

Spokes

Official Publication of the MG Car Club Western New York Centre

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March 2007



Toronto MGCC, Supercharged MGB



Founded 1958

Meeting
March 15th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, NY

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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ADVERTISING RATES as of January 1, 2007

Copy ready business advertising:

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Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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Wendy Dakin ~ Dave Chase ~ Wally Roworth

*Members Emeritus



Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Joeanna De Blaere
8607 North Shore Drive
Honeoye, NY 14471

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

From the Chairman

Leon Zak

O.K. — I'm done. Spring could just sort of show up any day now and I wouldn't complain. There are the signs —

The Steak Roast and Auction is this weekend (OK, last weekend depending on if you're writing this or reading this). The Swing into Spring at the Old Toad is around the corner. The ice is built up on the corner of the roof where I forgot, again this year, to plug in the ice dam stoppers (or was it the damn ice stoppers?). George came up with another car to draw for the Car Show (looks great). There was talk about getting ready to get the posters and signs out (this being the 2nd year at the same location, it should do well — get involved please). Parts catalogs are starting to arrive, and finally, Doug is announcing how many days it is 'till spring. (No, I'm not going to tell you, you ask him.)

I received an e-mail from Jeremy Holdsworth about an event that is coming together. It's being billed as an Annual Multi-Club Picnic. A date has been chosen and fortunately doesn't collide with any of our existing events, Saturday, June 23, 2007. The location is Queenston Heights Park (Queenston, Ontario) from 10am till 4pm. The park is just inside Canada where the Niagara Parkway goes under the 190 expressway.

The clubs involved so far are:

Emerald Necklace MG Register from Cleveland, Ohio

www.mgcleveland.com

The Buffalo Octagon Association, www.buffalomg.com

The Ontario MG T Register, www.omgtr.ca

The MG Car Club of Toronto, www.mgtoronto.com

The Niagara British Car Club,
www.niagarabritishcarclub.org

And us.

A few other clubs (4 that I know of) are also being contacted. So far one club has offered to run an International Valve Cover Race (I hear a challenge), we've been asked if we could put together some Funkhana events, and other things are in the idea stage. This isn't a car show, it's all about the cars and those that love them.

I think this is a great start for a large British Car event within easy reach (less than 2 hours away) of us and a chance to see some new cars and meet new people.

I'll organize a 'drive out together' and I'll disconnect a couple plugs so we don't go too fast. If you're interested let me know, leon@mgcarclub.com.

- V8

The Herald

Allen Hess

The Spokes has a guest article this month by Luis Martinez. Elaine met him recently and it turned out that he had attended the Rolex 24 Hours at Daytona. He is a member of the Finger Lakes Region Porsche Club and his article originally appeared in their newsletter. There is a contingent of MGCC racers going to Sebring this month and I hope that they will bring back some good photos and stories for the next Spokes.

Dick Powers has finished an article that has been fourteen years in the making. But maybe this is just Part 1 and in time Dick or Rachel will write Part 2.

MGB owners—the March meeting is a must. Three special door prizes have been provided by the manufacturers through Dave Engdahl. See photos and a full description by Dave on page eight.

My Triumph overdrive is coming along slowly, but what I deem to be the hard part is done—setting the .005" - .010" clearance of the two ball bearings on the annulus. Many of you know that if you have the "Special Tool #xxx", you put it together once and move on. If you don't have the tool it's trial and error, assemble and disassemble. I hope to get back to it today, right after I click SAVE.

—TRIUMPH!

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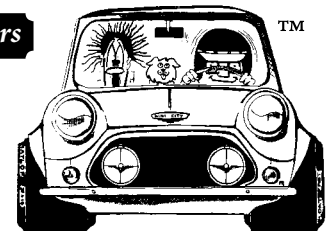
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Tel. (585) 872-6560

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Activities

Brooks Schneider

In case anyone had any doubt, yes, it is winter in Rochester. While it would seem that global warming hasn't had much of an impact here recently, it was warm and dry at the Inside Track Speedway for our February 11th gathering. With 25 people in attendance, there was plenty of action both on the track and at the various other games. Whenever we checked, we saw nothing but smiling faces, so the event appears to have been well received. Unlike Daytona, nobody crossed the line with the wheels pointed skyward, which is also good news.

By the time you read this, it is likely that the annual Steak Roast and Auction will have already taken place, so I'm going to go out on a limb and predict that everyone had a great time and left with many new-found treasures.

No matter what you see when you look outside, spring will in fact be here soon. As is customary, we will be greeting it with the Swing Into Spring event at the Old Toad. There's no better way to welcome its arrival with some fine British food and maybe even a Guinness or two. Brilliant! Details are elsewhere in this issue.

The April meeting will feature the popular basket auction to benefit the MCC scholarship fund. There will be a sign-up sheet at the March meeting for those interested in contributing a basket. At this time, there are no other activities scheduled for April, but it's not too late if someone wants to organize something. Please let us know.



MGCC Thousand Islands Tour 1982

Looking well out in the future, there have been a number of questions about the 1000 Islands weekend we are planning for July 20-22. We have several details to firm up when the seasonal businesses open up, but the high-level plan as of right now is as follows:

Friday evening - Informal gathering at Cavallario's Top of the Bay next to the Alexandria Bay Village Dock for pizza or whatever, followed by a roam around town to see what's going on, eat ice cream, visit some souvenir shops, etc.

Saturday morning - Free time (so far). There are a number of activities in the area, such as: golf (regular and miniature);

tennis; Clayton antique boat museum; art galleries; 1000 Islands Skydeck (across the border - remember your passports)

Saturday afternoon/evening - Party/picnic at our cottage on Clear Lake, approximately .8 miles from Alexandria Bay. Activities can range from mild to wild, everything from lounging in the sun or playing croquet through tubing or waterskiing (2 skis, 1 ski, or none - your choice). We also have some tamer watercraft to play with: a couple of kayaks, a pedal-boat, and a Sunfish. The water temperature is generally in the mid to upper 70's by mid-July, so bring your bathing suits.

Sunday morning - Meet for a breakfast buffet at Captain's Landing, a floating restaurant on the St. Lawrence (<http://www.captthomsons.com/captainslanding.htm>), followed by the two-nation tour on Uncle Sam's Boat Tours. The tour ends with an optional, but recommended, stop at Boldt Castle. (<http://www.usboattours.com>)

For additional information on the area, including accommodations and activities, see <http://www.alexbay.org>.

Basket Auction at the April Meeting

Proceeds go to the MG Car Club Endowed Scholarship at Monroe Community College.

Donate a "basket" of goods or services.

"Bid" on baskets of your choice by purchasing tickets.

Past ideas include:

Anything automotive: car wash, oil change, tune up, rally kit

Anything British: food, beer

Wine

Picnic

Gardening

Food other than British

Sign up to donate a basket at the March meeting or call Brooks or Gayle at 225-5251

If you don't bring a basket, bring money to bid!

MGCC Minutes of the Meeting

Marlene Rzepkowski

February 15, 2007

Call to order-7:34 PM

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

New members and guests- There were no new members or guests in attendance.

Treasurer Report- Accounts are doing well. Specific details can be obtained from Joanna DeBlaere, our treasurer.

Membership- A reminder that dues for 2007 are now due. It can be paid through Pay Pal on the club's website or to Jim Priestley.

Librarian- Al Costich reports that tapes have been lent out and returned. He suggested that more tapes should be purchased by the club and suggestions can be sent to him via email.

SPOKES- Articles for the next issue are due next Thursday, February 22, 2007. More articles and photos are needed of winter projects, acquisitions, and items of interest to the MGCC membership.

Regalia- No report.

England- No report.

Trustee Report- Doug Scribner reminds us that Spring is only 6 weeks away.

Activities- No report by activities director. Read the Activities Report in SPOKES for a detailed list of future events. Several future activities were mentioned: Steak Roast and Auction, Swing Into Spring, Five MG car clubs gathering June 23, and events at the Watkins Glen International Motor Racing Research Center (see SPOKES for details)

Car Show- Dick Powers reported that the car show committee met last month and everything is moving ahead. Problem areas from last year's show are being addressed. Any bills incurred that are related to the car show should be sent to George Herschell. There is a possibility that there will be a display of alternative powered cars at the show. Mark Gibson gave an update on advertising in the car show program. He is still looking for advertisers for the car show program and needs help in doing this. See Mark if you can help.

Web Site- Gary Sandusky reported that he needs photos from the last club event (Go Karts).

Vice Chair- Dan Suter read the list of volunteers that signed up to help with the MGCC 50th Anniversary Celebration. More help is needed and a meeting of this committee is being planned.

Old Business- Leon read the proposed changes to the MGCC By-Laws as presented at the last meeting. This will be voted on at the March MGCC meeting.

The two proposals are as follows:

- Combine the language of Article II number 6 into Article II number 1 of the MGCC by-laws for clarification and continuity. Article II number 1 will be written as follows if voted and approved by the membership: ***The elected Officers of this Club shall consist of: Chairman, Vice-Chairman, Secretary, Treasurer, Activities Director, and two Trustees, one to be elected by a majority of the membership at the annual election. A second Trustee shall be the immediate past Chairman of the Club. If the immediate past Chairman declines the position, the second Trustee position will be elected by a majority of the membership at the annual election. The balloting shall be secret.***
- Rewrite the wording for the duties of vice-chairman. The wording will be as follows if approved by the membership: ***It shall be the duty of the vice-chairman to perform all the duties of the chairman in his absence and to be a liaison between the board and committee chairpersons.***

Dave Engdahl reminded the membership that he has a source for die cut, adhesive backed masks for painting MGB rostyle wheels and heat shield material for MGB's. Samples were given to him and they will be raffled off at the next meeting.

Cars and Parts-

For Sale: 1973 TR6- contact Harwood Enterprises.

Wanted: Dick Powers is looking for a set of MGB seats in reasonably good condition.

Miscellaneous Comments-

Dave Wild reported that the Monroe County Fairgrounds is looking to build a new 1/5 mile paved and clay track. It will eventually have grandstands and lights and be used for go karts, motor cycle powered mini sprints, speedway motor cycles and flat track motorcycles.

Door Prizes – Awarded

Motion to adjourn and seconded at 8:32 PM.

—MG TF

Attendance

February 15, 2007

Betty Langswager
Gil Langswager
Carl Prouty
Barb Wild
Dave Wild
Allen Hess
Bob Tescione
Steve Sangster
Pat Sangster
Gary Sandusky
Susan Kath
Jeff Kath
Alan Costich
Beverly Swarts
Charles Swarts
Cindy Jack
Doug Jack
Barb Zak
Leon Zak
Cheryl Baldwin
Bill Baldwin
Scott Schipper
Rory Raymond

Joan Heaney
Paul Heaney
Dan Suter
Tim Rizzo
Rhonda Rizzo
Michael Goodwin
Susan Goodwin
Dave Engdahl
Brian Fallon
Joeanna DeBlaere
Joe DeBlaere
Doug Scribner
Frank Stepanik
Tim Henderson
Roger Corea
Mark Gibson
George H. Greene
Marlene Rzepkowski
Dick Rzepkowski
Al Fink
Dick Powers
Cheryl Zonneville
Dave Leete

MGCC 50th Anniversary

Dan Suter

Are you interested in joining the 50th Anniversary planning committee? In 2008, our MGCC Centre will achieve a wonderful milestone when we celebrate a full 50 years of continuous fun with our Little British Sportscars.

This committee will plan several activities in 2008 culminating in an anniversary party. We will also be planning some commemorative regalia and car badge. Please e-mail Dan Suter at @dmesmg@juno.com or call (585)377-1877 to join. (If you already signed up at the meetings, you're all set). This is a chance to help the club celebrate this important milestone!



Swing into Spring V

*The Old Toad
277 Alexander St
Rochester, NY*

Sunday, March 25, 2007, 4:00 PM

RSVP your food selection by March 19th, 2006 to:

Laurie Scribner 585-872-5133

email: minicityus@aol.com

(Dick Powers will be in Sebring, contact Laurie)

Do Not Send Money

Select from the following menu items:

Shepherd's Pie \$9.50

Fish & Chips \$10.00

Bangers and Mash \$10.00

Beef and Yorkshire Pudding \$10.00

(Prices do not include tax or gratuity)

Door Prizes!



Special Drawing for New Products

Dave Engdahl

A SPECIAL DRAWING WILL BE HELD AT THE MARCH 2007 meeting for two products recently introduced for the MGB restorer.

The first is a set of die cut masks for painting the black inserts on a set of four RoStyle wheels. These adhesive backed masks greatly simplify the RoStyle restoration process and provide excellent results when used with a good quality matte finish black spray paint. These are also available for purchase at \$18.00 per set to MGCC members.

E-mail: tedelony@comcast.net



The second product is a set of replacement insulation heat pads for the SU carburetor heat shield. These ceramic fiber pads will withstand up to 2300 deg and will fit on the original heat shield. **Two sets will be given away**, one with rivets for HS4 carburetors (pre 1971 MGB) and one for HIF4 Carburetors (1971 thru 1974 MGB). These are also available for purchase by club members at \$15.00 for the HS4 pads and \$13.00 for the HIF4 pads. E-mail: project_mgb@yahoo.com



Discussions regarding these items may be found on the most active MGB Forum on the net:

<http://www.mgexperience.net/phorum/list.php?1>

Please contact Dave Engdahl if you have questions.
dwengdahl@ieee.org

Are You Looking for NOS? NLA?

Something with a little patina?

Some spare parts? Just in case . . .

Is the journey as good as getting there?



Then You Need to Go to Carlisle, Pennsylvania!

The Import and Kit Car Weekend is May 18th – 20th

As usual, several MGCC members will be operating a Flea Market space and selling our left-over British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 17th to arrive and get setup before the show begins on Friday. In addition to our own wares to sell, we encourage others to send along any parts they would like to sell, or tell us what we might bring home for you So look around the garage or basement for something which could turn into cash. Let us know your needs.

For more information or to send along some parts to sell, contact George Haynes at 872-6536. Dave Chase has a block of motel rooms reserved for the weekend, so if you need a room, call Dave at 334-6826. More information at the next MGCC meeting. ◀

My Winter Project

George Heissenberger

For a little background, the Wednesday before Labor Day I was going to the cruise night at the Log Cabin restaurant, when another car ran the stop sign on route 31F and hit our MG. There was damage to the fender and front suspension putting the car out of commission for about a month.

When I got the MG back from the collision shop it was as good as new, but I only got to drive it about two weeks when I burned a valve in the #3 cylinder. So, my winter project was to either pull the motor or at least rebuild the head. Unexpected replacement of my daily driver precluded rebuilding the whole motor (for now) so I rebuilt the head starting in December. Mark at British Auto Salvage did the head work for me.

I installed the rebuilt head in January and decided to leave off the air pump after the rebuild. New seats, valves and valve guides. The head, gasket, and intake/carb/exhaust installation went fine. I had a little brain fade installing the ignition wires, but with the help of the MGB forum I got it right. I installed a new heat shield as my old one was cracked and missing one of the asbestos panels, replaced all the gaskets and hoses and the heater control valve and thermostat. I added a vented alloy valve cover from The Roadster Factory, and had to re-route the heater



hose because the hold down nuts are larger on this cover than the stock ones and I couldn't place the coolant line along the top of the cover. I filled the radiator with fresh coolant and after a quick fuel and coolant leak check, fired her up the first week in February! Despite it being only 5 degrees out, she caught after about 20 seconds of cranking and ran fine! I'm back in business! ◀

Want to make a repair to your car, but would like some expert help close at hand?

You dream of having a lift?

You would drive across town for free coffee and donuts?

Then come to the MGCC Spring Tune-Up Clinic



Saturday, May 12th 10 AM until 4 PM

Monroe Community College Technology Center, near Friendly's on West Henrietta Road
(entrance is around behind the building)

Sign-up to work on your car or be a helper—call George Haynes at 585-872-6536

More information at the next meeting



Some Said It Would Never Be Done

Dick Powers

OR, DAD FINALLY GIVES THE BGT BACK TO HIS DAUGHTER

Well, I can still hear George Herschell, and a few others, commenting at events: "I see you're driving Rachel's MG". They were right and we did drive it for 14 years. That '69 BGT took us to many club events and even to Indianapolis for a major combined MG T/A/B gathering. It even made a few laps of the famous Indy 500 track.

Possibly one of the nicest trips we ever took in the GT was the last New England Mountain Adventure. That car was reliable and very comfortable (by MG standards) on long trips and it held a lot of extra stuff in the back. But I think the Langswagers hold the record, given all Betty had Gil "pack" into their MGC-GT on the way home from that NEMA.

Good thing they had the 3 liter six up front!

I guess I need to give a little history about "Rachel's MG". This BGT was originally delivered to San Francisco. I traced the history and found that it had a number of owners, many of them still very attached to the memory of "their" GT. Along the way it was modified to look like a pre-69 on the outside and had a lot of money spent on it, including chrome wire wheels and a unique exhaust system that George Haynes has copied. Till coming East, this car spent all it's time in California and Nebraska.

In 1991, my friend Bill Preston, who was working at Loma Linda University, purchased this car from a doctor who he knew when she was a medical student at Loma Linda U. Bill drove the GT for a year, but decided it really wasn't for him.

When he came East for my mom's funeral, he mentioned selling the GT and asked if Rachel would like it. Since Rachel was graduating from Aquinas in 1993, Bethel and I thought this would be a fitting gift since Rachel spent many miles sitting on the package shelf of my '66 roadster. Rachel liked the idea too!

After graduation from Aquinas, Rachel went to the University of Buffalo and we decided it wasn't the best place for a '69 BGT. She did drive it at times when she came home and, at one of the Sports Car and Vintage Auto Festivals, took a third in class. That worked out well as my soon to be son-in-law, Jeff Wilson, was there for his first taste of MG Mania

(apologies to the late Henry Stone).

After graduation, Rachel and Jeff went to Norfolk, VA as Jeff became Company Manager of Virginia Stage (like our GEVA). I thought, now the '69 GT will leave and the kids will drive off into the sunset with it. Well the "sun" was just too hot and climate too humid there and they decided the GT was best left in Rochester. Dad still had "Rachel's MG" to drive and I did.



A few years ago, Rachel and Jeff moved to Denver, Colorado so she could get a Masters degree at the University of Denver. Now I thought for sure the GT would go West, but the kids rented half a house with no garage. All I could do was keep the GT in good running condition and, yes, George, drive Rachel's MG!

A few years passed and Rachel and Jeff bought a house in a suburb of Denver. The house had a 2 car garage and there was a well established MG Car Club there too. Also, a friend who vintage races an MGA was in the club and lived near the kids, so with all the planets beginning to align, I started to plan the westerly trip for this well traveled BGT.

Before that could happen, I discovered a cracked cylinder head. Not finding anything good locally, I contacted another racing friend who has a shop in Kansas, Kent Prather. Kent came up with a big valve "L" head and rebuilt it to street specs. I also changed the distributor to a new Lucas 45D. This made up for some of the many miles I put on the clock. By that time, the old BRG had faded considerably and Rachel decided to paint it a darker Jag racing green. The GT looked so good that when I entered it in our 2006 Sports Car and Vintage Auto Festival, it took a 3rd in class. I'm keeping that one.

Before shipping the GT to Denver, Joe DeBlaere and I went through it one more time. Joe had experience with rebuilding rack and pinion steering and with making the infamous "clunk" repair for the tube type rear ends. We also flushed the braking system and checked everything from

bumper to bumper. At this point, I was beginning to wish this was "Richard's MG".

Once everything was set, I made arrangements with Dependable Auto Shippers to send the '69 to Colorado. I chose them because they had a good reputation and also a shipping office near Batavia and in Aurora, Colorado near Rachel.

In early December, Bob Tescione followed me to the Batavia location and I turned the GT over to the folks there. We should use them as judges at our car show as they really looked that GT over. After 14 years it was a little hard to say good bye to the GT, but it is Rachel's MG.

Bethel and I had planned to spend Christmas and New Years in Colorado with Rachel, Jeff and their soon-to-be one-year-old foster child, Andrew. I thought this would all work out just perfectly and the car would arrive when I was there. The GT arrived in Aurora the day before we left Rochester, so I thought I'd get it to the kids before Christmas. Nice timing Dad!

Well the best plans of mice and men often don't work out the way you plan. We arrived in Denver on a sunny Tuesday and got settled at Rachel's place. On a not so sunny Wednesday it started to snow. Twenty-four hours later we had 30 inches on the ground and the next day we got another 12 inches. We



and the GT weren't going to move an inch for a few days. In the Denver area, they don't plow the side streets so the GT sat covered with snow at the depot for nearly 6 days!

The roads were finally good enough for us to get to the GT. All I can say is driving the GT back to Rachel and Jeff's house was as close as I'll ever get to experiencing the MGB "Class Win" in the 1964 Monte Carlo. Rachel's MG was finally "home" and ready to become a place for Andrew to log a few thousand miles just like his mother did sitting on the package shelf of the '66 roadster.

I wonder if in time, they'll call it "Andrew's MG"?





Upcoming lectures at the **International Motor Racing Research Center**, 610 S. Decatur St., Watkins Glen, NY.

Saturday, March 31, at 1 p.m. – Mark Donohue's Eagle, celebrating the 1972 All-American Racers Eagle #7225 now on display at the Center, presented by a panel of experts on the car and on Mark Donohue. Free.

Saturday, April 28, at 1 p.m. – History of Bugatti in Competition, presented by Richard Day, curator of the Bugatti Trust in Gloucestershire, England. The centerpiece of the talk will be the 1929 Bugatti Type 35B (37A) on display at the Center. Free.

Friday, June 2, at 1 p.m. – Fred Egloff discusses his fascinating book on the history of the checkered flag, "Origin of the Checker Flag, A Search for Racing's Holy Grail." Free.

You can find the upcoming events and more at <http://www.racingarchives.org/>

LOOKOUT!!!!

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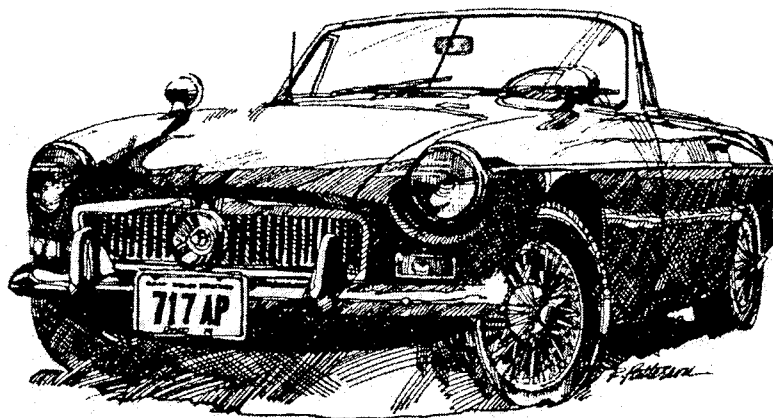
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Doug tries the outside pass . . .



Oops!



Alicia Schneider, "Autocross here I come!"



Dick Rzepkowski



Marlene Rzepkowski (She's clearly faster)



Doug Scribner, out in front



"But I can beat you at Air Hockey."

MG (S)Miles and Some Odds and Ends Part LXIX (69)

George Herschell

THIS month let's clean up some odds and ends that have been floating around in my otherwise empty head for some time. I thought I better get them down before they get lost in that "nether space" and are then gone forever.

Item 1.

Some time ago I heard about the trouble some folks were having with their MGB bonnet releases breaking, leaving them with no easy way to get the bonnet open. I had thought about that myself on a number of occasions when I did pull that release and hoped and prayed that it wouldn't break. Through my "visits" to the MGB Experience I found out about one of the members there who made auxiliary bonnet releases for our cars. The idea is quite simple but ingenious to say the least. The article is a cable that goes on the bonnet release where the normal release attaches. It then goes across the front of the car inside the bonnet and through a hole (with a plastic anti chafing grommet) that one drills in the inner fender. There is a loop on the end and it ends up being near where the headlight wires come through the fender. If you want to open the hood (sorry bonnet) you can simply reach under and pull this cable and the bonnet pops open. The original release still works so now you have two ways to get the bonnet open. The first time I used it at our car show last year, the person next to me with another B like mine was astounded and wanted to know "how'd you do that"? So if you have any thoughts about something like this I can attest to the fact that they work and give one a great deal of peace of mind. My friend that manufactures and sells these told me he still makes them and if anyone is interested he would be glad to supply them. He also said that if five people went together and ordered them the shipping would be the same as if only one were ordered. It might be something to think about. I have the persons name and would be happy to share it with anyone interested. They run somewhere between \$10.00 and \$15.00. I'm not sure of the exact amount.

Item 2.

Last year on the trip home from Stowe I found that my left directional was not working. I had the four way flashers but no left "blinker" on either the front or rear. I took off the steering wheel and had a good look at the directional control and found that there was a problem with that control. So I ordered a new one and now all I have to do is get my body contorted so I can install it. This has to be done before the '07 season as we plan to use the car again for Hildene and Stowe again in the fall. I remember what it was like when I installed the new oil pressure temperature gauge under the dash and this will be almost but not quite as difficult I hope. I said words that I didn't realize I knew for that installation and the body let me know for days afterwards that I had put it through some contortions that

it didn't appreciate. I'll have to be more careful this time and try not to use as many words that I didn't think I knew for this job. Stay tuned for more on this.

Item 3.

This is for the T series folks among us. The British MG T Register has been able to go through the original factory records and now has the information of when a particular T series car was built and also the original engine number of that car. All you need is the Chassis number ie:

TD XXXXX. If you go to their web site they will ask for that number. You type it in and click select and you get a form that gives you the chassis number, original engine number, build date, and notes. In my case it gave me the TD EXLNA telling me my TD was: L-left hand drive and NA- that it was shipped to North America. It also told me that if I wanted to have a Birthday Party for that car it was built on the 25th of September 1952. I can't imagine anyone having a Birthday Party for their car. Can You? Their web site is: www.tregister.org/factoryrecords.aspx

While we're on the "T" series info, there is another web site that might be of interest to T Owners. Gordon Lawson a friend of mine from Niagara On The Lake has set up a web site with photos of MG T series cars and their owners similar in format to the way Gary Sandusky sets up the pictures of our events. There are over 130 photos there now of MG T series cars and their owners from all over the world. If you're interested you might want to check it out. The site is: <http://gblando.com/gb/forum/forum.html>

If you'd like to put your car there too, I'm sure it would be appreciated by Gordon. I have him interested in coming down to our car show and I'm sure if we ever went up to Niagara On The Lake again as a club Gordon would be happy to meet with us.

Item 4.

I came across a web site that really piqued my interest. I thought I was pretty knowledgeable about MG's and their history but here was an MG I had never heard of before.

The site was Classic Car Collection from Switzerland and they had a listing of some of the cars they had for sale. One of the cars was an MG TF *Everest* by Ghia. I had never heard about this car and I was surprised that no other magazine or MG Car Club had ever mentioned this special bodied TF. The car is gorgeous with a great many photographs of the various features of the car. The body is by Ghia and was built by hand in 1954. It is a typically beautiful Italian design, in the Ghia tradition. The body is an envelope style with the original large TF grille mounted to the front similar to the Arnolt MG designed by Bertone. According to the article the car was used very little by its first owner and later formed part of a museum collection where it spent most of its life. It only has 6300 miles on the

odometer. It has never been restored and is in its original condition. It is a left hand drive and the body is lime green in color with a dark blue interior and top. The dash is a complete departure from the original TF dash but uses the original instruments. The steering wheel is a Nardi wood rim wheel and it does have the four speed floor shift as the original TF had. It has wire wheels and the rear and deck is similar to the MGB. However the rear fenders have small fins on the top rear which in my opinion detracts from the flow of the design.

Overall it is a beautiful piece of body building and a car that is truly one of a kind. However the pictures do show signs of storage without the constant care that it should have had. It can be yours for \$59,153.00 USD which includes all European taxes and commissions. I would imagine that shipping is extra. If you're interested you can contact them at info@carclassic.com. Or just look it up and see what a nice car it really is to add to your collection and it would be a really terrific addition to our club.

Item 5.

Jay Lockrow, my good friend and sometime "adversary" had a bit in his column a short time ago about how difficult it is to come up with something new every month. This

makes 69th MG (S) Miles I've done plus the many other articles I've written about everything and anything. It also does not include the MG history articles. I can agree with Jay, it is difficult coming up with something new and exciting every month. I will continue as long as I can, but the mind does get stale and dry after awhile. If anyone has any suggestions of what they would like me to try to discuss in my own twisted way please let me know. I do have one thought (only one at a time can fit in this brain) that I might do something on some of the famous MG people we've met during our years playing with these toys. We've been most fortunate in getting to meet and know these folks while they were alive and well. Many of them are gone now and are only names in the history books. But believe me there were great people and it was wonderful to be able to call them friends.

So if you have any thoughts of suggestions please let me know. It has been a lot of fun and I hope I can keep coming up with interesting things in the future. BUT I will need your help and suggestions.

—Thanks in advance

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¡A Toda Velocidad!* Rolex 24 Hours at Daytona 2007

Luis A. Martinez

As I sit here writing this, I'm staying out of the rain and wind outside. It's pouring, coming down in sheets, and all the boys (plus Milka Duno and Katherine Legge) are slippin' 'n slidin' all over Daytona, bringing out the full course yellow in the early morning of Sunday, January 28, 2007.

Sitting in my rental Chevy Cobalt in the parking area facing Turn 4 over the Tunnel, I can spot the bolides as they keep pedal to metal at about 170 mph with their suspensions virtually bottomed out in the 31 degree banking. I can also begin to look back to yesterday's start of this 45th grand epreuve. I begin to anticipate the end of this incredible test of endurance, tenacity, forbearance, ingenuity, determination and character (I'm referring to the spectators...). It's now Sunday and I've been here since Friday morning, so I guess I've earned the privilege of sitting out the rain storm.

As the rain passes through, the temperature this morning is about 65, under heavy clouds, which is thoroughly enjoyed by engines and drivers alike. But, readers, I've gotten way ahead of myself. With the 20th hour of racing now behind us, let's do some review. (N.b. readers looking for technical automotive details will just have to excuse me as I delve into track anthropology, wherein I describe the people, sights and sounds of this unique event).

My journey started in Rochester, NY, on Friday the 26th at 3:00 am, when I got up for an early flight to Daytona. At the ROC it was 3 degrees, blowin' and snowin'. My flight was uneventful and I arrived at the inimitable venue, which is conveniently adjacent to the Daytona airport, by 11:00 am. Thankfully, there is a nice shopping mall across from the track which offers typical mall food at regular prices, so the fans are not necessarily stuck eating the grossly overpriced fare proffered at the track. And more importantly, at the mall they also make espresso coffee, which is jet fuel for Cubans.

Accessing the infield of the Speedway, I found a nice spot to park the car about a hundred yards from the garages. Having been here in 1999, I know I will come to the car to refuel, rest my soon-to-be-tired dogs, catch a cat nap and escape the rain. After parking I walked across the International Boulevard to the mall and got fired up with lunch and espresso. Back inside the track, I was ready for Friday's feature, a race called the Koni Challenge Fresh From Florida (sponsored by the orange juice oligopoly), a 3-hour enduro. There were 92 cars participating in that fun run (Mustangs, Bimmers, 911's, Pontiacs, Neons, Infinitys, and even a Mini), making the track look like the parking lot at Macy's on Christmas Eve. But hey, that's why we're all here, for grassroots racing. I watched the proceedings



Daytona Historic Race Car Display

—Luis A. Martinez

from the infield, at the Horseshoe Turn, the slowest spot on the circuit, allowing clumsy photographers with new digital equipment (the writer) a chance at a decent shot of the combatants.

Taking a look around the garage, there seems to be hundreds of cars (Daytona can house 164 race cars) and the way everything is laid out it's really first class. Nice place to work on a race car.

After the enduro I stopped in and looked at every vendor on the paddock, from Race Girl to kiosks and trailers selling posters, T-shirts, car models and hats. One vendor had several racing suits, allegedly worn and autographed by the likes of Mika Hakkinen and Michael Schumacher, for a measly \$4,500. I wonder how many of those facsimiles he has in the trunk of his car? I did stop in at the CDOC trailer. I asked if Colin Dougherty, or Bill, or Christine were around. But they were back in Virginia. I chatted up the guys there, and I gathered interest for some nice pieces for my 911.

But among all the vendors, the thing that really caught my attention was that they had a lot of stuff for sale for NASCAR fans. I came to know that they have another race here after the Rolex 24 event, for those Ford / Chevy / Dodge car imitations with dishwasher soap sponsors. I think they call it the Daytona 500. So I wondered, why do they only race 500 miles? And why only in nice weather? Maybe those NAS-cars are not very well put together. I saw one once, they don't have windshield wipers, and they can't even get the headlights to work, so they just paint them on and they still pass Tech!

I went back to my hotel at the beach, a little Super 8 Motel right on the water, six miles from the track. Think about it, where can you get such a deal - a hotel on the Atlantic and a straight line drive to the track? Some years ago, I had met my parents there, at the hotel, so they were able to stay in and enjoy the ocean while I enjoyed the races. Very nice. On Saturday morning I drove early to the track, found a great spot to park and went out through the tunnel to the outside grand stands, to watch the festivities at the start of the race from a good vantage point.

Turning to the starting grid, the starting line up is disappointing. Not the drivers - the cars. There are basically two kinds of cars running - the Daytona Prototypes (22 entries), with mostly Pontiac or Lexus engines, and the GT class (44 entries) with a lot of Porsche 911 GT3's. Yes, there is a smattering of Pontiac GTO's (they don't grow on me, and they look like Honda coupes), an Infinity G35 and a lone BMW M3. These new classifications, just for DP and GT leave out what used to be in GTS - Ferrari, Corvette and Viper, with occasional Maseratis and Cadillacs, etc. What a shame.

"This is just completely different from Nextel Cup racing. There are people wandering around all over everywhere. This looks like a tailgate party!" The King, Richard Petty,

commenting on the fan atmosphere

While I confess my disappointment in the lack of diversity among cars, the driver lineup was indisputably the best ever. What, with race winners from Formula 1, CART, IRL, Grand Am, from European series, and yes, even from NASCAR, it was a feast of talent. On Saturday morning, before the race, the organizers had every team and every driver sitting at tables in the garage signing autographs. Where else would you have access to so many world class drivers? It was worth the travel expense to be able to walk up to Juan Pablo Montoya, Hurley Haywood, Boris Said, Christian Fittipaldi, Jan Magnussen, Helio Castroneves, Jimmy Vasser, Dan Wheldon, Mad Max Pappis, Scott Pruett, David Donahue, Paul Tracy and of course, the NAS-car people - Jeff Gordon, Tony Stewart, Jimmy Johnson, Bobby Labonte, etc. Since each of 66 cars had at least three drivers, there were about 250 best of the best piloti there. Totally awesome.



Milka Duno, 2nd place overall finish

—Luis A. Martinez

There was one driver in particular who had a long line of fans (but not as long as Jeff Gordon's). Her name is Milka Duno, a Venezuelan 34-year-old in her second Rolex event. I chatted with her in Spanish and she signed my hat. Smart girl, that Milka, with four Master's degrees. Hmmm. Go ahead, Google that name. Actually, I'm 2 for 2 with these starlets - in 2005 I walked right up to Danica Patrick, and spoke to her for a while (in English) at her first appearance at Watkins Glen for the inaugural IRL race. Anyway, Milka went on to show she is more than just smart and beautiful - as she took second place overall on Sunday (Danica, do you hear footsteps?). But I'm getting ahead of myself.

For the pre-race events, there were thousands of people around the pit apron while they trooped the colors and sang the National Anthem. Carefully choreographed with the singing of the Anthem, two Navy T-45 Goshawks flew by skimming the Grandstand. Now I confess, having willingly become a naturalized citizen of this nation, that a blatant, tawdry and unanticipated display of patriotism stirs my soul, complete with shivers and goose bumps. So there, I said it.

The crowds in the pit apron were disbanded and then Richard Petty, Grand Marshall, ordered the two ladies and gentlemen to start their engines. Sixty six cars roared to life, and more shivers went up and down my spine. Two safety cars led them around, one car leading the DPs and another leading the GTs. After one lap they cut the beasts loose and a roar went up from the crowd, quickly drowned by two stampedes of racing cars. But wait, there's more. At a place like Daytona you can walk up to the fence in the grandstands, by the Start / Finish wall and get really close to the action. What a sight – 66 wide open throttles coming at you, roaring by, making you deaf and literally sucking the air from your lungs! Oh! My! God!

I had bought a garage ticket, which allowed me to be everywhere except the hot pits. But that has never kept me at Daytona, Nazareth or Watkins Glen, from enjoying all the privileges of an expensive pit pass. So all I do is walk in past the Security apparatchiks while pretending like I own the track (or at least a torque wrench) and waltz right up to the Brumos Porsche tent as if I had urgent business with them. Having gained access to the hot pits, I was able to take very interesting photos of crews organizing their gear, inspecting and labeling tires and setting out tools and fuel rigs for the driver changes coming soon. Later, at night, I was also able to photograph drivers sleeping - helmets and all, worn out mechanics, harried tire crewmen, short-tempered crew chiefs (pushing me around), anxious wives and sweethearts and



Farnbacher Porsche GT3 Cup




—Luis A. Martinez

worried team owners.

"It seems like the blue jeans are getting smaller every year". Felix Sabates, Cuban co-owner of Chip Ganassi cars on the improvement of the scenery at the Rolex.

It's important for the success of the Grand Am series in general, and the Rolex 24 in particular, to draw from a larger audience than just Porsche and BMW fans. This they seem to be accomplishing as various metrics are noted: how quickly the infield was saturated (by 10:00 am Saturday morning), the larger number of high end motor coaches, the New Orleans party atmosphere at the Nextel Fan Zone (new feature, and very nicely done) complete with a live rock band, more media than ever, more fans watching on SPEED than ever, more

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chrome-loaded high-end 18-wheelers jammed with very high tech gear than ever, and not to be missed, more beautiful people strolling around in warm weather clothes causing major distractions to pit crews, photographers and writers alike.

Watching the race on Saturday afternoon, I'm constantly walking from place to place, stopping to observe mechanics furiously working on disabled or crashed racers in the garage. While the Rolex 24 is not the only race where vehicles are taken "behind the wall", e.g., behind the pit wall and into the garage area so that more than four people can do major repairs, it is probably the only race where a badly disabled car still has a chance at a podium finish - because of its 24 hour duration.

"With the closed cockpit, it's totally different. It's much more heat inside the cockpit. People don't realize how hot it is." Helio Castroneves, Indy 500 Champion, trying to get used to the roof on his race car.

By Saturday evening I was walking all over the infield, and came upon the PCA Porsche Corral. There I immediately recognized Bryan Starsky and his friend David of the Niagara Porsche Club Region. They had driven down from Rochester in Bryan's 996, and were camped in the infield along the dog-leg straight. Having slept in the car, they were going to be there at that spot for about 36 hours in total. Hardy souls.

As the night wore on, the whole place took on a very carnival, Mardi Gras atmosphere, complete with Ferris

wheel, amusement rides, cotton candy, and a fireworks show. From this vantage point, at the very center of the speedway, observing every human being doing their best to bring on the Bacchanal, one would never know that there is a world class auto race taking place just a hundred yards away.

At night, I went one more time to the outside grandstand and walked along the wall by the Start / Finish line. At this point on the track, the cars are doing their maximum speed, 180+ mph. They go by at only a yardstick away from the wall. The sound they make approaching is exhilarating, and as they go by it's deafening - but oh, so exciting, it can't be described. So, with modern technology at hand I dialed up a few piston head friends back in New York (Tom Garman and Rob Duffner among them) on my cell phone and said, "Just listen to this!" They couldn't believe it, and they didn't even have benefit of their breath being sucked out!

To see brake rotors glow in the dark, the best place to watch is the brake zone for the Horseshoe turn. Standing at the fence one can see the cars braking hard for a 1st or 2nd gear right hander. The sound of the transmissions whining with heel and toe downshifting, the transition back to the loud pedal and the lightning quick upshifts are such music! With the right equipment, and a little step stool to aim over the fence, one can capture some beautiful action photos of the cars with their vivid, light reflecting graphics, some with neon lights for sponsors and even yellow flames exiting the exhaust, caused by fuel igniting in the tail pipes. And, oh, yes, the red-

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hot front rotors glowing under heavy braking.

“The first thing I had to get used to at the very start were the brakes. We had carbon brakes so you could go into the brake zone until your nose bled”. Tony Stewart describing his experience in a Daytona Prototype.

I had planned a few hours of sleep so by about 11:00 pm I began to find my way to the car. I went back to the motel and slept for a few hours.

At 4:00 am, at the motel by the ocean the sound of waves breaking competes with the roar of 70 race cars, six miles away. Yes, amigos, such is the din. Arriving at the track by 5:00 am, going through the tunnel I crane my head back to see the cars flying over the tunnel at breakneck pace. No let up. No prisoners taken. Not a moment's rest. I shake my head in disbelief. I traveled all the way here to see this. Now I don't believe what I'm seeing. They go faster at night due to a slight gain in power and better driver focus on the lighted field of view (the track does not turn on all the lights for the Rolex 24, as they do for NASCAR). While I slept comfortably in my motel, these boys, and Milka and Katherine, have been flogging nonstop at qualifying speeds, setting fastest laps in the cold night air.

Finding a good parking place at 5:00 am is easy, so I'm just steps away from the garage area. It's eerie, no one around, as if they gave a race and nobody came! Some race cars have now retired, permanently, forlorn in their garage as mortally wounded soldiers, parts of them lying scattered over the floor, they fought bravely, but succumbed. Such fate was met by, for example, Tony Stewart's Pontiac Crawford.

I found a great viewing spot, on the roof over the garages closest to the pits, and I sat there in a chair for well over an hour, keeping watch of the timing tower and waiting for the sun to rise. By 7:30 the wind picked up, the rain arrived and I was sent scampering down the steps. I found one of the many outdoor flat screen TV's where I could stay out of the rain and watch the race on SPEED Channel. There are dozens of these TV's under roof, available to the fans. What a track!

*“I'm not used to driving in this s***, so I brought the car in and let my man take over”. Jeff Gordon, after abandoning the driver's seat in Sunday morning's pouring rain.*

By 10:30 the skies cleared, allowing a morning sunshine good enough to eat, with a steady westerly cool breeze. On the lead lap, three cars battled, nose to tail and only seconds apart after 22 hours of non-stop racing – the #01 car of Pruett / Duran / Montoya, the #11 car of Duno / Carpentier / Manning / Dalziel, and the #10 car of Taylor / Angelelli / Gordon / Magnussen. In fourth place, the Brumos Porsche #59 of Haywood / France / Barbosa / Moreno was stalking, hoping for someone up front to fail. But alas, they held their place. As they each pitted for gas and driver stints, the lead would change but the 01 Telmex Chip Ganassi / Sabates Lexus Riley car that Montoya had thrust into the lead was still there, with Scott Pruett keeping it so.



John Finger waits for the Mazda RX8

—Luis A. Martinez

Experience had taught me that I didn't want to be parked in the infield at the end of the race. My plans were to drive to Miami that day, and I wanted to get a jump on the traffic. So before noon, I drove out of the infield and parked in the shopping mall across the street. Then I walked back to the grandstand to watch the finale. I had hoped that Milka Duno in her #11 car could hold the lead, but they fell back to second place behind the 01 car, and that's how it ended, in Daytona's 3rd closest finish:

Daytona Prototypes:

1. Pruett, Montoya and Duran – Telmex Chip Ganassi with Felix Sabates, Lexus Riley, 668 laps, 2,378 miles
2. Duno (highest finish by a woman in the 24-hours), Carpentier, Manning and Dalziel – SAMAX, Pontiac Riley
3. Taylor, Angelelli, Gordon, Magnussen – SunTrust Racing, Pontiac Riley

GT Class:

1. De Quesada, Dumoulin, Gabel, Basseng – Alegra Motorsports Fiorano Racing, Porsche GT3 Cup, 626 laps, 2,229 miles
2. Edwards, O'Connell, Pilgrim, Collins – Banner Racing, Pontiac GXP.R
3. Lowe, Pace, van Overbeek, Kelleners – The Racer's Group, Porsche GT3 Cup

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* “At Maximum Speed” is an occasional column by Luis Martinez, sometime Track Anthropologist, for *The Front Runner* newsletter, Finger Lakes Region Porsche Club of America



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WANTED: 2 or 3 MGCC members to share a road trip to *Bonneville Speed Week* (August 11th thru 18th). Approx. 3-4 days each way and 3-4 days there, watching speed runs on the salt flats. Current plan is for 4 to 6 to travel in one (air conditioned!) van, sharing driving and expenses, but other possibilities would be considered; more vans if more want to go. Let me know if you're interested. George Haynes 872-6536

WANTED: MGA carb parts, choke linkages, front fuel bowl (pn/3496) and front and rear fuel bowl tops. Dan, 585-377-1877 or dmesmg@juno.com

FOR SALE: 1977 Corvette. 42,000 original miles, red with white interior, T-tops, 350/automatic. \$9,800. Call Dave Asmuth 621-7035

FOR SALE: 1952 MGTD project car. Many new parts but the car is still apart and I ran out of time/money. \$6000 or B.O. Call Allyn at 585-924-5251

FOR SALE: MGB 1977ish, rubber bumper, red roadster. California car, not much rust. Good top & Interior. Paint fair. Engine block cracked. Make offer. Call Jim Moran. 585-747-2273. Tell him Joe sent you.

FOR SALE: 1963 MGB tourer. In a barn for 26 years. Has wire wheels, overdrive and factory hardtop. Needs floors and general restoration. \$1,500.00.

1971 MGB. Orange paint needs redone. Fresh engine with a Weber carb and SU's come with it. \$2,000.00. Call Vince at 865-2410 or VMC166@aol.com

FOR SALE: 1998 Chevy Pick-up, 2 wheel drive, V-6, auto, CC, A/C, ext. cab. bed liner, class 3 hitch, remote start, new brakes, rotors, 117K, good condition, \$5900/BO Jim 334-6081

FOR SALE: Hard top for 1961-'80 MG Midget convertible. This is an aftermarket 1976 Midget hard top in excellent condition. Asking \$650.00. Jim 585-943-6353.

FOR SALE: TR6 Factory original hardtop. Like New! \$1,000. Contact Valerie (585) 388-1113

FOR SALE: Wire wheels & tires. Set of 4 (15 inch, 48 spoke, 4 inch wide) with like new Pirelli 155R X15 tires. VGC silver wire wheels (not chrome). 3 other wheels, same size, in average condition included. Fit TD & TF's, MGA's and early Healeys. New lower price \$300 OBO. Call Joe at 585-229-2230.

FOR SALE: I have found a line of **165R15 tyres** suitable for MG-T's, MGA's and other British cars. Don't pay Coker's price for Michelins (about \$125. each). Call me first! George 585-872-6536

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Bury Me In An Old Mowog Parts Box

Jay Lockrow



BEFORE we get into the topic of this month's Bury Me in an Old MOWOG Parts Box, I would like to bring to your attention to two magazine articles I think you may be interested in. Firstly I was in the barber shop last week (If I turn into a hippy it's because haircuts are getting ridiculously expensive. I can remember fifty cent haircuts.) I picked up a copy of the February 2007 Road and Track to which I no longer subscribe. As always I turned to Peter Egan's column first and in short he was mentioning the fact, like I often do, there are very few people anymore that have any hands on experience with tools. Many homes may have a screwdriver, hammer and a pair of pliers but little knowledge in knowing how to use them. He went on to mention that even the wonderful old Soap Box Derby is threatened because kids are playing with computers and electronic gizmos like blueberries, raspberries etc. instead of learning how to build or repair items. (Whatever these things are I don't know. I don't even have a cell phone yet.) The derby has gone so far as to now make kit cars. Oh UGH! A lot of the blame here is on the education system as they have taken all the shop courses out of high schools. I guess everyone is supposed to be a professional now and nothing will ever need to be repaired again. In another fifty years carpenters, plumbers and bricklayers will be worth their weight in gold. If I was a young man I would look into a Technical High School. Have you hired a plumber or electrician lately? Anyway Egan did mention there is some hope in that many of the small stock car tracks now have a beginners class where fourteen, fifteen and sixteen year olds can race four cylinder cars that are in the \$500 or so price range. They have to follow the rules, wear nomex, helmets etc but they are learning what it is all about. This will be interesting to follow if it gets them off their duffs. [The Black Rock Speedway in Dundee, New York runs this class. Racing is on Friday night. —Editor]

Also if you are an avid reader of MOWOG then you will remember the column on the Type 37, Ford engine Bugatti that came out of the Buffalo area several years ago that was a MOWOG special. In the March issue of Hemmings Sports and Exotic Cars there is a feature article about this very car and how it is being kept in original condition and used regularly. It gives a little history of the car, much like I did, and the fact that it was an old ARCA car and was raced back in the thirty's. It did not mention that the owner is also half owner of The Old Gray Mare that I wrote about a few months back. Please also recall your humble servant was years ahead of both of these nationally published articles . . . so there!

I have just finished a wonderful book by Gordon White who is without a doubt an authority on the Offenhauser engine. This was a fascinating read about how Fred Offenhauser wound up with the Miller engine works. Offenhauser lost much of his back pay when Miller went

bankrupt. He did wind up with most of the machinery but didn't begin to cover what he was owed. One of the keys to his staying in business was he acquired all of the jigs and tooling that came with the machinery.

Fred Offenhauser concentrated on the Miller Marine engine which became the 220 and 255 Offenhauser. He developed this particular engine and renamed it the Offenhauser and this engine ruled the oval track scene from the late thirty's right up through the early seventy's. That is not to say they were never beaten because they were, however for the most part the 220 Offy and its derivatives was the engine to beat. Fred Offenhauser would build an engine to most



any size you wished. Many of the Offys were of different cubic inch displacement and could be changed by adding longer or shorter connecting rods or shaving off the bottom of the block (Remember Offys do

not have a cylinder head!) or even boring the block. Many of the parts are interchangeable which is why so many Offys ran so many years right up into the mid 1960s. About this time Ford introduced their double overhead cam V8 which almost overnight put the old four cylinder Offenhauser out of business. For a few years Ford dominated the oval track scene but then a strange thing happened. Dale Drake (By then owning the Offenhauser name and manufacturing facilities) developed a turbocharged version of the old Offy. This engine produced some 1200 horsepower from 159 cubic inches and Ford was on the ropes again.

It would be nice to say that the Offenhauser reigned supreme and it did for a few short years again winning the Indianapolis 500 a few times up until the mid 1970s. However the end was near. A small operation cannot compete with the unlimited funds of a company like Ford Motor Company. Ford produced an engine called the DFX Cosworth that finally defeated the mighty Offy. As late as 1983 there were a few Turbo Offys trying to qualify but it was all over. In 1979 money ran out (not selling any new engines) and the operation folded. When cleaning out the facilities there was an unusual old milling machine still being used some 56 years after Harry Miller started.

The Offenhauser today is not totally dead. It is used in vintage oval track racing at places like Milwaukee and Williams Grove. The author Gordon White even races his old midget with the VSCCA on the road course at Lime Rock Park. Wonderful old stuff isn't it??? ◀

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MG Car Club Western New York Centre Calendar of Events 2007

For the latest information visit our web site mgcarclub.com

January 4 Board Meeting 18 Meeting 20 Wine & Cheese, Valve Cover Races	February 11 Go Kart Races 15 Meeting	March 1 Board Meeting 4 Steak Roast & Auction 15 Meeting 25 Swing Into Spring	April 19 Meeting
May 3 Board Meeting 12 Tune-up Clinic 17 Meeting / Carlisle 30 Stuffing Party	June 3 Vintage Auto Festival 10 Autocross & Novice Sch. 9-10 Hildene Car Show 21 Meeting	July 5 Board Meeting 8 Autocross 2 19 Meeting 20-22 1000 Islands Weekend — GVACS Car Show (RIT)	August 5 Steak Roast and Rallye 12 Autocross 3 16 Meeting
September 6 Board Meeting 7-9 Watkins Glen 16 Autocross 4 21 Meeting	October 7 Fall Foliage Tour 15 Garage Tour 18 Meeting 27 Halloween Rallye	November 1 Board Meeting — Yacht Club Brunch 15 Meeting — Elections	December 8 Holiday Party No Meeting

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