Sunday the MG group was back to see the F.I.A. races. Time, 9:30 A.M. at Monroe and Clover. Most of the same gang was there, Larry and Mabel Bubel, Dave Elder, Dee Merriman, and the rest of us. A Ford, with Woody the Bardahl Man, also made it. The tour down was led by the Bubel Jag. It was a beautiful ride, and following the Jag and Alfa was like trailing Fangio and Moss. Wild!!! It just so happened that the spot we chose to watch the first part of the race was in front of the goodie truck, What a coincidence!!! All was quiet that day because it was just too darn cold. Supper was at the Jefferson Hotel. Then the tour home. Both down and back, the Mike Schmuck Sprite kept up with all the big stuff. Nice job, Bust a Plug! . . .

Larry Bubel wrote "Let's Get Technical", a comprehensive automotive engineering course that covered everything from timing an engine to roll bars to determining an unknown rear end gear ratio. In addition, there was the Chairman's Corner, later on, Dick Coleman wrote a very good series on rallye navigating.

Now we'll get on to our events. At the end of October (what better time?) we had a Halloween party at Bob Clark's house on Monroe Avenue. Trophies were awarded to Doris Britt and Don Stahl for the best couple; they came as an MG speedometer and tachometer; to Kay Leary who was Jack Wegman's robot and to Bill Baller as the Hunchback of Notre Dame. This was a party in the best MGCC tradition. There was every type of character there, such as a swami, a mad scientist, a couple of babies, Charlie Brown and Lucy of "Peanuts" fame, the lady in red and what was thought to be a real bear but turned out to be only Chuck Heindl in a raccoon coat.

The November rallye that year was organized by Gordon Rogers and Bill Baller. They called it the "Fall Frolic". There were 47 entries and the Bubels drove off with the hardware.

A guy by the name of Langswager held a "T.D. owners bull session" at his house that resulted in an informal "T" series group within the MG Car Club. They had several technical sessions including a Saturday afternoon tune-up clinic complete with Sun instruments courtesy of Sports Car Service Centre. The group faded away for lack of leadership when Langswager decided to be a rallyemaster.

In December we held a dinner meeting at the Nine Mile Point Hotel. This was a real dress-up affair and attracted no less than seventy seven people. There was a very delicious meal and dancing to a live band to accompany the business at hand; the nomination of officers. The results looked like this:

Chairman	Gordon Rogers, Chuck Heindl
Vice-Chairman . . .	Don Stahl, Hugh Turner
Secretary	Eben Degrasse, Carol Lee Vorrasi
Treasurer	Bruce Norton, Jack Sheldon
Rallyemaster	Gil Langswager, unopposed
Dir. of Publication .	Doris Britt, unopposed
Post-rallyemaster . .	Bill Baller, unopposed

At that time our constitution called for nominations to be made in December and for elections to take place in February. Those elected where there were two candidates were: Gordon Rogers, Don Stahl, Eben Degrasse, and Bruce Norton.

"Rallye Snowflake" was an excellent map rallye for January laid out by Bill MacGovern and Harold LeBoo. As I remember, you were to measure the distance from turn to turn with a ruler. It was a snap if you didn't misread the scale and could read a map. Tom Croucher and Corky Herendeen didn't and could, so they won.

The February rallye was unique for this area. Three clubs ran from three different points to a common finish. This was aptly named the "Rallye Conviviality" and brought the MG Car Clubs from Elmira, Syracuse and Rochester together at the Lafayette Inn in Geneva. Each club ran its own rallye and awarded its own trophies but we were one big happy family, cheering for the winners.

Plans were well underway by this time for an MG Marque Race to be held at Watkins Glen under the soul sponsorship and direction of the MG Car Club, Western New York Centre. This was one helluva big undertaking for a year old club of 100 members and a thousand bucks but we were young, innocent and optimistic. Our financial advisers started talking to themselves. More about the race later.

Because of the Easter Holidays, there was no event in March. We held two events in April. The first was a gymkhana that Norm Baker called "Fools' Delight" and his fiendish mind contrived some clever events. There were 67 entrants beaten by Dave Gitelman in his quick and tidy TD. The second was "The Rough and Ready Rallye" by the two Bills, Bell and Reeves. This was a very good, honest and straightforward rallye run by 45 cars.

May 29 and 30 was the Dunkirk race weekend and we held another tour. Unfortunately this one was enjoyed by only seven cars.



"Rev-Tester" Rallye, June 28, 1959

George Gay came up with a new slant on rallying with his June "Rev-Tester". You drove this one with your odometer covered up. Surprisingly, it didn't seem to make a lot of difference to the winning Robinsons or the other twenty-five entrants.

"After Clues" have always bothered people and we'd probably all be happy if we'd seen our last but Norton and Coleman made a whole rallye of them for July. They called it the "Afterthought Rallye" and just to keep you from getting bored with after clues they gave different average speeds to every other car. The result was utter confusion. Somehow, all but 5 of the 34 entrants managed to finish but you should have seen the scores.

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The Marque of Friendship



Top, left to right: Gil Langswager, Brad Rising - Little 500 Awards; Gymkhana 1959; Dave Leete & Steve Philip 1992 — by Anne Faust; Marv Brudno, Barb and Dave Wild, Christmas Party 1970; Little 500, 1959; Invitational Rallye 1967. —Photographs from Club scrapbooks except as noted.



Top, left to right: Gymkhana 1959, Dave Asmuth and Bob Barker; Bert Patenall; Rookie's Ramble 1959; Rough 'N Ready 1959; Gymkhana;1959 Little 500 1959 —Photographs from Club scrapbooks.



Top, left to right: Gymkhana 1959; Carol Lee Vorrasi; Rough 'N Ready; Gymkhana 1959; Gymkhana 1959; MGCC 40th Anniversary, George Eastman House —by Anne Faust; Louise Rodgers, Rev Tester 1959; —Photographs from Club scrapbooks except as noted.



Top, left to right: Watkins Glen 1960 — by Dave Wild; MG TD and camper —by Doris Britt; The Herschell family car, Nancy, George, Jim and George, —by George Herschell; Lucille LeBoo, Seneca-Rondak 1959; Wagonjack Meet; Dave Gitelman, Al Kemp, Bill Baller, Seneca-Rondak 1959. —Photographs from Club scrapbooks

ON AUGUST 22 AND 23, 1959, THE FIRST ANNUAL MG MARQUE RACES were held at the Watkins Glen Race Course. Sounds easy enough; let's have a race—an MG race. Put a bunch of MG's together on a track, wave a flag and there it is.

Well, there's a little more to it than that, Clyde, a little more than that. Ask Chuck Heindl and then stand back. Ask Gordie Rogers or Larry Bubel, they'll tell you or maybe they'll just turn and walk away with a far away look in their eyes.

Let's start at the beginning, back about eight months, in January 1959. The race at the fairgrounds last summer was the topic of conversation. It had been a lot of fun and proved to us that it could be done. So how about something in a larger size? It gave us more to talk about and the two noisiest guys got the job of looking into the possibilities. Jack Sheldon and Bruce Norton were going to start by checking out Spencer Speedway down in Williamson. This didn't look too promising, how about the Glen? Watkins Glen with just MG's? They'd never go for it. Suppose they did? Where's the money coming from? Who's going to do it? Just our club? Who wants to watch just MG's? There were 1,001 questions but somebody or other had 1,001 answers and it was voted in. Chuck Heindl got the awesome responsibility of Race Chairman. To help him out the following officials were appointed:

Millard Ripley	Chief Steward
Al Ross.	Course Marshal
Fred German & RCA.	Communications
Harold Hamm	Chief Starter
Bruce Norton	Race Secretary
Bill Baller	Paddock Steward
Mert Gundry	Chief Timer
Ray Hicks	Chief Pit Steward
Larry Bubel	Grid Steward
Larry Bubel	Chief Safety Inspector
Dave Elder.	Chief of Observers
Bill Bell, Jerry Fogel,	
Carrol Hardy	Announcers
Dr. Robert Todd	Course Physician
Gordon Rogers	Tickets

The workers required to fill out these various committees comprised the whole of our club plus wives, girl friends, boy friends and a goodly number from the Seneca Sports Car Association.

The first thing that had to be done was to secure a race course. Watkins Glen? A meeting was arranged with the officials of the Watkins Glen Grand Prix Corporation. They were receptive to the idea, for a price. More meetings led to the signing of a contract that gave them a percentage of the gate and left all the work to us.

You can't go bombing around a race course over two miles long without some sort of control and communication. Race Communications Association (RCA) handles that

sort of thing for the Glen races and all the rest in this part of the country. We got them to do it for us.

One thing we had no trouble getting was drivers. Only licensed drivers are permitted to drive in a race for obvious reasons, and yet we wanted to let other capable MG

pilots compete. We set up our own licensing procedure for unlicensed drivers and recognized both SCCA and Canadian competition licenses. This turned out very well and there were no complaints from the experienced drivers.



MGCC members timing and scoring

—Gene L. Davis

Les Smalley was happy to help us with technical inspection and put his garage at our disposal. Larry's crew saw to it that every car was absolutely safe and qualified to race.

In order to pay for this shindig we had to have spectators, lots of spectators, paying spectators. This meant promotion, ticket sales and gate control. This was the longest, most tiring, most thankless job. As it turned out, the promotion could have been more intensive and we should have worked harder on advance sale tickets. But, after all we were trying something entirely new to us.

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MGA Twin Cam, British Motor Corp. lends support —Gene L. Davis



Dee Merriam and Carol Lee Vorrasi

—Gene L. Davis



Chet Wilt checking balance and front suspension

—Gene L. Davis



Paul Sullivan and others working late

—Gene L. Davis



Gil Langswager crews for Bill Baller

—Gene L. Davis



Front row: John Tame, Dick Lane. 2nd row: Karl Bergmann, Dave Wild.
3rd row: Bob Duell, Townsend. MG 1250cc race —Gene L. Davis

THERE WAS A LOT OF WORK, A LOT OF HEARTACHES, and a lot of fun leading up to the race weekend and then it really started. Only Chuck Heindl can tell of the load on his shoulders going into that Friday night. This was a big production and an expensive one. We were already committed for several thousand dollars and we had less than one thousand in our treasury.

Most of our members saw very little, if any, of the races—there was too much to do. The ticket and gate committee, especially, were far removed from race activity. They did a good job on those gates—so good that the chairman of the Grand Prix Corporation, Cameron Argetsinger, was turned away by Betty Langwager and Shel Hinckley because he didn't have his credentials.

The paddock and pit areas were so well organized that

they drew comments from veteran drivers. All our hard work paid off. We were putting on a professional show in every sense of the word. We did ourselves proud on the trophies, too, and these were awarded to the deserving winners.

The MG Marque Races were over, or had they just begun? People were asking about next year's race. Drivers were full of praise for the way it was handled. Here we were, a fledgling car club with a full scale sports car racing event to our credit. We gambled and won—could we do it again?

It cannot be said that when the race was over things returned to normal. Is a boy ever the same after his first pair of long pants? Does a girl ever pick up her dolls again after that first shy request for a date?



Tech inspection at Les Smalley's garage

—Gene L. Davis



Spanky Smith paints the number on Ted Round's ex-works MGA

—Gene L. Davis



MGCC member Bruce Norton

—Gene L. Davis



Ross de St. Croix 3rd, Ted Rounds 2nd, Sherm Decker 1st, Bob Bucher 1st

—Gene L. Davis

SCENES AT THE GLEN
[Spokes September 1959]



Dave Asmuth and Ron Weins painting white lines in the paddock area with lime, only to be washed away the following morn with the rain!

In the dead of night – weird people were reportedly seen walking around the track carrying what look like “walkie-talkies”!

Big party at Seneca Lodge on Friday!

Rain, rain and more RAIN! Watkins Glen’s merchants did a fabulous business on rain coats. It seemed as though there were a hundred plastic people wandering around on Saturday morning.

And could you help laughing at the blue steaked face Harold LeBoo was sporting after that cute little MG cap was subjected to the water test?



OUR LAWYER MEMBERS WERE HARD AT WORK ON a new contract with the Glen Corporation within days after we got back home. It had to be. Only next year it would be better, we would profit by this year’s mistakes.

The September rallye was Walt Parshall’s first attempt at laying one out; he called it the “Rookie’s Ramble” It was a rough one but Harold LeBoo and Lucille Ferris came shining through to win their first rallye. Walt knows the Naples area inside out and he had the best of them scratching their heads. It is interesting to note that of 26 cars on this rallye, half of them were MG’s and four were TD’s. Somewhat different than nowadays, aye-wott?

The October 1959 issue of Spokes contained the first of a series of article’s by Dick Coleman entitled “The Navigator”. This series ranks among the best on the subject. It would make very good reading as a refresher for all of us. . . [Spokes April 2008]

Bob Jeffers and Harold LeBoo combined their talents to produce a rallye that they figured the contestants would call many names? Hence, the “You Name It Rallye”. They pulled a cute little gimmick in this one. When you reached a certain point you were told to open some special instructions. They told you to disregard the last three average speeds you had used and recompute that section at a lower speed giving

you a new departure time from this point. Not really difficult, just a bit disconcerting. Dick Coleman was by this time considered a very capable navigator and was much in demand. One of our trophy-hunting, point conscious members decided he would drop his wife type navigator in favor of expert Coleman. Now wives are inclined to fight back once in a while and this one did by taking the family sedan and their son. She beat Hubby by 180 points. I bet you forgot all about that, didn’t you?

The Halloween party that year was held in Langswager’s garage. Inspired by the setting, Don Stahl came as a gas pump and Doris Britt as a MGTD. They drove off together with the trophy for best couple. Ann Hinkley was a cute candy striped little girl that took the female trophy and Shel Hinkley earned the male trophy for his ugly Spaniard. It must have been difficult for the judges because I remember Jack Wegman as Buster Brown stepping out of his shoe and Jack Sheldon as a can of Genesee.

Larry Bubel and I came up with a little different thing in the way of instructions with our “Auto-Ausflug” which freely translated, means auto outing. We printed the instructions in paragraph form using the language of a tour guide- “. . . leaving the village of Hootin’ Holler takes you along Moonshine Trail until you come to turn left after Snuffy Smif’s still . . .” Our friend, the trophy hunter, dumped

Coleman quickly but still had no confidence in his wife. He picked Carl Clark and ended up in 12th place. His wife ran with another guy's wife and took first place.

December brought us to our annual Christmas party and nomination of officers. Maybe I'm just a party boy at heart but I think these annual affairs are the greatest. Chuck Heindl was nominated, unopposed, for chairman. Bill Baller and Bill Reeves were nominated for vice-chairman, Shel Hinkley and Ann Piacentini for secretary, Harold LeBoo for treasurer, Gil Langswager for rallyemaster, Dick Coleman and George Gay for post rallyemaster and Carol Lee Vorrasi and Bob Scott for director of publications.

Gordon Rogers borrowed an idea and refined it, coming up with an unusual winter rallye for December. He called it "Signs of Winter" and instead of written instructions, used the common diamond shaped intersection marker signs. It was so easy that some navigators went to sleep and their drivers promptly went off-course. Not Dee Merriam though, she brought Dave Elder into first place.

A navigator's dilemma with the unlikely title of "Das Macht Nicht Aus" was the final championship rallye of the 1959 season. Average speeds were the toys of Bob Scott for this very excellent event as he increased and decreased them at Thruway bridges. Not content with this play, he had them increased by a third when you were west of the Genesee River. The Robinson's won the rallye but Bill Reeves had Rod Curtis to help him take third place and cinch the championship trophy.

The annual election took place in February with the following results: Chairman, Chuck Heindl; Vice-chairman, Bill Reeves; Secretary, Shel Hinkley; Treasurer, Harold LeBoo; rallyemaster, Gil Langswager; Post rallyemaster, George Gay and Director of Publications, Carol Lee Vorrasi.

We were then starting our third year. We had a full, well rounded schedule behind us and an even better one lined up for 1960. As befalls all organizations, there was some discord, such as complaints of cliques; lack of cooperation, criticism of championship point procedures, and other grievances. But in spite, or maybe because, of these the club was gaining strength and heading for the top.

CHUCK HEINDL WAS IN THE DRIVER'S SEAT AS WE started our third year in 1960. He had both hands firmly on the steering wheel, his eyes focused straight ahead and his foot all the way down—we were going places! He stated in his first "Chairman's Corner" that our policy would be to present a variety of events with an off-beat flavor, putting the emphasis on safety. He backed this up with a schedule that looked like this:

MARCH – Standard Rallye
 APRIL – National Type Rallye
 MAY – English Trial - Gimmick Rallye
 JUNE – Standard Rallye
 JULY – Gymkhana

AUGUST – M.G. Marque Races

SEPTEMBER – Night Rallye

OCTOBER – Tour to Placid

NOVEMBER – Map Rallye

DECEMBER – Christmas Party

JANUARY – Standard Rallye

Thirty-nine cars entered Gene Hondorf's Eye-Opener Rallye in March and the contestants were confronted with a real challenge to their wits and eyesight. Bill Hackman and Helen Brown won the trophy with 209 points. Beginner Dick Yaeger had a perfect score - he hit all seven check points more than 50 minutes late - 14,000 points!



Top: Edna & Ned Wylam, ?, Eye Opener Rallye, March 1960

Above: ?, Ellis Hormats, Gil Langswager

Regrettably in April, George Gay had to resign his office of Post-Rallye Master and turn it over to his newly appointed assistant, Dick Coleman.

The April event, called the "Little 500", turned out so well it became an annual event. Of course it was refined and renamed "The Western New York Invitational Rallye". But that, of course, will be covered in later history. Bill Bell and Danny Lee were a winning team in those days and they upheld their reputation on this one. It was our first attempt at a "national type" rallye; it was a good attempt with credits and bouquets going to Bruce Norton and John Robinson.

The Wedding of Carol Lee and Barry (with revisions) [Spokes July 1960]
As reported by N. Krankshaft of the Lockport Sports Car Club

The bride selected coveralls of navy blue, trimmed with red and white TR-3 emblems. The Bodice was enhanced by an embroidered red, white and black Club patch. As her accessories, she chose a white helmet with red stripe and matching white driving gloves and her veil was a pale blue-tinted bubble shield. She carried a simple corsage of crossed checkered flags.

The groom was also attired in navy blue coveralls, white helmet with black driving gloves and in his lapel wore a small cluster of Alfa pins, crowned with an MG Car Club crest.

In the double ring ceremony, the couple exchanged matched Alfa piston rings, engraved with their respective RPM limits. The rehearsal was timed in 14:18:33, while the ceremony was caught in 11:23 flat.

After a beautiful LeMans start, the bride came down the aisle in a perfect 4-wheel drift, to the strains of "Sounds of Sebring '58". The soloist was Mr. Philip Hill, playing "Sebring, I love you Truly" on his 3-liter Ferrari.

After a brief celebration by the entire pit crew, the couple left immediately for New York.



Right: Carl Clark, ? Central New York member, Don Stahl. "Little 500" April 1960

THE "LITTLE 200" did indeed warm up our rallyeists and the following week history repeated itself with Western New Yorkers getting the lion's share of the hardware. Don Stahl and Carl Clark picked up all of 5 points for the whole two days and all of those at the first control. Needless to say, they won the thing. It was a rough one, Spring had been terribly unkind to the roads. I was driving Brad Rising's almost new MGA and was having many twinges of guilt, knowing it would never be the same again. But here was a true navigator, dedicated to the job at hand, never whimpering, never looking up, not even an apprehensive touch on the arm, even when

the doors came unlatched as the body flexed. Brad Rising is number one on my list of navigators.

The English Trial would have been an excellent event except for one thing—rain. Because of it, there wasn't any trial. Chuck Heindl had laid out a beautiful course and to this day it has not been run. We found this out one week before the scheduled date—what do we do now, Coach? We came up with a rallye, the "Last Minute Rallye". It was laid out on a map on Sunday night, complete with clues and average speeds (we had good memories) and run for mileage Monday night. Tuesday night was officer's meeting and all officers were recruited for checkers.

Course check was Wednesday night, corrections Thursday, monthly meeting Friday where it was announced and final check Saturday, bringing up more corrections. Sunday it started as scheduled and except for one hitch, came off as well as any Sunday afternoon rallye. This is not recommended procedure, however, you should have at least two weeks (uh-huh).

The club was dealt its first real low blow in the form of a very disappointing turnout for the Gymkhana. This was a joint venture with S.C.C.A. but somehow it fell flat. There was a gross lack of workers and less than twenty contestants. A far cry from our previous gymkhanas.

OUR SPIRITS WERE RAISED again in July when Bill Hackman and Helen Brown presented the “FYI” rallye. FYI - For Your Information - a different kind of rallye, one with “transit zones” in which to enjoy scenery pointed out by informational paragraphs in the instructions. Transit zones were new to us at that time and were a welcome change, taking some of the pressure out of the rallye. This event turned out 50 entrants with Carl Clark navigating Doris Britt to first Place.



This brings us to the highlight of the year, our second annual MG Marque Races. Chairman Chuck Heindl did his usual superlative job, and profiting by last years experience, made this an even better event than last year. For Chuck and most of the club members it was work—grueling, tiring hard work. But it was worth every drop of sweat, every ounce of energy, every lost minute of sleep, for the satisfaction of doing a perfect job. That was one thing about our M.G. Car Club, anything we undertook to do, we did well. I could go on and on as I did earlier about our first race, but I shall sum it up this way. It was a terrific event, as good as any in the country, and it spread our reputation far afield. But, it didn't attract a large



enough crowd to pay expenses and it was financially too risky for our small organization. We received many pats on the back and did our own patting as well. When it came to the decision for another one next year, we were all torn between idealism and practicality. Some of us chose one and some the other, resulting inevitably in a long and stormy meeting. Practicality had to win this one even though it was the minority.

September was also a busy month but a complete change from the races. First was the annual tour to Lake Placid; a leisurely, frolicsome weekend, enjoyed, unfortunately, by only twenty people. Then came something unusual and unlikely for us, the Con-

cours d'Elegance at Watkins Glen. This was steeped in tradition and prestige from the beginning of racing at the Glen, but found itself without a sponsor in 1960. Along came the “try-anything-once” M.G. Car Club and it had a sponsor. Now we got it, what are we gonna do with it? We found out and it turned out to be a real money-maker for us. It kind of offset our loss at the race. To finish out the month, we had a rallye, “September Surprise”. It was a surprise, alright, but they say you can't win 'em all.

I'll close on that note for this month. Next month, the Night Photo, Halloween, the Fox's Maze and on into 1961. ◀

—Gil Langswager



Watkins Glen Concours d'Elegance 1962. MG Car Club bus in the background.
Top: Concours entry form

SEPTEMBER BIRTHDAYS

1 Mary Porretta
 2 Vivienne Rizzo
 5 George Leopard
 5 Gary Newman
 7 Irving Black
 7 Daniel Goodwin
 7 Michael Goodwin
 12 Richard Shineman
 13 Nancy Herschell, Jr.
 14 Max Puch
 14 Irene Searles
 15 Kathleen Greer
 16 John Borycki
 17 Susan Avery
 19 Linda Fazio
 20 Wendy Miller
 23 David Avery
 23 Gayle Schneider
 25 Allyn Wagner
 25 Jessica Seeley
 27 Lia Glanville
 27 Christine Rodman
 28 Rhonda Rizzo
 30 Joe Cameron III

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS**Terry & Chris Holm**

45 Hyacinth Lane
 Fairport, NY 14450
 585-678-4212
 1980 MGB

1985 MERCEDES 300TD

1995 MERCEDES 320

John & Cathy Smith

22 Sandbury Drive
 Pittsford, NY 14534
 585-359-3182
 1973 MGB
 1973 MGB GT
 1997 BMW 328ic

Max & Judy Puch

3732 Eddy Road
 Williamson, NY 14589
 315-589-9469
 1953 MG TD

SEPTEMBER ANNIVERSARIES

2 Paul & Joan Heaney
 2 John & Valerie Zoltner
 3 Jerry & Mary Porretta
 5 Suzanne & John Cordeiro
 7 Al & Liz Colquhoun
 9 Richard & Bethel Powers
 10 Don & Madeline Moodie
 12 Allen & Elaine Hess
 12 Peter & Joyce Pegoni
 13 Dan & Mary Ellen Suter
 13 Nicholas & Michele Zuck
 15 Leon & Barbara Zak
 16 Bob & Kay Joslyn
 25 Joseph & Joeanna DeBlaere
 25 Hollis & Doreena Hames
 29 Bob & Terry Welch

CONGRATULATIONS!**OCTOBER BIRTHDAYS**

? Karl Burkhardt
 1 Eileen Makepeace
 2 Sue Kron
 4 Patricia Giambra
 7 Brian Fallon
 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
 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 Tim Paul
 26 Joan Heaney
 28 George Tennant
 28 Bridget Tierno
 29 Al Colquhoun
 30 Suzanne Keppeler

HAPPY BIRTHDAY EVERYONE!!

WELCOME BACK**Jerry & Mary Porretta**

1198 Bayshore Blvd.
 Rochester, NY 14609-1929
 585-654-7680
 1962 MGA 1600 MK II

OCTOBER ANNIVERSARIES

1 Brooks & Gayle Schneider
 8 Robert & Annabelle Tescione
 10 Dave & Barb Wild
 14 Scott & Gail Schipper
 15 George & Beverly Haynes
 16 Joe & Linda Fazio
 18 Brian & Julie Smith
 21 Greg & Mary Lynne Turner
 26 Julia & Russell Daykin
 ? Sean & Jessica Seeley

CONGRATULATIONS!

1 Classified Ads

WANTED: All **books** relating to **MG TC** cars. Call Larry Rausch 455-1147 or stonywoods840@rochester.rr.com

WANTED: British car parts and uncompleted restorations, MG, Triumph, etc. Call Beverly (585) 872-6536

FOR SALE: MGA Rear springs, (2) brand new, Moss part no. 454-840, not needed for my project, were \$200 per pair new, sell for \$125. Also, NOS MGA clutch slave cylinder \$40. Please call Dan 377-1877 or dmesmg@juno.com 7/08



FOR SALE: 1962 MGA MKII roadster, British Racing Green, 25,172 miles, radio.

1959 Triumph TR3A small mouth grille, British Racing Green, 58,635 miles. Engine rebuilt at approx. 50K miles with 87mm pistons by Drake's. Frame is solid, body is good but needs new rocker panels. Many spare parts.

1958 MGA Coupe, Island Green. Extra set of wheels with white wall tires. 8,952 miles on rebuilt engine.

All are ready for NYS inspection. Former MGCC members. Call Herbert Zechmann (585) 494-2083 in Brockport. 9/08



FOR SALE: 1960 MGA, 1600, matching numbers car, new tires, tubes & 60 spoke wire wheels, runs great, looks great, red. ABSOLUTELY NO RUST!!!! ~20 year old restoration recently upgraded. MG mechanic owner. 59K original miles. Stainless steel exhaust, new chrome bumpers & grill, tranny synchros excellent, newer stayfast top, excellent interior, new radiator & hoses, 160 degree summer thermostat, rebuilt hydraulics master, brakes & clutch cylinders. **Price Reduced.** Call Joe 585-229-2230 or E-mail deblaere@frontiernet.net in Honeoye, NY. Can deliver reasonable distance. 7/08

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

FOR SALE: I have sixteen **165/80R15 Kuhmo** tyres for sale; fit MG-T's MGA's and other British cars. Don't pay Coker's price for Michelins (\$140 to \$180 each!) These are \$50.00 each and will sell quickly! Call George (585) 872-6536

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1960 Austin Healey 3000 – Much mechanical refurbishment done, no rust, needs paint - \$29,500

1968 Triumph GT-6 – True 40K miles, coming back from a long sleep, needs wiring work, really fun driver - \$4,800

1973 Triumph TR-6 – Original paint, true 45K, new top, never rusted, preservation class candidate? - \$14,000

1988 Porsche 911 Carrera Targa – Mint original, near perfect, 55K miles, Black/Black - \$27,500

1983 Porsche 911SC – High quality car, 57K miles, platinum, many performance extras - \$19,950

1969 Porsche 912 Targa – Most desirable 912, 83K, fresh engine, will need some work in off season - \$14,000

1968 Porsche 911T – Beautiful black body and interior, engine rebuilt with webbers, needs floor pan work - \$18,000

1983 Porsche 944 – 55K miles, 16" Rial wheels, project – \$1500 Add turbo engine, make road rocket, for \$1200 more

I have several special cars in process of refurbishment/restoration for my own use & investment. I could be persuaded to sell. They include a '58 Alfa Giulietta, '63 Mk II Jaguar 3.8, '71 E-type coupe, '72 Porsche 911T

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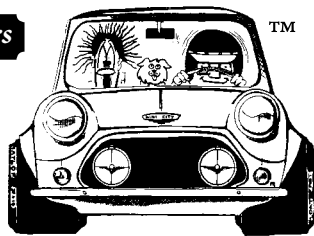
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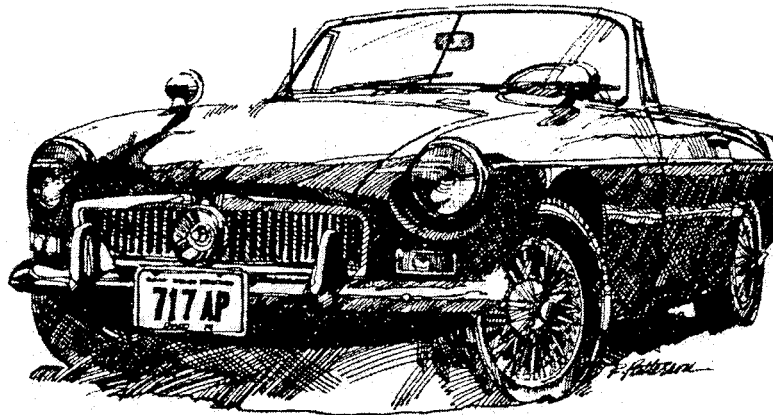
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For the latest information visit our web site mgcarclub.com

January 	February 	March 	April 
May 	June 	July 	August 
September 4 Board Meeting 5-7 Watkins Glen 16 Meeting—Tuesday!! 27 50th Anniv. Banquet 28 Autocross 3	October 12 Fall Tour *New Date* 16 Meeting 25 Halloween Rallye	November 6 Board Meeting 9 Yacht Club Brunch 15 Garage Tour 20 Meeting — Elections	December 13 Holiday Party No Meeting

► *Special Notice—Next Meeting* ◀

Tuesday September 16th 7:30 PM

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