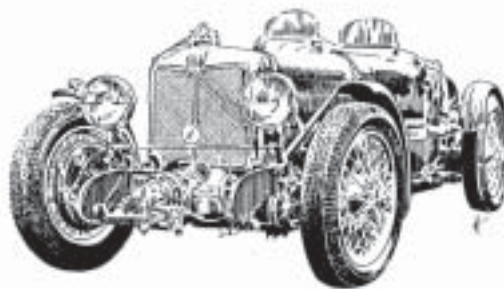


The ***SPOKES***

Founded 1958



Volume 46 Number 2

February 2004

Official Publication of the MG Car Club Western New York Centre



Farewell to a winner ...



**Next Meeting - February 19th,
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY**

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

"The SPOKES" is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

All articles published in this newsletter are the property of MG Car Club Western New York Centre. The content of the articles is that of the author and once published may be used by any other similar club for their newsletter providing that the author and original source is credited. It is requested that two copies of the republication be forwarded to the editor of "The Spokes", one for the author, one for the file. No other use is permitted without written consent of the editor.

Articles, anecdotes, stories, pictures, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of the month prior to publication. Contact the editor directly for additional information. Send all correspondence and material to:

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Ron Hein, Editor
ron@eznet.net

Articles, ads and any other submissions to The Spokes can be sent in most electronic form to:
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ADVERTISING RATES as of January 1, 2002

The fee for copy ready business advertising is:

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

DEADLINE for submitting to the upcoming **SPOKES** is one week after the general meeting.
SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

PREFERABLY – Email to Spokes@mgcarclub.com

Copies of "The SPOKES" are sometimes available, please write the editor with your request. "The SPOKES" is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. "The SPOKES" is also available electronically to non members for \$10 per year. Contact Spokes@mgcarclub.com for more information.

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Courtesy of Allen Hess

Add your name to the MGCC Endowed Scholarship Plaque.

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the MCC Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club. If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O'Neil-Hess
17 Sandpiper Lane
Pittsford, NY 14534

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

BRUDNO AWARD/LIFE MEMBERS

Desi Benet	George Haynes	Dave Chase	Alex Kopen	Joe Tierno	George & Nancy
Herschell	Gil & Betty Langwager	Richard & Bethel Powers	Dave & Barb Wild	Steve Fitch	Jim & Wendy Priestley

MEETINGS

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534 Board meetings are held the first Thursday of every odd numbered month, please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.

From Your Editor

Ron Hein

As the new editor of Spokes, I view my initial task to be one of facilitation, helping club members share information about the club and its activities, and helping club members gain access to information about British sports cars and activities from external sources.

Leon Zak. *Leon Zak has created a tremendous foundation upon which to continue. He has enabled the efficient, electronic creation of Spokes, including PageMaker templates for the layout process. Leon has also agreed to help me with the transition process (I sure hope he knows what he's let himself in for), and he will be completing the February 2004 issue due to health problems that have been absorbing too much of my time these last few months.*

Continuity and Change. *Spokes has a tradition of maintaining continuity across multiple years. I think we all look forward to continuing to see articles, artwork, and the other supportive efforts of those who have done so much for the club and Spokes.*

I do not see my initial role as including the making of major changes in Spokes. My basic belief is "if something is not broken, spend your time fixing or incrementally improving other things that are broken." However, if you have ideas that can help improve or change Spokes, please contact me. I will be very open to your help and collaboration.

Team Effort. *Spokes is clearly not the result of the work of one person. It is a team effort, with different individuals supporting advertising, subscription information, printing, posting to the web site – and writing articles, notes/minutes about meetings, meeting attendance, membership, birthdays and anniversaries, and club activities.*

Articles, Ideas, and Information. *Next time you look at Spokes, realize that without the help of many people, it would not be available to you. If you can spare the time to write an article, share an idea or information, or help out on a Spokes-related task, please contact me material at Spokes@mgcarclub.com, and/or share your ideas with our club officers and other members.*

Contacting the Editor. *My only initial process request is that if you want to contact me by email, please send your email to Spokes@mgcarclub.com or to ron@eznet.net. Please include MGCC or Spokes in the subject line. Like many of us, I receive hundreds of emails a week, and by including Spokes or MGCC in the subject line, you will increase the odds that I will open your email. You can also reach me by phone at (585) 671-6170. Evenings and weekends are best.*

As a club member who has a tremendous amount to learn, I look forward talking and working with each of you. Thanks.

Ron Hein

ACTIVITIES

Betty & Gil Langswager

Here we go, trying to handle activities for the club. Actually, the whole year is pretty much planned thanks to Joan Heaney. The calendar is on the back of "SPOKES". Some dates need to be filled in or changed and we will do that as needed. So check your "SPOKES" every month.

THE VALVE COVER RACES! Sunday, January 18, was an exiting day! Lots of people brought racers, and after indulging in some goodies and beverages, we raced. Two by two they sped down the ramp. Dan Goodwin and Hollis Hames watched the finish line and recorded the winner of each heat. Pat Sangster set up the racing order and recorded the heats. Beverly Mack called out the car numbers that were up next in a voice that was clearly heard. There were a lot of cars that didn't stay in lane very well, so there was a lot of adjustments being made. When all was said and done the winners were: first place, Carolyn Avery ; second place, Leon Zak ; and third place, Caitlyn Keppler. The award for the best looking racer by popular vote went to Mitch & Austin Keppler. I hope that there are pictures of the winners with their cars in this issue. I also hope there are pictures of the many racers because there were some interesting and clever designs. I want to thank Pete Pegoni and Steve Sangster for setting up the ramp. Thanks to Joyce Pegoni, Doug & Laurie Scribner and Dave & Barb Wild for helping set up tables and chairs, and for helping Betty get the food on the tables and all of you who came and helped and enjoyed the day.

Next up is the Wine & Chocolate Tour! Stephanie Haynes is organizing it and as of now she has 25 people signed up. I'm sure she'll write an article for next month telling you all about it.

After that is the steak roast & auction, probably our most popular event. So be thinking about some items for the auction.

Watkins Glen Room Changes

The procedure for obtaining rooms at the Seneca Lodge for the Sports Car and Vintage Auto Festival has been changed. Previously, if you wanted a room you called a phone number at after a published time on a certain day. This year the rooms will be assigned by process of a lottery.

If you want a room at Seneca Lodge you must submit, in writing (can be emailed) **BEFORE March 1st, 2004** your request to Joeanna DeBlaere - deblaere@frontiernet.net, 8607 North Shore Drive, Honeoye, NY, 14471.

A lottery will be conducted by the Board at the March Board meeting. Only those requesting a room by March 1st will be included in the lottery.

There are some conditions:

1. Credit Cards will be required by those chosen at the lottery.
2. Only one entry per paid membership - couples don't get two entries - one dues, one entry.
3. This year, 2004, there will be a minimum 3 nights stay.
4. If you are not one of those chosen in the lottery, you will be placed on a waiting list.
5. If a chosen lottery winner has to give up the room for any reason, it goes back to Joeanna to be assigned to the next person on the waiting list.

MGCC Meeting Minutes

January 2004

Meeting called to order at 7:40 P.M. (Note: ceremonial gavel used)

No new members or guests. The evening's program Robert R Philip Memorial Scholarship award presentation has been moved to February's meeting.

Treasurer's report: checking \$4,132.25, money market fund \$7,272.11, savings \$6,751.23, overall total of \$18,155.59. A reminder dues are due, \$30.00 per family. Please see Jim Priestley, pay by mail, or via paypal accessible at the MG car club website. The treasurer requested members seeking reimbursement for expenses to please include your name and event on the back of the receipt.

Spokes report: Ron Hein is new editor; send your Spokes articles via email: Spokes@mgcarclub.com, and the deadline is one week from tonight.

Website report: Scott Perry has resigned as Webmaster. Mike Mack volunteered to be Webmaster and would like to encourage your comments or suggestions. Please send them through the website.

Activities report: A complete computer set including scanner and monitor will be auctioned at the Steak Roast and Auction held this March. Specific details on the computer will be in Spokes.

Sunday (January 18th) is the **Valve Cover Wine and Cheese Party**, at a new location. March event is the **Steak Roast and Auction**; February event is **Wine and Chocolate Tour**. George Haynes announced the tour (scheduled for Feb. 8th) needs minimum of 24 people and cost is \$80.00 per couple (includes about 9 wineries). The tour will meet at Eastview Mall, near BJ's gas station at 9:30 am. George is collecting money tonight. Check Spokes for information on other upcoming activities

Question raised on the Auction and Steak Roast location. Gil announced another facility has been arranged and to check Spokes for details.

Car Show Report: Show is June 6th this year. Last year's show received a Christmas card from a participant, the owner of a 1969 Chevy impala coupe – un-restored. The Car Show committee is organized, plans are set with a goal of making show break-even before cars enter field. This year the classes will be sponsored to increase revenue. All members can help by talking to potential sponsors or providing any leads to John Baum. John can provide details including an instruction sheet to help you approach potential sponsors, sell ads, or request door prizes. Trophies for each class will have sponsor's name on it and the sponsor will be invited to present the award. PLEASE see John Baum soon regarding sponsorships or ads, as the deadline is end of February for printing.

Announcement: The club has renewed its contract with the Burgundy Basin Inn for 2004 for 11 meetings. A conflict in September has moved our meeting to second Tuesday of the month, watch Spokes for reminders.

Regalia: Name badges are in.

Old Business: Doug Scribner thanked last year's board for their service and presented each member with an award. Leon Zak–Trustee and Chairman (Happy Birthday Leon); George Herschell–trustee; Joe DeBlare–Secretary; Joan Heaney activities; John Baum–Treasurer, Alan Costich–Vice Chairman; Steve Sangster–Chairman.

Vice-Chairman comments: Membership cards are available as well as membership lists.

Watkins Glen Weekend: Dick powers announced 77 MG's are registered to race at this time (coming from all over the country) making the goal of 100 seem well within reach. He is looking for volunteers to help with race registration and line up cars for group photo. See Dick if you are interested. Dave Wild reported the Concourse looks like it will be back in the state park.

New Business: none

Cars/Parts: Alan Costich has a yellow TR4, runs well, clutch master needs work. See Al

Gil Langswager heard from Bob Johnson and un-restored TD is available, see Gil.

Mark Gibson has a 70 TR6, extra bonnet, trunk, and fenders, call Mark

George Haynes has his MGA for sale see Spokes for details.

Door prizes were given out.

Meeting was adjourned at 8:30 pm.

January 2004 Attendance

Gil Langswager	Pat Sangster
Betty Langswager	Leon Zak
Jim Priestley	Allen Hess
Barb Wild	Bill Badlwin
Dave Wild	Allyn Wagner
George Haynes	Cheryl Baldwin
Bob Tescone	Ken Heusler
Lane Boughton	George Herschell
Jeff Kath	Nancy Herschell
Beverly Mack	Joseph Schultz
Michael Mack	Wes Pittenger
Beverly Swarts	Mark Gibson
Charles Swarts	Steve Stewart
Brian Fallon	Chris Williams
Alan Costich	Dan Goodwin
John Thompson	Marlene Rzepkowski
Barbara Zak	Dick Rzepkowski
John Baum	Dick Powers
Chris Baum	John Simonson
Laurie Scribner	Dan Suter
Doug Scribner	Dan Young
Steve Sangster	

MG ORIGINAL sales brochures showing all MG models, interiors and features for the year. Great for Restorations or Gifts! 1950-59,- \$35 each year; 1963-68,- \$25 each year; 1969-70,- \$18 each year; 1971-80,- \$15 each year. Add \$3.85 shipping VISA/MC; Specify year and model. Have literature all other years, plus all cars/trucks worldwide.

Walter Miller, 6710 Brooklawn, Syracuse NY 13211.
315-432-8282. Fax 315-432-8256.

www.autolit.com - Museum of Automobile History now open in Syracuse. 315-478-CARS

REMEMBERING BILL GLANVILLE

Our friend, fellow MG Car Club Member and gentleman racer Bill Glanville passed away January 18th, following three years of treatment for cancer. I have wrestled with words to describe and remember Bill, but it hasn't been easy. The difficulty has not been because of any hesitation to recall Bill in anything but positive words, but in the selection of those words. Forgive me for an inability to think and say all the many good things which might be said about Bill, things which we all know to be true and agree upon. Here is what I think.

Over the years, I have observed that when musicians, or athletes or actors sing a song or make a play or role look easy, I think of them as Professionals. They make their jobs look easy because they are very good at what they do and we admire them for their natural talent and degree of preparation. We pay to attend concerts and sports events and plays or films where the performances of these Pros are on display. Some feel some measure of admiration, and perhaps envy, as we watch them do what they are so good at.

Most of us aspire to be as good as our talents and training will allow, but few actually do it well. I'd put Bill Glanville into the same group as the many talented professionals whose performances are seamless and apparently without effort. Bill always made things look easy, from his mechanical expertise, his talent behind the wheel of a car in competition and how he dealt with others. As good as Bill was at all of these things, he was so low-key that we might not even notice, except for the warm interaction with friends and family, and those autocross or race lap times which proved with numbers how talented Bill was. Never was all this more so than during the past three years when, despite undergoing physically difficult treatments for his cancer, he never complained (as most of us would) and he carried on in his usual positive and professional manner.

Bill was an example of a Pro who was not on the stage or playing field getting paid big money for his talent, but demonstrating how to conduct his life in a loving and effective way. For Bill, it was easy.

It won't be as easy for us without Bill Glanville, good husband to Suzanne, good father to Matt and Julie, good son, brother and friend to all of us. We will miss him at those competitive events at which he excelled. Mostly, we will miss the example Bill left us, as a person - A Professional - who was so good at his life that he excelled yet made it look easy. Thanks for being such a great role model for all of us, Bill!



A tribute to Bill Glanville, Dick Rzepkowski

What an inspiration Bill is,
He knew he had a short time to live,
So live it he did!
He raced with a passion in 2003.
Throughout the year he took everything in stride,
working around his medical schedule and
finishing second in Group1, SVRA Edlebrock Sprint series!
But never a boast or a brag, unselfish,
and always there with an offer for help.
While we mourn his passing,
Let us all be inspired by his life!

Bill Glanville Remembered

Although I am not able to say that Bill and I ever got to know each other very well, I did know that he was quite a guy. The times we did speak became memories I am glad I didn't miss. When Bill spoke he was someone worth listening to. There was the time at the tune-up clinic when he spent better than an hour with me replacing the points and condenser in my "B". He gave me the confidence to learn it and do it myself.

My first memory of Bill was shortly after joining the club in the fall of 1996. I showed up at my first autocross, just to watch. As I remember several people proceeded to convince me to try it instead of being a spectator. Bill gave me some cursory instructions and encouragement, and there I was autocrossing. A week or two later at a stop somewhere along the way of the Fall Foliage Tour, Bill asked how I liked my autocross experience. I told him that I liked it fine but as it turned out the "B" wasn't ready for it. A front wheel bearing seized on the way home from the Autocross, leaving me to find a ride home. Bill being a quiet man then proceeded to tell me a simple truth "that is why you wouldn't autocross the car you drive to work".

These are some of my memories of Bill, and I am glad I have them.

John Baum





Bill Glanville was the best friend anyone could ever have. He was very involved in the MG car club. He & Suzanne were activities chair, putting on several events especially the valve cover races. Three years ago Bill got involved in vintage racing, he went to 4 Skip Barber Race Schools, one he was accompanied by his daughter Julie. After obtaining his Vintage licence, he bought a 1962 MG Midget that was raced in Denver Colorado. He drove to Denver to pick it up. In 2001, Bill raced at Watkins Glenn in a Dodge Open Wheel Series Event, starting 33rd finished 16th. The winter of 2001, Bill worked on his race car preparing it for Vintage Racing with his brother Tom Glanville, he went to several events in 2002 & 2003, Mosport in Canada, New Hampshire International, VIR, Mid- Ohio, Elkart Lake, Quebec, & Watkins Glenn. The last race of 2003, Bill and his brother Tommy went to Mid Ohio, Bill finish tied for 2nd in overall point standings. Bill's race team was sponsored by SKG Racing, his wife Suzanne. His dedication to MG Car Club & Vintage Racing will be sadly missed.

Pete & Joyce Pegoni (Pit Crew)

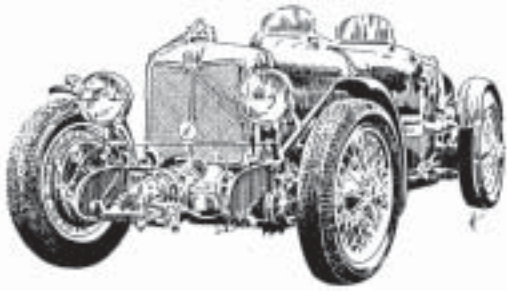


Remembering Bill, in a few words, is really hard. He was always there to help or run events and had the best knowledge when it came to helping all of us with our MG's, street or racing.

Racing, wow, that says so much. Bill was truly one of the best racers ever in our MG club. I had the pleasure of racing with him at the Glen and in New Hampshire. You can tell a lot about someone when you race with them. Bill always raced hard, gave room for good side by side dices and never tried to cut you off. After the race, great conversations, technical support and always that genuine beaming Bill Glanville smile. He always had that smile because it was attached to his great sense of humor.

A great racer for sure, but more than that — a great guy!
A real blessing to know him. Dick Powers





Cover Car MG K-3 Magnette

by George Herschell

For the past number of years there has been one of my MG car drawings on the cover of *Spokes* every month. For this years cover I thought I would do a car that has a significant place in MG History and especially MG history here in the US.

The car I have chosen is a K-3 Magnette serial number K3011. This car was produced in 1933 as one of thirty five K-3 Magnettes built by the MG Factory. It is the same model MG that Capt. George Eyston and Count Giovanni Lurani co-drove to a win at the Mille Miglia in 1933, and the same model I "drove" on my "Adventure Of A Lifetime". The car was delivered from the factory to Jarvis & Sons coachbuilders, for a one off boat tailed body rather than the slab tank normally used, at the direction of its owner Whitney Straight.

Straight campaigned the car and in 1933 it won the Coppa Acerbo in Pescara Italy with him driving, and was the only British car entered. It defeated a factory team of three Maserati's and later went on to win the Brooklands Mountain lap record. It ran in a number of events in 1933 and then in 1934 was sold to Richard Seaman. Seaman ran the car during the 1934 season winning the Berne Grand Prix among other events.

It was sold in early 1934 to R.E. Tongue and one year later to Sam Collier, one of the Collier brothers. Sam campaigned the car for a number of years in the UK and Europe but never had too much success with it. It was then sold to Hugh Bancroft who also raced it in Europe and finally he had it shipped to the US.

In 1960 the car was sold to Gordie Morris of Morris Garage in Morris New York. The car remained there until 1967 when it was sold to Bob Herlin. Bob who raced the

it at Lime Rock in a number of the Vintage races there. Herlin was a member of the New England MG T Register and I first saw the car at a gathering at Jug End MA. It was there that I photographed the car and later decided that it was too historic a car not to draw. The drawing shows the car with the cover over the supercharger removed so the full impact of that supercharger is evident.

In 1979 Herlin sold the car and it went back to the UK and came into the hands of Peter Green. Mr. Green still owns the car today, and races it regularly in events there. .

With this year being the 50th Anniversary of the Collier Cup I thought it only fitting to use this former Collier owned car for our cover. It is an important piece of MG history, and one to be recognized throughout this year.

To paraphrase General Douglas Mac Arthur,
"Old MG's never die, they just keep racing away".

The Classifieds:

Must sell 72 Midget. Downsized from job mid Nov.

Car in good shape. Engine 1 yr. old, NEW: master cylinder, slave cylinder, clutch, rear brake cylinders, brakes, battery, tires, radio, front shock assemblies. INCLUDES: extra rims, tires, gauges, tonneau cover, lug wrench, jack, 2 service manuals, spot fog lights, new uninstalled airhorn, parts and more. Can easily be a daily driver. Asking \$4000 OBO

Ranger Inman 813-882-3153 Tampa, Florida
2ranger@tampabay.rr.com

For Sale: I got your email address from your recent publication of the Octagon. I am in Tallahassee and I'm in the middle of a complete restoration of a 1971 MGB. I have decided to get a new body shell. Unfortunately, I had already purchased two front fenders and a hood. I will lose too much money if I return these to Moss Motors, so I'm looking for someone at another club that would like to purchase them. My new shell is scheduled to arrive soon.

I may have other (used) parts available as the restoration continues (such as the doors, the boot lid, etc.). For the new parts, I'm asking 75% of the Moss Motors price (plus shipping) — which is less than what a body shop pays for them. (I think they are already primed for painting, too.) Please pass this information on to your club members.

Thanks,
Dr. David Paradise
Tallahassee, FL Voice: 850-644-3888 FAX: 850-644-8225
Email: paradice@cob.fsu.edu

For Sale:

Small Harbor Freight benchtop blasting cabinet. Ready to operate with glass beads included. Used for about an hour to clean aluminum parts. \$50.00 Call George @ 872-6536

For Sale: Very interesting early 1956 MGA roadster. Light Dove Grey with dark red interior and black top. Properly restored in 1990 with MGB engine and overdrive gearbox. Many improvements and accessories. I have too many British cars and a couple must go. Call George @ 872-6536.

For Sale: Cute little 1965 Triumph Herald convertible.

Light blue with dark blue interior. Not driven since 1988, but very solid with very little rust. It runs but needs some hydraulic work; all required parts included. Call for more details. George @ 872-6536

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FEBRUARY BIRTHDAYS

4 Philip Culbertson
 5 Robin Christ
 6 Phil Parisi
 8 Jeff Miller
 8 Liz Colquhoun
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 11 Douglas Drake
 11 Douglas Jack
 11 Barb Wild
 12 Allen Hess
 12 Nedra McElroy
 13 Ned Paulsen
 14 Steven Updyke
 15 Michael Palermo
 16 Ed Haefner
 17 James Franzen
 17 Cheryl Baldwin
 21 Henry Kron
 21 Gil Langswager
 22 Stephanie Haynes
 23 William Baldwin
 23 Steve Behlke
 23 Pam Porter
 25 Sam Squiers
 25 Krystyna Todaro
 26 Steve Philip

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Carl Prouty
 PO Box 31
 West Bloomfield, NY 14585
 585-624-2855
 1962 MINI-850
 1963 MINI-850
 1972 MINI-998



FEBRUARY ANNIVERSARIES

14 Dave & Nancy Chase
 16 Ken & Sharon Stickle
 19 Dennis & Mary Costich
 20 Tom & Ann Lenweaver
 20 Joseph & Paulette Schultz

CONGRATULATIONS!

MARCH ANNIVERSARIES

2 Sayle & Kathy Temple
 14 Billy & Jessie Cates
 15 Irving & Bernice Black
 17 Elton & Patti Schultz
 28 Virgil & Gertrude Potter
 30 Marty & Jean Mucher

CONGRATULATIONS!

WELCOME NEW MEMBERS

Claude & Carolyn Meyers
 386 Washington Street
 Spencerport, NY 14559
 585-352-4463
 1952 MG TD

Tom McNally
 686 Laurelton Road
 Rochester, NY 14609-4517
 585-288-0447
 1974 MGB

MARCH BIRTHDAYS

2 Wally Roworth
 2 Sayle Temple
 2 Lyn Smith
 3 Francis Murphy
 4 Bill DeVos
 5 Lee Blair, Jr.
 5 Richard Powers
 5 Sue Pittenger
 5 Stacey Van Denburgh
 5 Neal Passarell
 6 Marlene Bartasevich
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 23 Kathy Boughton
 24 Carl Baxter
 25 Dennis Costich
 25 Jim Ostrander
 27 Jim Walsh
 27 Susan Kath
 27 Dawn Mehserle
 28 Gertrude Potter
 29 Joseph DeBlaere
 30 Karen Herendeen

HAPPY BIRTHDAY EVERYONE!!



Forty Years Ago

by Mr. Gil

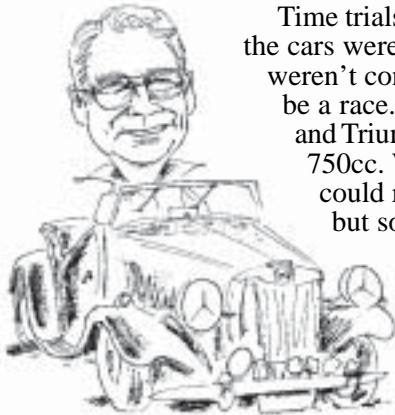
The February, 1964 issue of "SPOKES" had a lot of the usual rally stuff and minutes of the January meeting, along with some interesting articles. One of those articles is interesting enough that I thought I would copy it just as it was written.

T.Q.'s At The War Memorial By Jack Costa

Racing at the War Memorial? This must be a joke! So we parked our bug and walked through the tunnel and who did we meet but John Robinson and his wife, Donna. When we saw the track John and I looked at each other and laughed.

The track was inside the Hockey Rink. They laid a plywood floor on the ice. The cars were between the bang-boards (hockey bang-boards) and large truck tires laid inside the ring.

To our surprise the auditorium was crowded. We found seats at a low level.



Time trials started. My wife thought the cars were "cute". John and I still weren't convinced there was going to be a race. They had Crosley engines and Triumph motorcycle engines, limit 750cc. We decided the most they could run at one time was 4 cars, but soon they had 8 and were ready to run.

The flag came down, the crowd roared and cars piled into the first turn. Turning laps at 10 seconds they were coming around

quite frequently. It was a real race, John and I both agreed. We were both sentimental over a red and white roadster, it had torque but just couldn't corner. The other cars were a little top heavy and picked the front inside wheel 7 to 9 inches off the ground in corners. Passing was hard, while one was trying to pass another a 3rd would squirt inside over the truck tires. They announced over the P.A. "Feature Race, 50 laps 16 cars" — we couldn't believe our ears.

It was time for the Ford Econoline to get them started. They lined up 2 abreast and the flag came down. Three laps later 7 cars piled up at our turn. An 8th car with no where to go ran over the car in front of him, crushing the driver and steering wheel. They stopped the race, cleared the track and took the driver on a stretcher and started again in single file position. A few laps later car 14 caught on fire! With all the officials inside the track they didn't see the engine on fire. The crowd roared and the officials figured "they're getting their moneys worth". Suddenly the driver pulls in frantically to get out of his harness, his legs were on fire. Officials run to the car, however, forget the fire extinguishers, then return for the extinguishers. Meanwhile the race is still on, the roadster holding them up in the corners. Finally #6 gets by and it is smooth sailing from then on, keeping one eye on him and enough speed between them. It's the last lap and the roadster was out of gas, we don't know where he ended — somewhere in the back.

John and I both agree it was quite an enjoyable evening. Even my wife wants to go back again — it must be good.

I never did get to those races. Sounds like I missed a good time. Can you imagine that happening now? Oh well, that was forty years ago.

An approach to design of a valve cover racer.

I spent an exorbitant amount of time thinking about what would make a valve cover racer fast.

Apparently some of my deductions are correct because my racer has seen incremental improvements over that past three years and won this year. This article is not meant to be bragging. It is meant to help others as they make decisions designing and building their valve cover racer.

We only care about getting the front wheels to the finish line as fast as possible.

The front wheels should touch the starting gate so that they are as close as possible to the finish line while at the start. They should travel the shortest distance. The front wheels should use an "open wheel design" so that the judges can see them easily.

The rear wheels should be as far back as possible so that they have the longest possible downhill run. The car will only accelerate when at least two wheels are going downhill. When the rear wheels reach the bottom of the ramp the car stops accelerating, and starts coasting. The longer the wheelbase the further the front wheels travel under acceleration and the less distance they travel while coasting.

This means a wheelbase of about 18 inches.

I am unsure about the width of the car. The front wheels should be far enough apart to provide easy aiming of the car against the starting gate. However, as the car gets wider it is easier to go off track. Its easier to fit a narrow car down the lane

that a wide car. I chose a width based on my materials. The base of my car is an oak 1x8 board, which looks good.

The wheels should be as close to the 6-inch maximum as possible. The large wheel lowers the effect of friction (less revolutions to travel the distance). Larger wheels will travel better over bumps and track irregularities providing less of a chance of a bump or dip in the road pushing your car off course.

The wheels should be as light as possible so that they don't add inertia to be overcome at starting. The wheels shouldn't be flimsy though. They have to support a 12-pound car traveling down the track.

The opposite may also be true. Very heavy wheels would be slower to start but act as a flywheel helping to maintain speed as it travels down the flat part of the track. I haven't tested this option.

My first two attempts did not use wheel bearings. They were very slow. Simply adding bearings took a car from one of the slowest to second place. I used a set of bearings and wheels for scooters. They are cheap and readily available at sporting goods stores. (Scooter wheels are larger than roller skate wheels) This year I used the same bearings on larger wooden wheels. I have heard discussions about removing the grease from the bearings to improve speed but have not tried it.

I make my car as heavy as possible. I actually have the

MG Race Expected to Set New Record

There's **NOTHING** to compare this to! Already - as of January - 78 MG racers have responded that they are planning to race at SVRA's "**Collier Cup**" all MG race at Watkins Glen, N.Y. in September! MG's from a 1934 MG-K3 to MGB-GT V8's will be there. By race day, a record breaking **120 - or more - racing MG's** are expected to be dicing it out at this historic track! NEVER before has there been such excitement in the MG racing community! And it all revolves around celebration of the **50th Anniversary** of the "**Collier Brother's Memorial MG Race**" at Watkins Glen, in honor of Sam and Miles Collier - two MG and sports car racing pioneers. The scope of this event will be **breathtaking** with over 100 MG's racing - as NEVER seen before! Due to such a large turnout, **TWO Featured Collier Cup MG races** are scheduled! "**Pre-War and T Series**" MG's will race on Saturday - and then on Sunday the "**MGA's, B's, C's and Midgets**" have a go at it. Other MG awards will include the MG "**T Cup**", the MG "**Cornett Award**", and the MG Vintage Racers' "**Spirit Award**". At the track, the MG racers will have their own paddock, information center, and MG display - so there will be **LOTS to see and do**, not to mention the couple of hundred other vintage cars racing that weekend. Several historic MG's will be there as well as some significant MG race drivers from the past. Another highlight will be the "**Vintage Race Car Festival**" on the **streets of downtown Watkins Glen**, Friday afternoon. Vintage race cars will be paraded from the track to downtown via the original 1948 street race course, and displayed on main street for an afternoon of wonderful festivities. Cars, speakers, music, food, etc. MG will be featured in it, and the MG racers will go as a group. Also, in support of this

historic racing weekend, the **New England MG 'T' Register** and the **North American MGA Register** are planning concurrent gatherings there, which means lots of street and show MG's.

This will be a once in a lifetime opportunity for **all MG and car enthusiasts**! Add to it the wonderful location of Watkins Glen in the Finger Lakes Region of New York State, with its wineries, the Glen Gorge State Park, the Watkins Glen Motor Research Library, and local color, and it's a true Win-Win adventure! For MG racers, car clubs, or just by yourself - plan to be there and witness history in the making.

This SVRA sanctioned vintage race weekend is September 10-12. MG's will **also be racing** in their regular vintage classes - so there will be **LOTS of MG racing ACTION** all weekend long! The MG Vintage Racers (MGVR) have designated this weekend as their "**Focus Event**" for 2004.

These are just some highlights. A lot of planning for this weekend is still in process.

For more information on this event or the area, contact:

- **Sports Car Racing Association (SVRA)**: on the Web at "www.svra.com", or call: 404-298-3323
- **Watkins Glen International (WGI, the track)**: on the Web at: "www.theglen.com" or call: Phone: 607-535-2486
- **Schuyler County Chamber of Commerce** (for Watkins Glen area) 1-800-607-4552
- **Watkins Glen Motor Racing Research Library**: www.racingarchives.org
- **MGVR website** <http://mgvr.org/> or MGVR Event Coordinator Dick Powers, e-mail: mgahmogca@rpa.net
- **New England MG 'T' Register website**: <http://www.nemgt.org>
- **North American MGA Register website**: <http://www.namgar.org>

See you at the Glen in September - 2004!

By David W. Avery

judge watch me add or subtract washers until the car weighs exactly 12 pounds on the scales at the event. Most of the weight should be in the rear of the car since these wheels will be driving downhill longer.

The weight increases inertia, which helps maintain the speed on the flat part of the track. I noticed during the last races that my car might not be the first to the bottom of the ramp but passes cars as they slow down on the flat.

The car must go in a straight line. Some sort of steering adjustment is necessary. If the car travels in an arc it is traveling a longer distance to get to the finish line. (The shortest distance between two points is a straight line?) I created a steering adjustment by being able to slide one side of the rear axle slightly forward or backward and lock it in place. This is a trial and error adjustment. This adjustment is set first by pushing it across the kitchen floor. Fine adjustments are made at the sight during pre-race trials.

I hope that this helps you plan any modifications to your existing racer or start a new one.

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MG (S) MILES some little bittsy ones

Part XXXIX

by George Herschell

Once again this year we did an "MG" Christmas Card for all of our MG friends around the world. It has become a tradition for about 30 years, and it is getting more and more difficult every year to come up with something new and different. In desperation this year and after some conversations (E mail) with my friend Alan Long in Scotland, (editor of the newsletter for the Miniature MG Car Club, I got the bright idea to work the model cars in somehow. From the comments I have received from many of you I guess I made the right choice as I have received many compliments on that card. Leon also used a larger photo of the card on the Spokes Calendar this year. It was a labor of love and one that turned out much better than I hoped for.

But first let me go into a little bit of history of my collection of MG Models. A long time ago when I was at a T Register meet I saw some 1/43 scale models of MG's for sale in the "flea market". They interested me and after talking to some of the collectors there, I decided to buy the ones that were for sale. Little did I realize then what an addiction this was to become. I learned that there were a few companies that produced these models both as kits and also as ready built. The range of models available was fantastic and the only limitation on ones collection was on the amount of money one was willing to part with to build that collection. I started out small but the bug got me, and after all, this was the only way I could ever own one of every MG ever produced. And still be able to get the collection indoors.

I started attending all the toy shows and antique shows that were around. I also got the names of suppliers that still stocked these MG Models. One of my better sources was Mini Grid in Canada. They were dealers for Abingdon Classics, a firm that specialized in nothing but MG's and their models were beautiful. I started to buy what I wanted (as I could afford them) and the collection grew. Then I found EWA Associates (still in business) and got introduced to Mikansue models. These were die cast white metal kits and they had a large selection of both MG and Austin Healey models. From there I found Grand Prix Models, (still in business today) and the popular Dinkey and Corgi models. As the collection grew the checkbook seemed to diminish in a very proportionate manner. Enough so, that I had to curtail my buying for awhile. At this point enter Mike Sarvas, one of the most knowledgeable model collectors one could ever hope to meet. I learned from Mike what I should be looking for, and what was available from him and from other collectors around. I also learned about the Haris brothers from Hungry. They were friends of Mikes and built models on consignment. Mike had used them for some models in his collection and convinced them to do a limited edition of a few MG cars. Their first one was EX 127 the factory race car later dubbed the Humbug due to it's rather garish paint scheme. (Brown and cream stripes running lengthwise) They did a remarkable job and on the front of the car the MG logo grille is cut out of aluminum and behind it one can see the supercharger. Bear in mind this is 1/43 scale which means the total length of the car is only about 3 3/4 inches. They also did the ex Ron Horton record breaker, which is now owned by Mike Hawke in England. I have both cars and each is number five of the total run of less than 50.

In 1995 when we were in the UK, I got a chance to meet Max Kerrick of K & R Replicas. (still in business today) They have picked up the business of die cast white metal cars and offer a nice line of kits as well as ready built cars. (all 1/43 scale) RAE came along and did a nice job of producing MG models, and you could order a model personalized to your own car and they would build it to your specifications. I did find out from North Coast Miniatures, who were handling their line, that cars that were "custom orders" left something to be desired and as a result I never bought any of their stuff. Today I understand that they are out of the business of 1/43 scale but the MG Car Club in England has bought out their remaining supply and is offering models for sale through their magazine Safety Fast. Their price is 55 pounds each plus 10 pounds overseas shipping. This equates to (at today's exchange rate) a price of approximately \$120.00 each. The MGCC is also selling some Abingdon Classic models that they have acquired and those are selling for 125 pounds each plus 10 pounds shipping or \$240.00 each. I'm just glad I bought what I did when I did.

I have many cars that were ready built and many I built myself from kits. It is not a difficult job but it does take good eyesight and very steady delicate hands. 1/43 scale IS SMALL. I just saw a web site where a fellow in the UK does 1/43 scale models on consignment and he had a TC that had opening doors, an opening (hinged) hood, and the engine detailed with wires to the spark plugs!!!! I didn't even want to know the price of that model.

At present there are over 70 MG's in my collection already built, and another 20 still in kit form to be built. I will get to them sometime but when is still open to discussion. It isn't bad enough that I have this collection of MG Models but if you all remember I used to have two Austin Healeys. So my collection of Healey models (all 1/43) numbers about 15 cars, so you see there is no end to this addiction once you are bitten or smitten whichever word you prefer. I have been asked what the collection is worth and at this time I can say it is not for sale. However, based on what I am seeing as prices from the UK and on E Bay, I am glad I bought the cars when I could afford them. Now, I can't afford to sell them because I will never be able to build a collection like this again.

Now on to the photo that was used in the calendar. I got the idea, and put a large sheet of illustration board on the floor and started to lay out the cars in the octagon and letters. The camera was mounted on a tripod quite high and the flash was bounced off the ceiling. After about 2 hours and the uttering of too many words I didn't think I knew, I finally went up stairs to my studio and got out a large sheet of tracing paper. I very carefully drew an exact geometric octagon with sides 1 inch wide. (the width of the models) Then I drew the M and the G inside also 1" wide. After this was done and I was satisfied that it looked like the MG logo should look I carefully cut out the "legs and letters with and Exacto knife. This was then carefully carried down to the family room where I proceeded to lay it out on the illustration board. Then I removed the 1" thick "sides" and positioned the cars inside that opening. Of course no two cars are exactly the same length so I had to fiddle around until I came up with an outline that looked like an octagon. Now I removed the letter cutouts and began to do the same thing there. Only this time it was a little more difficult. I had decided that the M would be all green cars and the G would be all red

cars. (and you think your crazy ?) After much more fiddling and cursing, I finally had what I wanted or so I hoped. Now I set up the camera again loaded it with a roll of 12 exposures. I shot the entire roll varying exposures and lens openings hoping that one of the shots would be what I wanted. When I finished that I ran up to Wegman's and had the roll processed. (thank God for 1 hour processing) It worked. Not only did I have what I wanted but I had it on the first roll of film I shot. Usually on the Christmas cards I go through at least a couple of rolls of film to get just exactly what I am looking for. However, on this one , The MG Gods were smiling with me and I got just exactly what I wanted.

When it was finished, I sent out a list of what cars are where in the photo. My friend Alan (in Scotland) told me that the fun for him was trying to see how many he could identify without looking at my description. BUT, not only did he test himself on the model of car, but also on who made the kit or ready built. (Note: as you get into this mess the mind gets smaller and you get so knit picking that the manufacturer is important.) It was a fun project and I thank all who commented about the result.

I would urge anyone interested in MG Models to watch what is available on E bay, (although the prices tend to get out of sight) and check out some of the web sites on MG Models. There are things still out there but not like when I started. For once I got in on the ground floor and was able to build a collection I am proud of.

Now WHAT do I do for next year?????



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Bury Me in an Old Mowog Parts Box



Jay Lockrow

As I write this in early January it is about ten degrees outside. Tomorrow the radio has promised that it will be even colder. I totally detest this time of the year when you have to stay inside and go loony watching the worthless trash on the idiot box. It's even too cold to go out in the garage and do any maintenance. I have read enough in the last few weeks that I need a rest from that. Reading about these wonderful old cars though is a wonderful way to loose a few hours this time of year when we are all housebound.

Have you a favorite book or magazine that you particularly like? I have several that I read and use with great regularity. For example I have subscribed to *Classic* and *Sportscar* for several years and have used the information found in that magazine to be most useful and well written. I have even gotten several ideas for columns from the magazine and that is good because this time of the year I get a little hard up for ideas.

Another subscription is *Automobile Quarterly* and you have to be a real motorhead to get this publication. AQ covers the gamut from trucks to cars, motorcycles, racing and even and an occasional foray into boats and airplanes if it fits into the subject of the article. When I am looking for information AQ is the first place I look. For example most of the available information in the column on the Mercer Raceabout written a few months ago was gathered from that particular publication.

It is a wonderful library tool but a bit costly. Fortunately my dad started the subscription some thirty years ago so I have volume one, number one right up to present. The magazine has been sold several times and although sometimes I think it has gone downhill it always seems to come back quickly.

Automobile books are another subject altogether. This time of year they get a lot of use and no matter what I seem to own or purchase I always seem to go back to half a dozen books or so that I have had for ages because they contain good information.

One of the problems with other people buying you automobile books is they don't know what to look for. Recently my daughter went into a used bookshop in Ireland and found a few automobile books. She wrote and asked if I was interested in any of them. After finding out what they were I had to say no because I already had one of them and the others were not of interest. Picture books are always big but I have plenty of those. They are pretty, have wonderful photography but little or no useful information. I have even seen incorrectly restored cars pictured as correct. This is sad because it can lead to other problems and frustration down the road.

The best books by far are the one-make books on the particular make of car you are interested in. Even a one make one model is even better because it can give all the pertinent details needed for that particular

vehicle. A wonderful example of this is Mike Sherrell's book on the MG TC called "TCs Forever." If you own a MG TC or ever plan to own one this book is a must. It is filled with information that can't be found in a book such as Eric Blower's MG Workshop manual. Lots of little secrets that are wonderfully helpful in setting up the TC so you don't have endless problems.

Being the motorhead that I am I have books on many makes of cars. For example I have several Ferrari and Bugatti books that are now out of print and command rather large prices. I probably should sell some of them but I would probably wind up replacing them with more motor books.

One of my favorite books is "Great Motor Sport in the Thirties" by the late John Dugdale. A wonderful account of the

glory days of Grand Prix racing in that time period. Full of wonderful pictures and great information about the teams like Mercedes, Alfa Romeo Bugatti etc. In this book is a remarkable photo of a Bentley touring in Europe. It shows the drivers hands on the steering wheel and the speedometer registering something like 110 MPH. Truly amazing when you stop and realize the photo is some seventy years old and someone had the foresight to take it in the first place.

So turn off the T and V and pick up one of your motor books or magazines and lose yourself for a couple of hours until spring. If you don't have a library it is a good time to start one. Start with the things you like and build from there. I'm still building and still have Pomeroy's "The Grand Prix Car" on my want list but the cost is still escalating as is Griff Borgeson's "The Classic Twin Cam Engine." I still would like some of the obscure pre war MG books and the also the series "Grand Prix," "Circuit Dust," and "Combat" by Barrie Lyndon.

I'll keep looking even though the copies I have found are now in the hundreds of dollars. There is always the chance that one will show up in a used bookstore where the proprietor has no idea of what it is. Then of course I can always put some ancient movie in the VCR and vegetate! Hang in there spring is only about a dozen weeks away!

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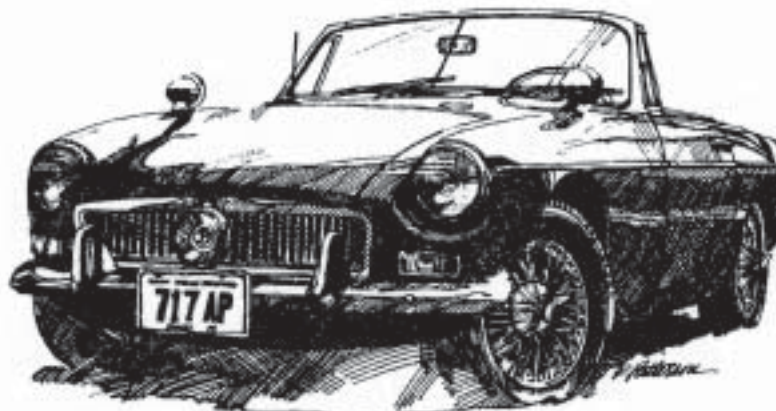
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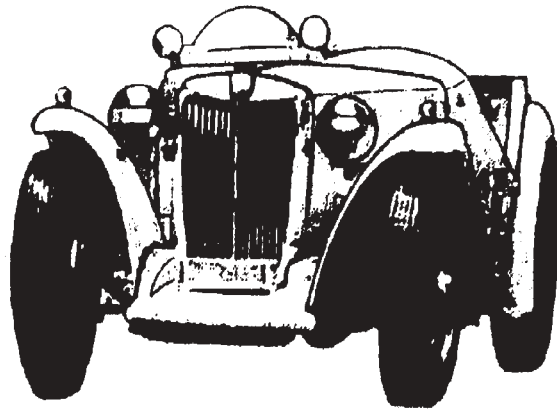
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Jeff gets ready to get blown away -



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It IS an MG cover, it's leaking ... you owe me 5 bucks.



"Maybe you could try a machine shop." Larry Keene was struggling just a bit, maybe because I was turning a tad pale as I mentally added up the potential cost for all the parts Larry really wanted to replace in the B's transmission. The subject of our discussion was the mainshaft, which is itself a little more "rare" and a lot more "dear" because it has to reach all the way back to the overdrive, as opposed to ending a quite a bit shorter in length to mate with the non-overdrive driveshaft.

The cause for concern on the mainshaft was significant "brindling," or what I would have naively called "rust bubbles" at several places on the shaft, and some marked wear indications where portions of gearsets clearly rotated on the shaft while they worked. The suggestion was actually a good one. I was aware that quite a few metal parts can be built up by one of a number of metal deposition techniques, and then ground or machined back to original size. Given the potential cost to do this, as opposed to the cost of purchasing what was clearly a platinum filled replacement shaft, I was "open" to the idea.

It took me a couple of days to make the connection, but at approximately noon on a Wednesday I swung by Van's and caught John on a break. Somewhat brokenly, I tried to explain what I wanted. Reducing my stutterings to a condensed paraphrase, I think I said something like "Hey, John, this here thing is broke and I'd like you to fix it."

John, who is a very good and very skilled person, fixed me with a look I hadn't seen in years. I used to see this look back in my seagoing days, when as a newly commissioned Officer and Almost Gentleman I'd make a suggestion my Chiefs thought was probably the dumbest thing they'd heard all day, only I just hadn't realized it yet. Patiently, John explained that the shaft was a hardened piece, and that while he could certainly weld on it and add metal in strategic places, I probably wouldn't like the new warps and bends that would be introduced by the approximately random heating process. And, by the way, how was I planning to reheat treat it? So much for that idea. However, John, surmised, he could probably polish it up a bit.

Figuring that at worst all we could do was make an unusable shaft more unusable, I asked John to see what he could do and left feeling just a little sheepish. If I'd given it a little more thought, I probably could have figured out that welding on a treated shaft was a dumb idea, but this was clearly a case of "fools rush in." Oh Well. If Froggy had wings....

"Larry, it's Chris Williams. I think I'm actually in your driveway, only there's nobody home." Larry Keene and I had worked out that I would drop off the newly polished shaft at his home in Ontario on my way home, since I wouldn't be able to get out of work before he closed. It had been a near thing. I'd cruised up and down his road a couple of times, looking for the house per his directions, and about the closest I'd come to any form of success was almost collecting some venison steaks on the hoof. A couple of cell phone calls later, I was convinced I had the place, only he'd elected to buy his wife dinner somewhere else. Feeling just a bit conspiratorial, I left my newly polished shaft, plus another "less used" shaft I'd gotten from Mark Voelkers "just in case," in a black plastic bag next to his garage.

Fervently, I hoped I really had the right house. Briefly, I considered how I'd pitch the speech if I really had muffed it. "Hi, you don't know me from a rockpile, but I'm the guy who left some car parts in your driveway last night. What car parts? The ones you drove right by on your way into the garage?" I

had a hard time writing a positive end to this scenario.

The news, however, was "all good." Larry was back on the phone on the following Tuesday, with an opinion that John had done a great job, and the newly polished shaft was now usable. Heaving a huge sigh of relief, I restarted my heart and went on breathing again.

It was an absolutely spectacular Christmas break for us. My Dad has developed Alzheimer's, and it's progressed to the point that I need to reintroduce myself each time I see him, so this year we elected to stay in town over the break, and I did a quick trip out just prior to Thanksgiving to check on things. Over the break, I "finished" the engine for the B. "Finished," in this case, means that the head is on and torqued, all the ports and remaining block openings are temporarily taped over, the water pump, valve cover and oil pan are on and we're "all closed up." There are a few things yet to put on, like the heater control valve and the distributor, but they can go on after the engine is in the car. I'm also thinking seriously of putting a Mallory distributor on, only I haven't quite mastered the ability to not feel faint when I consider the price.

I also made a start on bodywork, which is clearly the next major task on the B. Looking seriously at the front fenders, I think the smartest thing to do is replace them with two I got from Jeff Kath a year or two ago. So now, of course, I'm back into one of those "hip bone connected to the thigh bone" scenarios, wherein the windshield needs to come off to get the fenders off. That's probably OK, since we need to pull the windshield anyway in order to get the paint right. As several folks already know, however, in order to get the windshield off on a B one needs to pull the dashboard. Here we go again.

So now, I'm deep into another "firefight" with this car. The dash is held on by some obvious fasteners, and some which are not so obvious unless one stands on their head under the dash. Since my magic wand appears to be broken or at least ineffective, I did that head standing thing on the warm day we had over the break, and got all the nuts off the little tiny studs that rim the upper front edge of the dash. Only thing was, the washers that backed the nuts seem deeply and emotionally attached to the studs. About the end of that workday, I squirmed back under the dash in one or two more unnatural positions, calculated ballistics and "splash cones" as best I could and directed a solid stream of penetrating oil at each washer and stud. I'm pleased to report that while my shop clothes did need to do a trip through the wash I managed to keep the splash out of my eyes. Couldn't say much for the hair on that day, though.

With the advent of this January our life cycle in "Northern Wayne County" has more or less degenerated into "get up, plow the driveway, go to work, come home, plow the driveway, go to bed, get up, plow the driveway...." This too will pass. I have "a few" vacation days I carried over from last year, which I intend to spend some of by taking Fridays here and there and wrenching on the B. I just want it to warm up a tad before I go back to heating the shop. In the meantime, the car sits in the shop, waiting for me to return. I'm sure it has some form of "Car Humor" pre-selected for the next time I meet it face to face. I'm getting kind of antsy to get back to it, though, so the break was probably a good thing for me. September, when in a "100% success" scenario we'd want to have the car "done," seems to be real close at this point.

One other obvious addition I've identified will be a new front wiring harness. The old one has some paint on it in several places, and there are a number of weird and wonderful

“vampire connectors” under the dash where a previous owner felt compelled to extend the reach of the harness with a different color of wire. Just to make the picture a little more ugly, someone painted the car once before, and while they had the good sense to remove all the lights, they did so by cutting off the Lucas bullet connectors at each light, stripping the wire and then twisting (and maybe soldering) the leads back together again. Mark Voelkers says he can get me some fresh bullet connectors for the light fixtures. I’m thinkin’ this could be a plan.

Words on projects are good, but it would be remiss for me to not say a few words about Bill Glanville. I met Bill for the first time on a garage tour a number of years back, when his place was a stop on the tour and he had a B in the shop and the engine on a stand. His shop and storage facility pretty much set the benchmark for me when I began designing the House on Phoenix Acres. Over the years, as Bill really got into racing, I admired his skill and abilities. It was at Bill’s suggestion that I put the plastic in the overhead of my shop to tide us over until we actually insulate it for real. It was Bill who shared his technique for getting a very stuck shroud off an A when I mentioned I was having a similar problem on the Healey. He represented for me the quintessential “Car Guy,” who could fix anything and drive the wheels off it when it was right. The only thing I can think of is that somebody upstairs had an important slot to fill on their Vintage Race Team. We’ll miss him, big time.

Everybody have a great February and Valentine’s Day.

THANK YOU

Betty & I want to thank you for presenting us the

“Driver of the Year Award”.

We were totally surprised! It is a great honor and we are proud to be included with the other honorees on this memorial to Steve Fitch. We love to tour in our TD and plan to do a lot more in 2004. Thank you again for the recognition!

Gil Langswager

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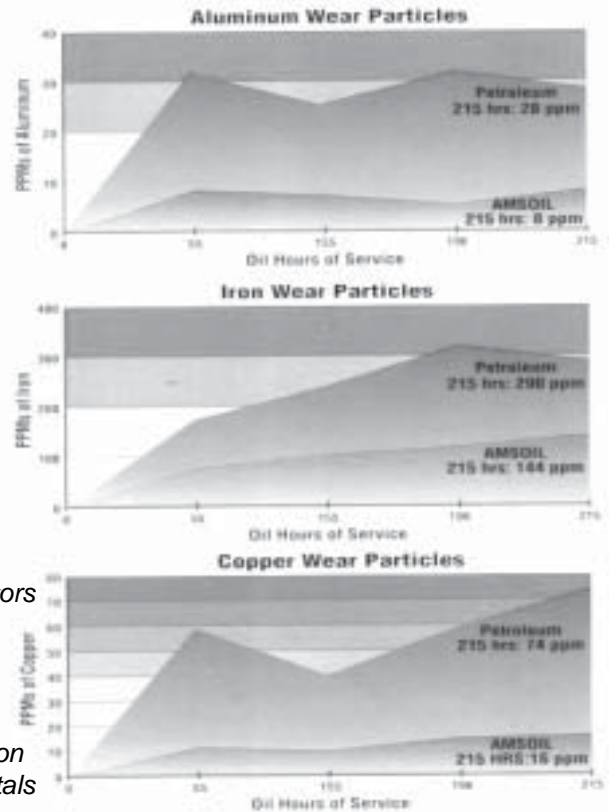


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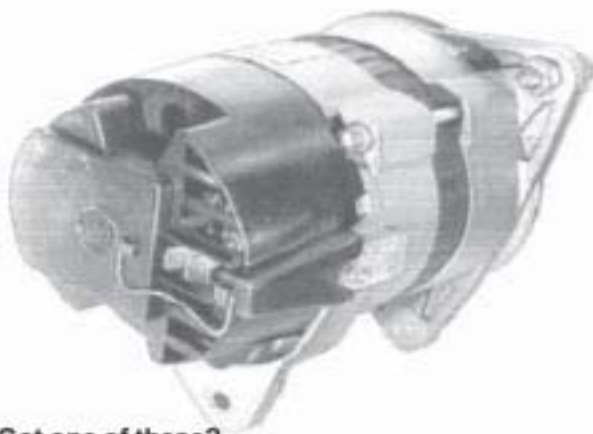
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Aluminum, iron and copper are good indicators of wear in an engine. These three graphs show how the AMSOIL-equipped engine compared to the conventionally-equipped engine over 215 hours of service. AMSOIL reduced aluminum wear by 71%; reduced iron wear by 50%; and reduced copper wear metals by 78%



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On The Road

Doug Scribner, Chairman

Patience and optimism will get you through anything, even a Rochester Winter. There are now only two more months until Springtime. Ah, Spring...my favorite time of year...flowers coming up out of the ground, people coming back from Florida, cars coming out of storage...Spring is coming!! And barely two months later is The Car Show. So maybe I should be saying only four more months until The Car Show. Either way, we have wonderful things to look forward to. And work to do to get ready for them. So, get started on that "winter project" before winter's over, and if you want to pitch in and help the club give John Baum a call and get involved in making this year's Car Show the best one ever. Now, if you'll excuse me, I'm going back out to the garage to sit in one of my cars and "vroom vroom" noises...come on Springtime!

Spring is just around the corner...

This was sent to George H. from the Classic MG Club of Florida. He thought it might be of interest to you:

Hello and Happy New Year.

I haven't been in touch with you since last year's car show — and so much has happened since then. I thought you may be interested, being the car lover you are, that we've started a new publication "AUTO EVENTS," that may be of interest to you and your club members.

The magazine will cover such items as special interest automobiles, Concours d'Elegance, Auto Museums, select Car Shows, special Club activities as well as special Race events & Rallyes etc. Included in our agenda will be a Calendar of the most popular events around the world.

We are currently preparing our website to include various car clubs and would like to provide a link to your organization. Would you supply us with your correct web address and an appropriate logo for the link to your site? Also approximately how many members do you have? We would also appreciate you linking our magazine to your site if possible.

Attached is our logo link.

You may visit or site at www.autoevents.org

Our magazine is on line in PDF form we would very much like to mail you a copy if you will also supply us with the appropriate mailing address.



New Board - 1st meeting - great job!



Thanks to the some of the old board.

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CALENDAR OF EVENTS 2004

Information? Visit our web site <http://www.mgcarclub.com>

January	February	March	April
8 Board Meeting 15 Meeting 18 Wine & Cheese	8 Wine & Chocolate Tour 19 Meeting	7 Steak Roast & Auction 4 Board Meeting 18 Meeting 28 English Pub	11 Brunch Run 15 Meeting
May	June	July	August
Tune Up Clinic 20 Meeting Carlisle Autocross I	1 Vintage Car Show 17 Meeting	Autocross II 15 Meeting Kids day - Glen	19 Meeting Garden Tour Steak Roast/Rally
September	October	November	December
4 Board Meeting 16 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Dinner Run	12 Fall Tour 21 Meeting 19 Autocross 4 25 Halloween Rally	6 Board Meeting 9 Garage Tour 18 Meeting 16 Brunch Run	Holiday Party

These dates may change, please check meeting minutes!

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