

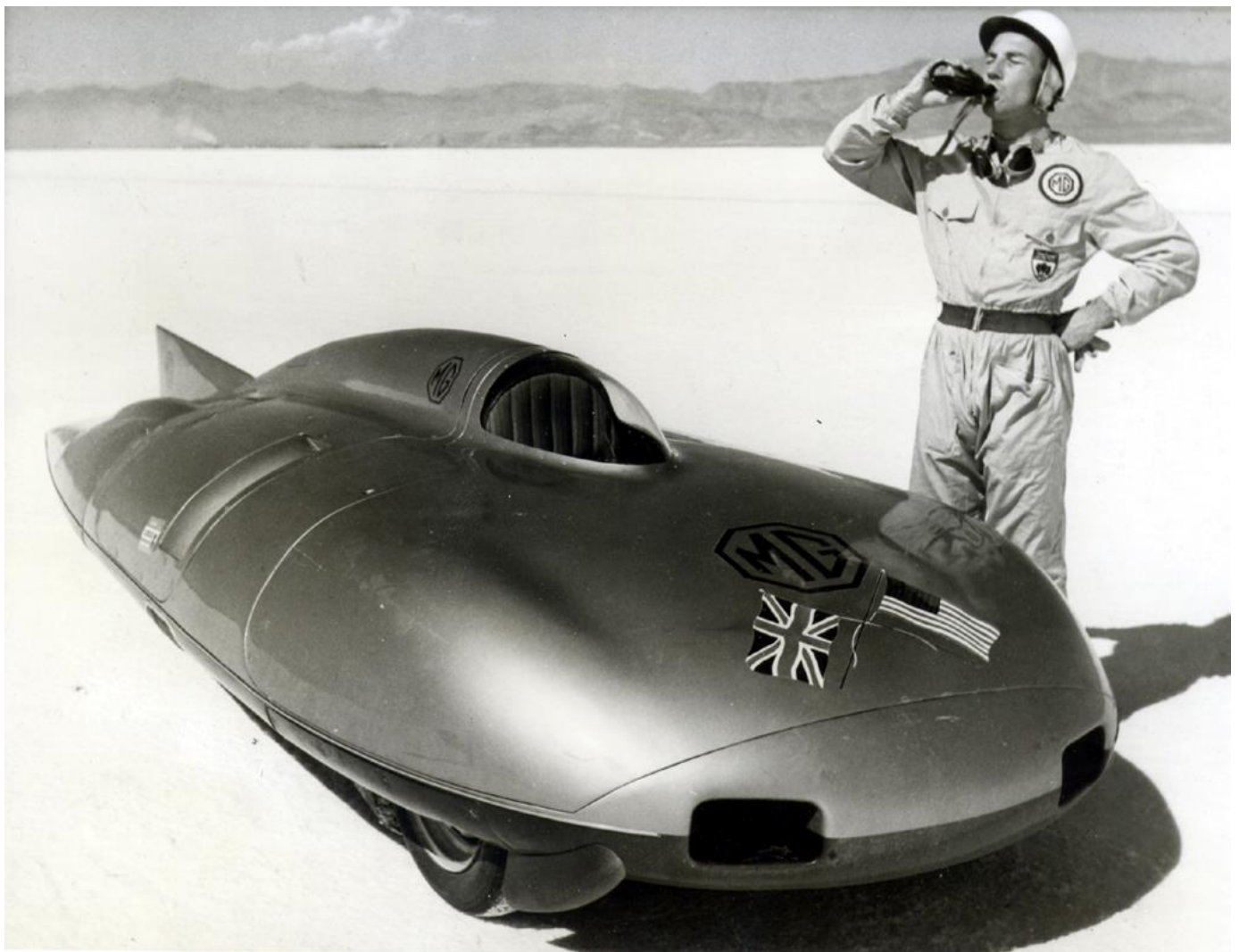
Spokes

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Sir Stirling Moss – 1929-2020

MG CAR CLUB WESTERN NEW YORK CENTRE

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MEETINGS

Meetings are held the third Thursday of each month, except December, at the American Legion, 360 Middle Rd., Henrietta, NY 14467. Board meetings are normally held in odd-numbered months and are open to all members. Contact the chairman for the date, time and location of the next board meeting and to request your item to be added to the agenda.

Cover Photo:

Sir Stirling Moss with MG EX181 at the Bonneville Salt Flats – used with the permission of MG Car Club UK

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MG's Corner

By Spokes editor, Michael Goodwin

COVID-19, coronavirus, facemasks, economic slowdown, social distancing, stimulus money, stay at home orders, try to get some exercise, when will it end, rising infection rates, falling infection rates, cancellations, closures, re-openings, flattening the curve, will there be a car show, will there be a meeting soon, use hand sanitizer, when will the snow ever end so I can get my car out, essential businesses, wash your hands for twenty seconds, where's all the toilet paper, cabin fever, disinfectants, work from home, and on and on and on *ad nauseam*.

Tired of all this? If the snow hasn't quit for the season and there's still some salt on the roads, you can wax your car (again), vacuum the boot (again), re-gap

your plugs (again), clean the garage (again), organize your tools (again), polish your chrome (again), wax your car (again), vacuum the boot (again), re-gap your plugs (again) ...

Or, like Bill Benet, Bob Welch, Jay Lockrow, Betty Langswager and Dick Powers, you can use a little bit of that stay-at-home extra time and pent up energy to put a few thoughts on paper (so to speak).

Or, you can just read *Spokes* (again).

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Meeting Minutes - MGCC Meeting April 16, 2020

Normally (but not this time) submitted by Dan Suter, Secretary

There was no meeting in April. This section is being held as a blank space to remind the editor that he should include meeting minutes in Spokes after the next meeting.



Spring Yet? (Photo by Allyn Wagner)



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Memories of Le Mans, 1966

By Bill Benet

In 2016, IMRRC [International Motor Racing Research Center, Watkins Glen, NY] celebrated the 50th anniversary of Ford's historic 1966 victory over Ferrari at Le Mans. Because I was lucky enough to be at the 1966 race, Desi and I were invited to IMRRC to share my story. This was a short presentation that augmented the main presentation by award-winning journalist and author Preston Lerner, who introduced his then recent book: "Ford GT: How Ford Silenced the Critics, Humbled Ferrari and Conquered Le Mans." This is the extended version of my remarks.

At the time, I was in the US Army and stationed in Fontainebleau, which is about 140 miles from Le Mans. During the early part of the year, the Ford's had defeated Ferrari (and the Porsches) at Daytona in February and Sebring in March. This generated a great deal of excitement, as Ferrari had dominated Le Mans for the past eight years, winning seven times including the previous six races! As a result, in June of 1966, myself and two friends obtained weekend passes and headed off for the race.

But first things first. It took us several hours to get there. My car at the time was a 1958 VW Beetle that ran on 2.5 cylinders. As a result, it was prone to overheating. When that happened, we had to let it cool down for about 30 minutes before we could go on. In addition, the car was at its weight limit with the three of us, plus a 12-bottle case of *Mousseux*, which refers to sparkling wine not made in the Champagne region. In

those days, it also meant cheap. As I recall, the entire case was just 12 Francs, which in those days was about 20 cents/bottle!

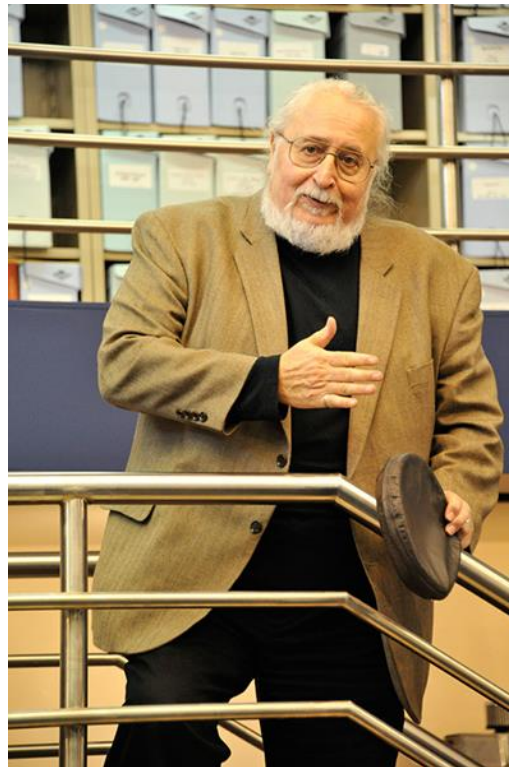
So, well-armed with libation, but delayed due to multiple stops, we arrived at Le Mans late afternoon on Friday before the race (which was held on Saturday and Sunday). Almost immediately, we got lucky. We each had the cheapest tickets available, which entitled us only to the infield. However, we met four American boys about our age whose fathers were Army Generals. They had been coming to Le Mans for a few years and shared some great tips. First and foremost, they told us how to get into the Grandstand above the pits for the start of the race.

As it turns out, the Grandstand was open on the evening before the race. And once you entered the Grandstand, the seats were cement with an open space

under the seat which then went forward under your feet, creating a (very smelly) cubbyhole. Once it got dark, we were able to slide down under the seats and spend the night tucked into our sleeping bags. The space was hard due to the cement, but these were Army sleeping bags filled with down. Very comfy.

Back to that in a minute, but first I have to tell you about the evening on Friday before we went to the Grandstand. Other than the Pit Straight, the entire rest of the course was open. This provided spectators with the opportunity to actually run the course from just after the start/finish line all the way around to the start

(article continues next page)



Author Bill Benet at the 1966 LeMans 50th anniversary event at IMRRC, 2016. (Photo used by permission from Angelo Lisuzzo)

Memories of Le Mans, 1966

(continued from previous page)

of the Pit Straight. As a result, we were able to drive almost the full course, including the famous Mulsanne Straight, at top speed! Now, considering the condition of my VW Bug (which my Captain would later call a death trap) top speed wasn't all that much.

Anyway, once we finished our drive around the course, we

returned to the infield, parked the car, and made our way to the Grandstand to begin our evening sleep under the seats. On Saturday morning, when they opened the Grandstand to the paying customers, we just climbed out and went right down to the front row overlooking the pits where the

Fords were stationed. We stayed looking over the pits until the start of the race, and then another hour or two after that. Finally, we left the Grandstand (I have no idea what those tickets would have cost) and returned to the infield where all the partying was going on. That's where we spent the next 20 hours or so. I don't recall watching much of the race during that time. Of course, as we made our way through the case of Mousseux, I don't recall much of anything that night! I do know that history tells us it rained heavily during the night, but I have no memory of that.

With the dawn on Sunday, it became time to execute the second major maneuver offered to us

by the General's sons. They had actually spent a lot of time with us parting in the infield during the night. But they all had Grandstand tickets opposite the start/finish line. So, as the race wound down, they went into the grandstand, one of them came out with the tickets, and we all went in to join them. Like the Grandstand over the pits, even though you had expensive tickets

for the grandstand s, it was all open seating. So, arriving about two hours before the end of the race, we immediately made our way down to the first row opposite the Ford pits. Just like the start of the race, we would be

on the first row for the finish. Then we got lucky once again.

After the Fords came across the finish line in their iconic three abreast finish, they did their victory lap and then, on their way to the awards presentations, they came off the track on our side and drove counter-clockwise down a small road in front of us that took them back to the awards platform. Realizing our opportunity, we popped our last bottle of Mousseux, and sprayed the Ken Miles/Denny Hulme car as it went by leading the other two Fords. At that time, we

(article continues next page)



L to R: MG Car Club WNY members Hollis Hames, Bill and Desi Benet, Richard Powers and Dave Wild at the IMRRC celebration of the 50th anniversary of Ford's historic 1966 victory over Ferrari at Le Mans. (Photo used by permission from Angelo Lisuzzo)

Memories of Le Mans, 1966

(continued from previous page)

(and they) still thought they had won. However, the victory was given to Bruce McLaren and Chris Amon who had started further back and thus were considered to have travelled a greater distance. This was a great injustice as the Ken Miles car was way out in front and had to stop to let the other two Fords catch up to do the three abreast finish.

Anyway, at the IMRRC event, I learned from Preston Lerner that the winner's *champagne shower* tradition started at Le Mans the next year in 1967. Looking back, my buddies and I may have led to the start of that tradition! Who knows?

Returning to 1966, once the awards were presented, many of the people in our grandstand jumped the fence and ran across the track to the pits. Well-fortified with Mousseux by this time, we joined them and went straight over to Henry Ford II. I was able to shake his hand and tell him that this was a great day for America. I don't think I stuttered or slurred my words. He actually beamed. Thus ended what was one of my greatest weekends ever.

Let me share just three notes to wrap up. First, when we arrived at the track on Friday, we were treated to a colorful display of French and Heineken flags that were everywhere. Now, the Heineken flags were absolutely gorgeous, the

iconic label in Green and Gold printed on silk. We had gone to sleep the first night with the full intention of getting one of those flags. But by the time we emerged on Saturday morning, they were all gone. Seems like a few hundred other people had the same idea we did. I had to settle for a French Flag, which after 50 years I donated to the IMRRC at our event in 2016.

Second, once we arrived at the pits after the race, I have this very distinct memory of Edsel Ford (the great-grandson of Henry Ford and the son of Henry Ford II) who was a slightly chubby 17 year old at the time, but nevertheless had on his arm one of the most stunning blondes I have ever seen (at least in my blurry memory). It is good to be the king. Even the king's son.

Finally, although Ford would dominate Le Mans for the next three years before retiring from racing, we could see the future in that 1966 race. Following the Fords across the finish line (the factory Ferrari 330 P3s had all left the race by that time) Porsche's new 906s took the next four positions, coming in ahead of a privately raced Ferrari. Once Ford left after 1969, the 1970s and 1980s belonged to Porsche, which won a total of 12 times, including seven in a row from 81-87.

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About Gauges

By Bob Welch

Every time we get behind the wheel of our sports cars, they are front and center. The gauges, or so-called instruments, in our MGs, Morgans, Healeys, Triumphs or whatever are the

information center. These are not one-dimensional or faux-three-dimensional LCD screens. They are discrete mechanisms informed by other mechanical or electrical mechanisms under the hood and not by electronic circuits. They

tell us of the status of several critical systems of our cars, as well as of the speed at which we are traveling. Except sometimes they don't! Sometimes they are not truthful.

My first MGB, a 1965 roadster, was equipped with Jaeger gauges. The GT, which I've had for the past 35 years, has Smiths. Both performed the same functions and I really can't say whether one brand was better than the other. MGBs have five gauges: fuel, temperature, speedometer, tachometer and oil pressure. Early MGBs had a combination generator/temperature gauge while later models simply have an alternator warning light. Recently I was flipping through the GT's maintenance notebook, looking for instances where I had to pay attention to these instruments.

The first case occurred just a month after I bought the car. The **speedometer** stopped working. Bolted onto the back of the speedo is a mechanism called the sending unit. It's a gear-operated interface, which interprets the

rotations of the speedometer cable and sends them to the speedometer. In this first case, one of the gears had popped out. Getting at this thing involves a bit of physical contortion as you have

to lie upside down under the dash, snake your hand up to unscrew the cable and then unscrew two thumb nuts. This first time I cleaned the thing out with degreaser, applied a bit of lithium grease and further blocked the opening with a piece of electrical tape. That fix lasted a few years and then the speedometer ceased to function again.



"Every time we get behind the wheel of our sports cars, they are front and center..." (Photo by Bob Welch)

I discovered you can't go out and buy a new sending unit. You have to hunt for a used one and hope it works alright. I bought one at Carlisle which lasted a few years. Then in 2000, when it failed, I got one at British Auto. It cost \$60 back then but it's still working. If I ever get pulled over for speeding my defense will be that the speedometer in this car can only show an approximation of the speed because the needle hops around over a 5 to 10 mph range.

The **tachometer** in my GT has been very reliable over the years. The only time it's failed to report revs is when something else caused the engine to quit. I can't blame the tach for that.

My car was originally from Texas and is still equipped with a higher temperature thermostat. It has never boiled over and on hot days around here the needle usually hovers just about at "N". There was a period though, in 2002 where the **temperature gauge** registered abnormally low, even on hot days. I happened to be working in England around that time so one Saturday I drove over to Brown & Gammons in the

Hertfordshire market town of Baldock to pick up a new temperature sensor. When the counterman brought one out I took a look and told him that didn't look like the sensor in my car. I suppose this time he'd paid better attention to my accent because he said, "Oh, you want an American sensor." To this day I have no idea why there should be any difference. Anyway, replacing this sensor is an easy job. It just bolts onto the right side of the cylinder head, right near the front and is capped with a quick-connect wire lead. This sensor sends an electrical current to the gauge.

I've never had any trouble with the **fuel gauge** other than the fact that even with topping up it never quite seems to register completely full. This is probably a function of the sending unit in the tank being out of calibration and might also mean I can drive further on empty.

I have however, had trouble with the **oil pressure gauge** and this is one you just can't ignore. Some years back I was driving across the Bay Bridge, returning from a MGCC WNY gymkhana event. I'd driven the car pretty hard that day but that shouldn't have been a problem. MGs are tough, right? Suddenly the oil gauge needle dropped to a dangerously low reading. I pulled over after the bridge, shut it down and checked the oil level which was normal. I reasoned that because the car still ran perfectly well, I heard no troubling noises and the temperature gauge read as normal, the problem must be with the oil gauge or sensor. I didn't have far to go anyway so I just drove home.

I started checking various things and couldn't find any obvious fault so I asked some other Club members for their thoughts. George Haynes suggested I inspect the over-pressure relief valve. Oh boy! This opened up a big challenge! This valve is essentially a spring-loaded, bullet-shaped plug with a seal and is bolted into the side of the block, way down low. If the oil pressure becomes too great it will cause the very stiff spring to compress, thus relieving pressure. It so happens accessing this valve with the engine in the car is really tough. It comes out OK but as you unbolt it you have to be very careful that the spring force doesn't send parts flying all

over the place. On inspection my valve was OK. Putting it back in was the problem.

Specifically, the valve enters the block at a point where it is parallel to a body beam. There is not a lot of space in between, especially when you must try to compress the stiff spring enough to seat the threads. I tried and tried. My son Pat tried. A mechanic I know came over and tried. No luck. In desperation I went over to the now defunct Lipinski Hardware Store (I wish we still had more of these places) and started rummaging and brainstorming. Finally I found just what I needed to make a compressing tool.



Over-pressure tool (Photo by Bob Welch)

Here's a picture of the "tool" disassembled. It consists of a concrete bolt anchor, 1 7/8" long and 7/8" in diameter. To use it you simply:

- thread a 1/2 x 1 1/2" bolt into the non-flared end of the anchor
- start the over-pressure valve into the block
- position the flared end of the tool against the head of the valve so the bolt head of the tool is wedged against the body beam
- carefully turn the anchor such that it unthreads from its mating bolt, thereby compressing the spring
- eventually the threads of the valve will mate with the block and you can then tighten the valve back into position.

I've kept this tool all these years but hope I never have to use it again. Members are welcome to borrow it, if need be.

Since all of this didn't solve my oil pressure problem, I bought a new sensor on a hunch. That did the trick. Like the temperature sensor, it's an easy fix. Also like the temperature sensor, it

sends current to the gauge to hopefully move the needle.

These are just my experiences with gauges over a span of several decades. I'm sure each of you has your own stories to tell.

Safety Fast! RW

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**How many hand sanitizer holders
does *your* car have?**



(Photo by MRG)

Charles Addams Revisited

By Jay Lockrow

The recent article in *Spokes* by Annabelle Tescione made me decide to give a little more information about Chas Addams. Yes he was definitely a car guy and owned all of the cars she mentioned. The

Mercedes Benz was a pre-war car of the "S" type, 1927 or so, very much like the one my dad owned back with the exception the body style was a bit different.

In, I believe 1962, my dad was going through some "Old Car" stuff and he came across the picture

enclosed of Chas Addams and his "S" Mercedes.

This picture was taken by a good friend of my dad's (the one with the Mercer Raceabout) at the 1948 Watkins Glen Race, so he had two or three copies. He put the picture in an envelope along with a note saying something like "thought you might like a copy of this etc." About a week later he received a note from Chas Addams on New Yorker stationary, and I quote...

"Dear Cliff, 26 April, 62 I was most touched that you took the trouble to send the old Watkins picture. It makes me realize that I should never have let that old charger go; along with my ex-wife also in the picture. The other character is Sam Cobean (with cap) also gone. I'm glad you had the fore sight to keep your MB and I hope to see you and it again soon. Sincerely and all the best Chas Addams."

Fast-forward about five or six years and my dad and I went to the New York Auto show that usually was in April. We also owned the Type 37 Bugatti in those days and were members of the American

Bugatti Club. Every year the American Bugatti Club had a luncheon at Le Chanteclair restaurant in New York so we always tried to attend both the luncheon and auto show. The Le Chanteclair was

owned by Rene Dreyfus who at one time drove for the Bugatti Factory team as well as others. This was a famous watering hole for all folks with gasoline in their veins and the decor would make you drool for weeks. Photos, club badges, and racing memorabilia



"Chas Addams and his "S" Mercedes. This picture was taken by a good friend of my dad's..." – Jay Lockrow

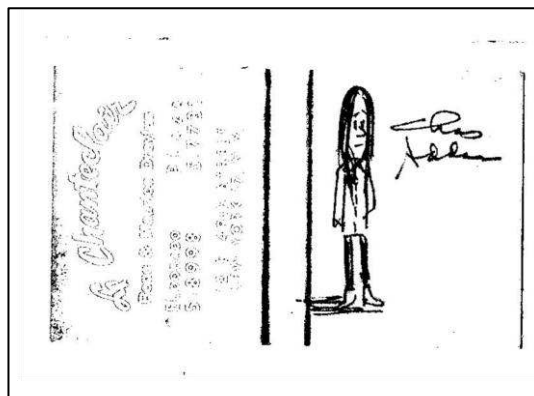
like you couldn't believe.

One year I was fortunate enough to sit next to Chas Addams during the luncheon and my dad mentioned the Mercedes and we discussed this for a bit. In the discussion he mentioned that he was actually given the Mercedes as the guy that owned it during the war was afraid that the car being German someone might go after him so he was

afraid to drive it. While sitting there I asked Mr. Addams if he would do a cartoon for me and he did on a Le Chanteclair matchbook cover. I have enclosed a scan of that and believe me when I tell you it is a Chas Addams original, I saw him do it, and I think it is, Morticia from the Addams Family. The picture of the Mercedes, the note and the original cartoon

hang in my back hall if for any reason you doubt my story, come see.

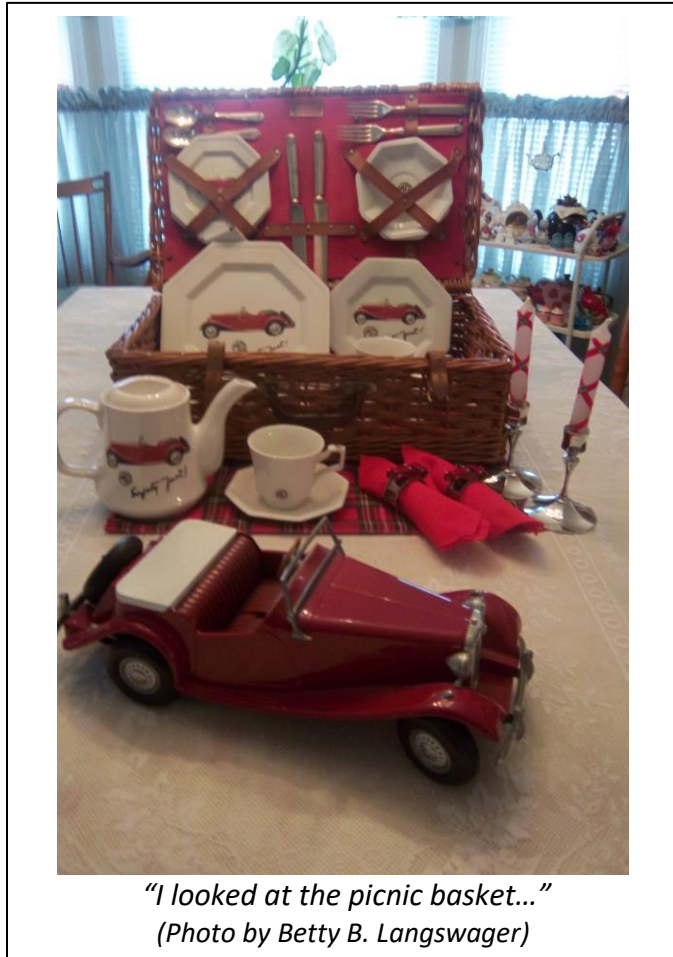
Sadly most of these people are gone but who can forget memories like this. Even now I recall meeting some very famous people at these events who I will never forget. CL



Where is Our MG Weather?

By Betty B. Langswager

It is a week before May 1st! It's supposed to be in the high 60's and low 70's. Oh no! It's still snowing a couple of times a week. Weather in the 20's, 30's and some days it might just, might, just reach 40 to 45. We even have high winds too – Oh! Spring, where art thou?



Our MG is still under the tonneau cover! It's too cold to go out into the garage to lovingly wipe it down, check the oil, make sure the engine didn't freeze up during our cold winter here in New York. I looked at the picnic basket, thought of all the honors I've won with it – picnics we've enjoyed with other MG folks. We have a May month on our calendar. Sure hope it reaches MG driving weather. Cross your fingers if they aren't too cold to cross.

BL



"from 2018 – still looks the same – My '65 MG Midget"
(Photo by Patrick Ayres)

[Ed. note: The following is reproduced here with the permission of the MG Car Club UK]

MG Car Club bids farewell to Sir Stirling Moss, 1929-2020.

12th April 2020

Honorary member of the MG Car Club and motor racing legend, Sir Stirling Moss passed away following a long-term illness. Lady Moss was by his side at Mayfair House until the early hours of Easter morning. Lady Moss said that Sir Stirling “ died as he lived, looking wonderful.”

Sir Stirling Moss was an incredibly versatile driver and won 212 of his 529 races in his professional career. Sir Stirling was associated closely with Formula One racing, but in 1957 also secured himself a place in MG history when he smashed the class F (1100 – 1500cc) world land speed record at Utah’s Bonneville Salt Flats in the streamlined MG EX181.

Moss beat the previous record set by Goldie Gardner to set the bar at an incredible average over two runs of 245.64 mph.

Although never managing a Formula One World Championship, in 1955 he became the first Englishman to win the British Grand Prix at Aintree ahead of another legend, Juan Manuel Fangio. Fangio was not only his teammate at Mercedes, who Moss joined the same year, but also a friend and mentor.

Sir Stirling Moss’ top – level career came to an abrupt and tragic close in 1962 when he crashed at Goodwood in 1962 and was left partially paralysed and in a coma for 6 months.

Following his forced retirement from top-level motorsport, he remained close to motor racing either via his broadcasting commitments or many guest appearances driving or speaking at historic events.

Moss is widely regarded as one of the greatest racing drivers of all time, but more importantly he will be a sadly missed member of the MG Car Club family.



*Sir Stirling Moss with the streamlined MG EX181
(photo provided by the MG Car Club UK)*

Remembering Sir Stirling Moss 1929-2020

With MG Connections Too

By Dick Powers

As many of you know, Stirling Moss passed away on April 12, 2020 at age 90. Actually we should call him Sir Stirling Moss (and his wife Lady Susie Moss) as he was knighted in 2000 for his service to motor racing. He's also been referred to as the greatest Formula One driver to never win the world championship. I'm sure that didn't bother him as he once said, "The most important thing to me was gaining the respect of the other drivers and I think I achieved that." All the years I was racing my MGA, I remembered something else he said that went something like "doing 150 mph down a straight doesn't give you much feeling of speed, but taking a curve 1 mph more than you should will let you know what speed really is." I'm sure I don't have that quote exactly right, but speaking from experience, Sir Stirling was 100 % correct.

Moss was born into a racing family. His father Alfred, a dentist, was also an amateur racer who finished 16th in the 1924 Indy 500. His mother, Arleen, was very adept at hill climbs in her Singer and won many titles. His sister, Pat Moss Carlson, was a very skilled rally driver and won many international rallies driving Big Healeys. With those family racing genes, it's no wonder Moss was one of the greatest drivers ever. He won 16 of the 66 F1 races, raced 107 different types of cars and won 212 of the 375 races he entered!

Arguably his greatest racing accomplishment was when he finished first in the 1955 Mille Miglia driving a Mercedes 300 SL with navigator Denis Jenkinson. The Mille Miglia was an Italian 1000-mile race over regular open roads and the course changed from year to year. In '55 Moss and Jenkinson finished in record time of 10 hours and 7 minutes, nearly a half hour ahead of Juan Manuel Fangio. Many consider Fangio the greatest driver of all time and Moss also beat him earlier in '55 at the British Grand Prix, both driving for the Mercedes team. In winning that race, Moss became the first British driver to win the British GP.

Moss and Fangio were good friends and Fangio was Moss' idol. In a way, that's how Moss was, a fierce competitor on the track – "If you're not trying to win at all costs, what on earth are you doing there?" – and a good friend and gentleman off the track. But in 1962, Moss' racing career came to a tragic end. He was racing at Goodwood and had a nearly life ending crash. It took them 45 minutes to cut him out of his Lotus. His injuries left him in a coma for a month and paralyzed on the left side for 6 months. After his recovery, he did try to go back to professional racing, but changes in his sight and reflexes caused him to retire. He said "I knew if I didn't get out, I'd kill myself and maybe somebody else." At 31, Moss retired from professional racing.

Along with road racing, Moss also set some land speed records. In 1950, he and Leslie Johnson, driving a Jag XK 120, averaged 107.46 mph for 24 hours. This was the first production car to average over 100 mph for 24 hours.

In 1957 Moss was asked to be the driver of the latest MG land speed record car, EX-181, sometimes called the Roaring Raindrop. MG was after the Class F record (1100-1500 cc) and the motor in EX-181 was a supercharged twin overhead cam motor similar to the normally aspirated motor that would come out in the MGA Twin Cam. At the Bonneville Salt Flats in Utah, in EX-181, Moss and MG set a new land speed record of 245.64 mph.

Another MG connection for Sir Stirling and Lady Susie, came in 1998, when Moss was the guest speaker at the opening of the International Motor Racing Research Center in Watkins Glen. 1998 was also the 50th Anniversary of the start of road racing at the Glen and the MG Vintage Racers group had a special Focus Event at the track. After practice, about 12 of us went to the IMRRC for the festivities. Little did we know we happened to be standing next to Susie Moss. She was very friendly and after Stirling's presentation, she called him over to meet the MG Vintage Racers. Naturally we were honored that Stirling Moss would talk to us, but he was so down to earth. He asked about our cars and we asked him about some of his races. He was just another racer hanging out with the MGVR guys. We even had a picture taken with him. That was an MG moment to last a lifetime.

Gods Speed and *Safety Fast* Sir Stirling.

RP

[Authors note: Elsewhere in *Spokes*, is a remembrance titled: **MG Car Club Bids Farewell to Sir Stirling Moss**. As our club's MGCC UK representative, I asked friend and Overseas Manager, Brian Woodhams, if we could use the MGCC UK remembrance of Moss and he was happy it would be in *Spokes*. Also, the article has a good photo of Moss with EX-181.]



*"I thought this was supposed to fit an MG!"
(submitted by Hollis Hames)*



*"Still doesn't fit!"
(submitted by Hollis Hames)*



*All dressed up and no place to go!
(photo submitted by Dick Powers)*

Sunshine Page



May Birthdays

19	Ron Stone
23	Bill Benet
24	Chris Russell
25	Bill Clicquennoi
25	Jan Langswager
27	Harold Rodman



May Anniversaries

1	Patricia & Dick Giambra
20	Georgan & Robert Abels
21	Jan & Jeffrey Langswager
24	Chris & John Baum
24	Nancy & Mark Levy
28	Susan & Michael Goodwin
29	Cheryl & Bill Baldwin



Congratulations!

Happy Birthday, everyone!

(If you are mistakenly missing from either list above, first make sure you've paid your dues. Then send a note to the editor at spokes@mgcarclub.com.)



Official Regalia

MG Car Club Western NY Centre

Some of the Current Items Available



50th Anniversary Badge	\$20.00
50th Anniversary Pin	\$3.00
51st Anniversary sticker	\$1.50
MG Stickers Black / Silver	\$1.50
Sticker - front adhesive	\$1.50
MGCC Mug	\$5.00
Car Badge	\$20.00
Badge Clip	\$5.00
Patch Embroidered	\$2.50
Key Fob, large Leather	\$4.00
Pin, Cloisonne	\$3.00
Dash Plaque - Last years 2019	\$3.00
Dash Plaque - 40th Ann	\$2.00
Sign Magnetic 10"	\$15.00
Bumper Sticker	\$1.00
Club Name Badge (to be ordered)	\$20.00

Notes Also available a large selection of clothing items (shirts, jackets, caps, etc) with our club logo embroidered on them, by letting us know what you would like. Most specialty items are available with a small order of only a dozen. Please contact Joe Bellizia with any questions by calling (585) 749-9263 or emailing me at blitz7711@gmail.com

Joe Bellizia has been working behind the scenes (where else does anyone work these days?) to put together some interesting possibilities for nifty regalia for the 2020 season and beyond. He'd love to have your input and suggestions – particularly for ideas for items that a BUNCH of us want (even if we don't all know it yet)!

Some great ideas are on the next page!

MG Club Members Personalized Items we can Order if we have enough interest!

Would You Order One of These??



Customized Water Bottle approx. \$20.00
(includes Shipping & NY Tax)

MG Club New Era Cap \$25.00
(Embroidered w/ our logo as shown)



MG Club Member's Personalized Water Bottles
(W/ Club Logo & Your Name & Individual Picture)
25oz Stainless Steel Bottle with Screw top & Carabiner

Notes I am including a New Feature in Spokes showing New Items we could order if we get member input and start a pre-order commitment list started. Bottles have a (48) Minimum Order and hats (12) minimum as they are Custom to our Club and YOUR Car!

Contact Joe Bellizia with any questions by calling (585) 749-9263 or emailing me at blitz7711@gmail.com

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MG Car Club Western New York Centre Membership Application

Annual family membership dues \$30
All memberships run calendar year January – December

Name: _____ Birthday: _____

Spouse / Friend: _____ Birthday: _____

Wedding Anniversary (if applicable): _____

Address _____ City _____

State _____ Zip _____ Phone: _____

E-mail: _____

Today's Date _____

New _____ Renewal _____

Make checks payable to: MGCC of Western NY

Mail form and payment to:

Paul Osborne 7379 E Main St Lima NY 14485

Classified Ads

(Please inform the editor when your ad should be removed)

For Sale: 1994 Morgan Plus 8 5-speed V8 approximately 5,000 miles, two-tone color Bordeaux & Beige. Asking \$65,000

2012 American Hauler Trailer, 8.5 x20 ft. ,all aluminum, steel frame, twin extra-heavy axle, top all one piece of aluminum, headliner & walls all finished off. 2-12 volt lights inside. Ramp on stern. Asking \$5,000

Contact Ginny Fowler 315-945-4390 or
JD Fowler 315-945-4197

For Sale: 4 MGA 15" wire wheels, the wheels are powder coated the correct warm silver and still in good shape. Three of the wire wheels are mounted on Kuhmo 16580R15 tires that have tread left. One wheel is mounted on a Michelin XZX 16515R tire. The matching Kuhmo tire is available. Asking \$40.00 for each wheel/tire combination. **Price Reduced to 20.00 for each wire wheel/tire combination.**

Please contact Jeff Langswager:
cell: 585 727 7129 or
mgamaniac@gmail.com.

For Sale: 1969 Spitfire Mark III roadster. Barn find after 25 years. Clean title. 1300cc engine runs; Solid body, with some work needed to repaint. Will need the usual brake hoses and hydraulic work. Has wire wheels. Missing its seats and front bumper. Inexpensive starter project for \$1000.

Call George at 585-872-6536

For Sale: 1952 MGTD, it does run repainted white; Estate of past member Charlie Elam.

Call Doug Elam at 319-654-4007
If unable to reach Doug, call Charlie's wife
Norma at 585-346-5044

For Sale: Miscellaneous XPAG engine parts and 2 hubcaps for MGTD. Intake and Exhaust manifolds. Both cleaned and painted. - \$20

Starter motor. Working but could use a rebuild. Moss Motors gets a \$200 core charge for a new motor. - \$100

Hubcaps are original/not replacement. - \$30

Contact allyn@mgcarclub.com 585-924-5251

For Sale: 1973 MGBGT
Solid car with overdrive. In storage for 20+ years

Call Gary: (585) 464-9482

For Sale: 1967 MGB GT. Overhauled engine and body. 4-year old restoration. Runs better than new. Headliner is all that's left to repair. Dennis Gaebel.com"

For Sale: 1976 & 1977 MGBs, both need work to start them

Contact Claude Fedele @ sfedele@rochester.rr.com
or 585-899-9388

For Sale: 1974 6 JENSEN HEALEY, California car, 53,000. Mi.



Runs great, no rust, never seen salt, undercoated, recent tires and tonneau cover. As is \$6,000.00, Located in Clayton, NY 13624. We have lots of pictures

Contact: my3crows@hughes.net
or 1-315-408-1836

For Sale: Special frame designed for all MGB components. This frame was originally designed for the TF 1800 that was made in Farmington. All MGB mechanical components fit the frame and I was going to make a "Special" with all the extra MGB parts I have and fabricate a Lotus 7 type body around it. Asking \$150.

Contact Dick Powers: mgahmogca@rpa.net or at
585-410-4500.

For Sale: Completely restored 1973 MGB Tourer. Black Tulip exterior with light grey interior and top. This MG has a Borg-Warner automatic transmission like the factory produced in the 1972-1974 period.

Call Bill Rampe at 330-1661 or wrampe@yahoo.com

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95. Further details at
www.colorwiringdiagrams.com

For Sale 1979 MGB convertible, British Racing Green, 4cyl/4speed. New tires and brakes last season. Runs good and drives good. Solid, tight car. Asking \$6,500 or Best Offer. I have owned it for 17 years and live 1/2 mile from British Auto so they took good care of it. 120,000 miles. I can be reached at kester05@aol.com or 585.784.0072. and live in West Walworth, Macedon NY

For Sale: 1962 MGA 1600 Mark II
This car is in very good condition located in VA.. Verona Red with tan top and interior, no rust, original 1622 motor, good tires, mechanically sound. Asking \$25K.

Contact: Dick Powers 585-410-4500 or
mgahmogca@rpa.net



North American MGB Register

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2020 Calendar of Events

For the latest information and details visit
<https://mgcarclub.com/calendar> or
 see elsewhere in *Spokes*.

<p><u>January</u></p> <p>16 - Meeting</p> <p>26 - Robbie Burns Day</p>	<p><u>February</u></p> <p>16 - Wine & Cheese and Valve Cover Races</p> <p>20 - Meeting</p>	<p><u>March</u></p> <p>3 - What if Cats and Dogs Had Opposable Thumbs Day</p> <p>15 - Pancake Bkfst.</p> <p>19 - Meeting</p> <p>22 - Steak Roast and Auction</p> <p>26 - Board Mtg.</p>	<p><u>April</u></p> <p>11 - AYCE Pancakes @ Cartwright's</p> <p>16 - Meeting</p> <p>25 - Tune-up — Clinic</p>
<p><u>May</u></p> <p>3 - Swing Into — Spring</p> <p>9 - Hammondsport — Tour</p> <p>10 - Garage Tour</p> <p>21 - Meeting (?)</p>	<p><u>June</u></p> <p>11 - Car Nuts Bkfst</p> <p>13 - "Pop Your Cork Wine Tasting"</p> <p>14 - Euro Car Day, Williamsville</p> <p>18 - Meeting</p>	<p><u>July</u></p> <p>9 - Board Mtg.</p> <p>16 - Meeting</p> <p>19 - MGCC Sports Car Festival</p>	<p><u>August</u></p> <p>16 - American Legion Car Show and Chicken BBQ</p> <p>20 - Meeting</p> <p>23 - UK Car Day at Genesee Valley Pk.</p>
<p><u>September</u></p> <p>3 - Board Mtg.</p> <p>11 - 13 Grand Prix Festival and Racing at Watkins Glen</p> <p>17 - Meeting</p>	<p><u>October</u></p> <p>15 - Meeting</p> <p>24 - Fall Foliage Tour</p>	<p><u>November</u></p> <p>12 - Board Mtg.</p> <p>15 - Garage Tour</p> <p>19 - Meeting</p>	<p><u>December</u></p> <p>T.B.A. - Holiday Party</p>