

Spokes

Official Publication of the MG Car Club Western New York Centre

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*Memorabilia Display at the
50th Anniversary Banquet*

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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

Web Site: www.mgcarclub.com

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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

Dan Suter
186 Hillrise Drive
Penfield, NY 14526
(585) 377-1877
dmesuter@rochester.rr.com

VICE CHAIRMAN

Dan Goodwin
95 Country Downs Circle
Fairport, NY 14450
(585) 223-9584
dlgipk@rit.edu

SECRETARY

Mike Goodwin
8 Harmony Circle
Rochester, NY 14624
(585) 889-2646
mrgoodwin@frontiernet.net

TREASURER

Susan Kath
1039 Mosley Road
Fairport, NY 14450
(585) 425-9994
keuka01@frontiernet.net

ACTIVITIES DIRECTORS

Mike and Sue Harrison
6640 Ann Lee Drive
North Rose, NY 14516
(315) 483-0368
mharrison3@rochester.rr.com

TRUSTEE

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
leon@mgcarclub.com

TRUSTEE

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469
(585) 657-4225
jim@mgcarclub.com

MEMBERSHIP

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469
(585) 657-4225
jim@mgcarclub.com

HOSPITALITY

Betty Langswager and
Barb Wild
46 Stonington Drive
Pittsford, NY 14534
(585) 385-9956

CARDS AND LETTERS

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
(585) 334-6826

CLUB REGALIA

Laurie Scribner
Mini City
799 Holt Road
Webster, NY 14580
(585) 872-5133

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065
wagonjack@mgcarclub.com

SPOKES EDITOR

Allen Hess
17 Sandpiper Lane
Pittsford, NY 14534
(585) 381-9796
spokes@mgcarclub.com

WEB MASTER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
leon@mgcarclub.com

CAR SHOW Co-Chair

Geo. & Peggi Heissenberger
6611 Fish Brook Run
Victor, NY 14564
(585) 742-1096
gheissenberger@rochester.rr.com

U.K. LIAISON

George Herschell
1286 Mill Creek Run
Webster, NY 14580
(585) 872-1194
gherschell@mgcarclub.com

SUBMISSIONS ARE WELCOME.

DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. 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.

SPOKES STAFF

Advertising: Nick Zuck (585) 889-5280
Address Changes: Jim Priestley (585) 657-4225
Mailing: Doug & Laurie Scribner (585) 872-5133
Web Page Photos: gary@sandusky.cc
Send Photos to Spokes & Web: photos@mgcarclub.com

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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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BRUDNO AWARD LIFE MEMBERS

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

*Members Emeritus



Add Your Name to the MGCC Endowed Scholarship Plaque

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

Susan Kath
1039 Mosley Road
Fairport, NY 14450

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

Chairman's Corner

Dan Suter

HELLO, EVERYONE! Here are a few 'odds-n-ends' topics to finish out the year. Hopefully, our 50th Anniversary year has been enjoyed by all.

As we head into 2009, I'd like to invite the membership to consider submitting the names and details of any worthy charities for us to provide donations in 2009. From a historical perspective, this club has often—but by no means as a rule(!)—chosen local charities with a 'transportation theme'. Some examples in the past 15 years or so have included Mercy Flight Central, various ambulance corps, and Meals on Wheels. The board will be starting work on our 2009 budget, so please provide input to any board member by the January club meeting if possible.

On a similar topic, we have made our 2008 donation of \$1200 to MCC for two direct scholarships. Kristy Moody-Graves has asked us to reserve time at our February meeting for formal presentation. The pool of eligible students again includes anyone in the Auto Tech program, both daytime and evening programs.

During 2008, we had some difficulty in finding a new home for the large MG sign. Harewood Restorations stored it for us for a considerable length of time but it ultimately started to get in their way. After some incredibly helpful work on the part of Paul Heaney, George Haynes, and others, Dan Viola stepped forward following a conversation with Dick Powers. Dan graciously agreed to store it this winter, rent free! Following the August Wagonjack meet, George towed it to Dan's industrial building in Webster, which features 11ft+ doors to enable to trailer to fit inside. Thank you to all the club members who worked to bring this about. As a possible glutton for punishment, I think it might be worthwhile to have a further discussion about the sign at our January or February meeting to verify there is support to stay this course.

Brian Woodhams sent me an e-mail indicating he has written an article about his September visit here during our 50th, and that it should appear in the January Safety Fast.

Lastly, I would like to thank everyone who has contributed to make this a great year for our car club: the members of the board, committees, Car Show workers, regalia, people who have run events this year, the many people who have quietly done important jobs in the background, and all the members who have supported all the activities so well.

We'll see you at the Holiday party!

—Dan

The Herald

Allen Hess



THIS ISSUE CLOSSES OUR 50TH ANNIVERSARY YEAR. I wanted to include one more Doris Britt cover from December 1958 of course.

Though the elections are just concluded, take note of Jay Lockrow's article about being a **club member**. In about six months the current board will be looking (scrambling) for replacements. It's not too early to think about it, step up and volunteer. Want something just to get your feet wet? Organize an event—Everyone will love you for it! And then there's my job—oh well, we'll get back to that next year. Happy Holidays — "Spring is just four months away" (thanks Doug),

—TRIUMPH

WANTED—SOMEONE TO FILL THIS SPACE.

You Can Do It.

Activities

Mike and Sue Harrison

The costumes were terrific, the chili was fantastic as were the snacks and desserts, and even the weather cooperated at the last minute for the Halloween Rallye and party. Thanks to Elaine and Allen Hess for setting up this annual event for the club.

Our Brunch at the Yacht Club drew the largest crowd yet and many thanks go to Gene and Anne Faust for organizing this delicious outing. Be sure to join us next year.

Saturday, November 15 a large group turned out to visit a number of shops and garages despite the rain. Thanks again to George Leopard for making all the arrangements for this Garage Tour.

Now the only event left on our 2008 club calendar is the Holiday Party on Sat., December 13. A cash bar will be open at 6:30 PM with a buffet dinner at 7:30 PM. Join us at the Lake Shore Country Club located on Greenleaf Rd. Take the Lake Ontario Parkway or Beach Ave. to Greenleaf, which

is between Lake Ave and Dewey Ave. Our banquet room is at parking lot level and is wheelchair accessible. To share in the spirit of giving, you have three options. You may bring a wrapped gift for a man or woman, a new Toy for the Toys for Tots program or new mittens or gloves for needy children in the Rochester School district.

2009 will soon be with us and the first event of the new year will be the famous Valve Cover Races with Wine & Cheese Tasting. Mark your calendars for Saturday, January 24. Races will be held at the same location as last year - Finn Park on Maple Ave in Webster.

We have a few activities lined up for 2009, but welcome your suggestions and appreciate all those who volunteer to host events. Thanks for making the 2008 club activities fun for all, especially for your directors.

—MGB GT

MG CAR CLUB 2008 HOLIDAY PARTY

Saturday, December 13, 2008

Lake Shore Country Club

1165 Greenleaf Road, Rochester, NY 14612

Off the Lake Ontario Parkway or Beach Ave. between Lake and Dewey Avenue.

Social Hour – 6:30 PM ❄ Buffet Dinner – 7:30 PM

Cash bar and hors d'oeuvres

Buffet Menu: House Salad, Rolls, Carving Station - Sirloin Roast, Stuffed Chicken Breast, Vegetable Lasagna, Oven Roasted Potatoes, Vegetable Medley, Pastries, Coffee, Tea

PRICE PER PERSON \$20.00

Optional — Bring a gift, take a gift in the \$10.00 range. Please wrap gifts and mark if for a man, woman or either. In addition to gift exchange option, you may bring a new unwrapped toy for the annual Marines Toys for Tots campaign and/or new mittens or gloves for needy Rochester School children.

Mike and Sue Harrison
6640 Ann Lee Drive
North Rose, NY 14516
(315) 483-0368
mharrison3@rochester.rr.com

MGCC Minutes of the Meeting

Michael Goodwin

MGCC Meeting Minutes – November 20, 2008

The meeting was called to order at 7:40 PM by Chairman Dan Suter.

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

New members and guests – Scott Perkins introduced himself as a guest, and Bruce and Cynthia Austin introduced themselves as new members. Bruce and Cynthia have a new MINI and an MG TD [Secretary's Note #1: What?!! No Austin?! C'mon!]

Activities – Mike Harrison started off the Activities Report in the usual fashion. [Secretary's Note #2: The joke was acceptable, and I know I'll be paying extra attention to both my speedometer AND my dental hygiene whenever I drive near an Air Force Base!]

Mike gave an update on recent activities, and you can read about them elsewhere in *Spokes*, I'm sure. [Secretary's Note #3: Thanks are always worth repeating, however...] Thanks were given to Elaine and Allen Hess for their work on the Halloween Party and Rallye, to Anne and Gene Faust for organizing the Yacht Club Brunch [Secretary's Note #4: Burrpp—Excuse me. Wasn't that brunch so extremely gooooooooood?], and to George Leopard, for a great Garage Tour. Mike thanked all who helped with any and all events during 2008. He then reminded us of the upcoming Holiday Party, Valve Cover Races, and hinted at other events for 2009.

Bob Tescione reported that he and Annabelle have arranged to collect mittens, gloves, hats and scarves for NEEDY Rochester City School kids, to be collected at the Holiday Party (unwrapped). Bob also said he has 50th Anniversary car badges and pins for sale after the meeting.

Mike Harrison concluded with a reminder that there will be a gift exchange and toy drive at the Holiday Party.

Treasurer's Report - Susan Kath reported that she wrote a check for the Club's donation to the Charlotte-Genesee Lighthouse (a stop on the recent Fall Tour). Monroe Community College has just been paid for this year's two scholarships, and she reported that the Club has healthy bank balances.

Membership – Jim Priestley (after recent personal “upper and lower control arm work”) reported, “Dues are due!” Further, that printed copies of the membership list are available. Jim asked folks to check their own information on the list, and give him corrections as needed.

Regalia – [Secretary's Note #5, if I've counted right: This month, I've decided to just quote a few bits of Doug's

Regalia report. This report alone is worth coming to a meeting for!] “Winter's coming!” “Neat winter duds!” “Cold weather stuff for indoors and outdoors!” “50th logo stuff!” “Left- and right-handed mugs!” “Spring is only four months away!”

Chairman Dan Suter expressed thanks to Doug and Laurie Scribner and to Carl Prouty for toting all the good stuff to and from all the meetings, and all else that goes into making Regalia such a success. [Secretary's Note # 6 or so: Month after month, I sit up there in front, writing stuff down, trying to be serious, capturing all the little bits and scraps that make these meetings as good as they are, and month after month, Susan Kath keeps telling me (while I'm trying to be serious) that Doug Scribner ought to be on one of those cable TV shopping networks. Doug, if Regalia and/or MiniCity don't take enough of your time, Ms. Kath has another career planned for you!]

SPOKES – Editor Allen Hess said he received lots of good photos of the 50th Anniversary events, but that he could use an article on the 50th Anniversary celebrations for upcoming *Spokes*. Allen further noted that he had three spots available for the upcoming calendar edition (“first come, first served”), and that as usual, contributions to *Spokes* are due one week after the meeting.

Vice Chairman's Report – Vice-Chair Dan Goodwin whetted our appetites regarding the upcoming door prizes, declaring this “Wine Night”. Some of tonight's door prizes were donated by John and Ginny Fowler, others by an anonymous donor, and still more from the regular door prize budget. “Stick around!”

Car Show Report – No report this month.

England – George Herschell had nothing exceptional to report, but Dan Suter said that Brian Woodhams has submitted an article to *Safety Fast* on his visit to our 50th Anniversary celebrations. (We can perhaps look for this in the January *Safety Fast* edition.)

Librarian – Club Librarian Al Costich was happy to report that the missing book has been accounted for.

Trustee and Website Report - Webmaster *extraordinaire*, Leon Zak, told us that if anyone wants an email address that ends with “@mgcarclub.com”, please see him, and do the same if you want to be added to the Club's email distribution list (for last-minute event updates, etc.).

Old Business and goings on with projects and so on:
- Dan Suter reported that Nick Zuck will be taking over the *Spokes* advertising manager position, effective 2009. [Secretary's Note # 7: Thanks, Nick.] Ted Hershey reported that he has finally gotten his 2-post lift set up and that

Meeting Attendance

November 20, 2008

Gil Langswager	Alan B. Costich	Chris Baum	Marlene Rzepkowski
Betty Langswager	Barb Wild	John Baum	Jim Davis
Carl Prouty	Dave Wild	Lane Boughton	Al Fink
Sue Harrison	Cheryl Baldwin	Dave Chase	George Dinkel
Mike Harrison	Bill Baldwin	Susan Kath	
Dave Asmuth	Wendy Dakin	Wally Roworth	GUESTS:
George Herschell	Dan Goodwin	Mabel Case	Mark Pohlman
Nancy Herschell	Allyn Wagner	John Thompson	Scott Perkins
Anne Faust	Mike Goodwin	Leon Zak	
Gene Faust	Susan Goodwin	Don McConnell	
Chuck Schaefer	Hollis G. Hames	Dan Suter	
Becky Schaefer	Harriette Hokenson	Ken Heusler	
Bob Tescione	Leroy Hokenson	Wes Pittenger	
Ted Hershey	David Engdahl	Sue Pittenger	
Dick Giambra	Paul Heaney	Loren DeVries	
Cindy Jack	Joan Heaney	George Leopard	
Doug Jack	Joeanna DeBlaere	Cynthia Austin	
Doug Scribner	Joe DeBlaere	Bruce Austin	
Allen Hess	Nick Zuck	John Murray	
George Haynes	Steve Sangster	Mary Murray	
Jeff Kath	Pat Sangster	Dawn Priestley	
To LeStrange	Rhonda Rizzo	Jim Priestley	
Penny Schroeder	Tim Rizzo	Dick Rzepkowski	

he loves it. He lifts and lowers things, just to watch them move! Al Costich said he has room for winter storage for about four cars...see Al if interested in the “centrally-located” (Webster???) location. Dan Suter reported that the MGA has been put away for the winter. There was no activity for the “Help With a Project” group this month.

New Business – Dave Asmuth put forth a motion that the current Board be elected to serve another one-year term in their current positions. The motion was seconded and carried by unanimous voice vote.

Cars and Parts For Sale – Dan Suter is looking for a particular sort of steering wheel. [Secretary’s Note #8: If you can help Dan, contact him. If this isn’t specific enough information, contact him. If you’re not sure what a steering wheel is, contact him or any other regular Club member.] Surprisingly, no one offered cars or parts for sale.

Door Prizes – These were graciously received; the “XXX Cheddar” blocks went nearly as fast as the nearly countless bottles of wine.

Adjournment – The meeting was adjourned at 8:15.

—MGB



Now is the Time to Mail Your Membership Renewal to

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

\$30 Payable to MGCC Western NY

Or Use PayPal
www.mgcarclub.com
(lower left corner home page)

Fiftieth Anniversary Banquet



The Harrison's GT at its first club event



Those fearing rain parked in the tent



The rain held off until much later



Leroy Hokenson examines the displays



Dan Goodwin, Hollis and Doreena Hames



Guest Speaker Peter Thornley autographing his book "Mr. MG".



Dan Suter and Brian Woodhams, Overseas Director MG Car Club.



Bob Tescione displayed his badge collection



Brian's first tour stop—the Octagon House



Original posters for the All MG Races 1959, 1960



Bruce & Cindy Austin look over the scrapbooks



Dave Wild

—Mike Harrison



Gil Langswager



Dan Suter and Brian Woodhams



—Mike Harrison



Peter Thornley



Brian Woodhams, Peter Thornley, Dan Suter



—Rhonda Rizzo



Betty Langswager

—Mike Harrison



—Rhonda Rizzo



Everyone, including Oliver, had a good time.

The Nuffield Trophy and the Western New York Centre

George Heissenberger

I was chairman of the Western New York Centre MG Car Club in the mid 1980's. The club was as active then as now and one experience from around my time as Chairman was actually a two to three year long saga relating to the Nuffield Trophy. The Nuffield Challenge Trophy is a large silver urn awarded to competing centres of the MG Car Club. Lord Nuffield was a strong patron of the early MG Car Club and the first Gold Nuffield Trophy was awarded in Great Britain in 1935. With the international growth of the MG Car Club after World War II four Silver Nuffield Trophies were established, one for Europe, The Americas, Africa and one for Oceania. Nuffield Trophies were awarded to that centre showing "the most meritorious growth, enterprise and initiative." It was well known to our club that the last time the North American Nuffield Trophy had been awarded was to the Western New York Centre in 1961. After that time the North American Trophy was not heard from for a long time. Other previous winners had been Long Beach CA in 1954, 1957 and 1958, Washington D.C. 1955, Elmira New York 1956, Chicago, Illinois 1959, and Western New York 1960, 1961. Our club won the Trophy in 1960 and 1961 for the extremely strong and well attended program throughout the year including monthly rallies averaging 60 or more participants plus a concourse d'elegance and all MG races held at Watkins Glen.

In 1983 during the silver anniversary of the club, a discussion was started by a long time member as to what ever happened to the Nuffield Trophy. By that time no one clearly remembered what had happened to it after 1961. It had been on display at a prominent local MG dealership for some time but that was a long time ago. We suspected someone in the club still may have it but whom? Richard Powers, former Club Chairman, began an investigation by interviewing past members. This route led him to past member Chuck Heindl. Chuck Heindl was Club Chairman in 1961, the year the Western New York Centre won the Nuffield Trophy for the last time. Chuck was told at the time of winning the Trophy to hang on to it until he was contacted again from England. That turned out to take 24 years! Around that time MG and the MG Car Club went through some changes and contact with the Trophy holders was lost. Chuck felt personally responsible for the Trophy's safe keeping so he kept it with him when he left the club in the late 1960's. After being contacted by Dick Powers, Heindl confirmed he indeed still had the Nuffield Trophy and would keep it until such time he was contacted by England to do otherwise.

Thanks to Dick's efforts, The Nuffield Trophy was displayed at the clubs 25th anniversary dinner in December 1983, along with its matching walnut display

case including the plaques honoring the various Centre's which had won the award. Our hopes for the return of the Trophy to the club's collective possession that night were dashed when Chuck decided to take the Trophy home with him at the end of the Anniversary party. We consoled ourselves that at least we had all seen the Trophy and knew where it was.

In 1984, while I was Chairman, David Haywood the North American representative of the MG Car Club, wrote in Abingdon Classics magazine of trying to locate the U.S. Nuffield Trophy. We made contact with David informing him of its location and the wheels were set in motion. With some help from David and the Club in England Chuck Heindl agreed the Nuffield Trophy was once again the possession of the Western New York Centre. Finally, in August 1985 an official delegation from our club headed by myself, Chairman Sue Keppeler, Richard Powers, and Dave Wild arrived at Heindl's home in an MG caravan to pick up the Trophy. After a brief reintroduction we presented Mr. Heindl with a plaque from the Western New York Centre MG Car Club "For trusteeship of the Nuffield Trophy 1961-1985". We posed for several photos, one of which appeared on the cover of Spokes and in Safety Fast. Chuck brought out champagne and we toasted the past, present and future of the MG Car Club, the Western New York Centre, MGs, etc. We spent the better part of the evening trading anecdotes about MGs and past club events before shaking hands and collecting the Trophy in its Walnut presentation case.

I thought it only fitting that I drove the Nuffield Trophy home in my '73 MGB, which I had purchased from fellow club member George Haynes earlier that year. It was the first time the Trophy had been in an MG for at least 20 years. Our intent was to return the Trophy to England and they would decide whether to return to regular awarding the Trophy or put it on display. The Trophy was returned to England by as I recall Gil and Betty Langswager, and after being on display was in fact put back in circulation for award to worthy centres. Surprisingly, Our Club was one of the first centres to again win the Trophy upon its reintroduction. In general the Trophy is awarded each year. As a post script I found the Nuffield Trophy is still in circulation and in 2007 was won by the MG Car club St. Louis Centre! It's heartening for me to know that our efforts twenty five years ago have been worthwhile in reestablishing an MG tradition. Safety Fast! ◀



Dick Powers, George Heissenberger, Sue Keppeler, Chuck Heindl and Dave Wild with the Nuffield Trophy.



Larry Rausch won First place at the 2008 Hilton Apple Fest car show. His 1948 MGTC was entered in the sports car class. Second place was a Ferrari Testarossa and Third place a Lotus. Other sports cars included a Prowler, Porsche Boxster and a Spider a BMW and a TR6. There were about 625 autos but very few British cars.

Halloween Rallye

Elaine Hess

SUZANNE GLANVILLE once mentioned that she had always wanted to run a corn maze. Last fall I passed a sign for a corn maze, and organizing the Halloween Rallye began. I told the Harrisons I had an idea, booked the lodge in March and in April began to wonder why I had done such a thing.

Luckily for me, it was clear to George Heissenberger that I had no idea what I had gotten into and he lent me Sports Car Rallies, Trials and Gymkhanas. The book was so helpful that, I hereby make a motion that the club librarian be allotted funds to buy a copy and place it in the club library.

I imagined a drive along a bucolic



Gene Faust starts Bruce & Helen Willis —AH

route, jumping out of the cars to run the maze and back to the lodge for a replay of an early MG event—the Halloweiner Roast. Most of all, I wanted a rallye that wouldn't have the navigator and the driver at each others throats. However, there were a few moments while driving the route with Allen

when I began to think that I had not achieved that particular goal.

Finally, all was set, except a check of the weather. Prediction: a cold, driving, windswept rain. Action: write a back-up 'wet' plan. Unable to come up with a flame proof way to protect the barbecue grill, and aided by the generosity of Penny Schroder and Laurie Scribner the menu was changed to chili. The Hallow-bean Run perhaps?

On Saturday the decorating committee of the Heissenbergers and the Rzepkowskis ran through pouring rain to get into the lodge and we discussed weather while festooning the room. At two o'clock I decided on plan B. The Harrisons prepared to move their checkpoint inside the Lehman Farm Market, which would be haunted by

Doug and Laurie Scribner. Once things were set, the clouds parted, the sun came out, it warmed up considerably and the day turned beautiful. Everyone said that the drive through parks at sunset was wonderful and had resulted in few quarrels.

The Fausts started everyone off and recorded the end times. The Langswagers, Heissenbergers and Hokenson's had no easy time judging the costumes and cars. I was particularly thankful to Susan Kath who helped tally up the scores; it was a great relief to have a second pair of eyes checking the answers. Thanks to everyone's efforts, the food was wonderful!

The Kron's passed the MG 'Club' on to its new guardians Wes and Sue Pittenger. Wes intends to bring the trophy to every meeting. Ergo, I hereby make a motion to reinstate the Sergeant of Arms position once held by Jim Priestley. ◀

Photos by Mike Goodwin —MG

Mike Harrison —MH

Allen Hess —AH



Looking for Laurie Scribner? —AH



How long did it take you to find Doug? —AH



Activities Directors Bumble (Mike) & Honey (Sue) check in Gayle Schneider. Where's Brooks? —AH



Best Car: Cinderella Murray's Pumpkin Coach



Best Costume: Sue Kath as Princess Morris



Best car theme: Chuck & Becky Schaefer —MH



1st Place Rallye: Alan Costich & Penny Schroeder,
with help from Penny's grandchildren, Rachel and Robert Cohen

—Michael Goodwin



2nd Place Rallye: John & Mary Murray —MG



3rd Place: Bill & Catherine Wackerman —MG



Best Costumed Couple: Mike & Sue Goodwin



Best 50th Costume: Dick & Marlene Rzepkowski



Scariest Costume: Michael & Lindsey Short



Best Pumpkin decoration: Jim & Dawn Priestley
—Mike Goodwin



The "MG Club" Wes & Sue Pittenger —AH



If it's an election year, it must be the Baldwins.
—Mike Harrison

Garage Tour

George Leopard



George and Sue Leopard —Mike Harrison



British Racing and Restoration —Mike Harrison



Jeff Kath and Lane Boughton —Mike Harrison



Doug Scribner's Ogle —Mike Harrison



Wilds, Hershey and Costich —Mike Harrison



Doug Scribner's new Morris —Doug Jack



Richard Powers' garage —Doug Jack



Alan Costich' aka "Tin Cup Racing" —Doug Jack



B&C Auto Restoration —Doug Jack



Al Costich, Bill Baldwin and a pile of "Bug Eyes".



Everyone admiring a Mercedes at Warren Riter's restoration shop



John Weisberg talks to John Thompson and Bill Bethune about his race car



Berg Racing's storage area



Dick Powers' Morgan in George Haynes' shop



"It will be ready when?!"



Tom LeStrange's garage and Volvo 1800ES



Alfa in George Leopard's shop



George Leopard's Autolinc showroom



The same Mercedes from the inside

—Doug Jack



Warren Riter explains the Mercedes' self leveling system

Valve Cover Racing Official Rules

The Cars:

- The cars shall have no power source. All motive force is provided by gravity.
- Cars shall be based on actual rocker cover or cam cover from an MG or British made automobile engine.
- Wheelbase shall be no more than 24 inches. *Note: The staging lane is only 24 inches long.*
- Wheel track shall be no more than 14 inches.
- Cars must have 4 wheels, each no more than 6 inches in diameter.
- Cars shall weigh 12 pounds or less.
- Car design should allow the front wheels to touch a 2 inch high starting gate.
- Any car changed during the races is subject to inspection.

The Course:

- The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
- Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area.

- The official "Starting Line" shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, shall be provided.
- The run-out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
- The finish line shall be marked 20 feet from the front edge of the launch incline.

The Races:

- Cars will run in heats of 2 cars each.
- The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going further within its lane wins.
- If the wheels of a car should touch a lane marker, or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
- The winner of the round is the first car to win 2 races.
- Lanes are alternated between races.
- Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double-elimination to the finals. A car is eliminated after losing 2 rounds.

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The Border Crossing From Hell

Joe De Blaere

EVER TRY TO BUY OR SELL A CAR AND TAKE IT ACROSS the Canadian border???? I have a couple of times. One way in each direction. Bought one in Canada to bring into the US & sold one in the US to be brought into Canada.

Canada to the US: Back in '90's I bought a nice '69 MGB/GT from a guy in Welland. He was just over the border near Niagara Falls. I gave him a check & came back a couple days later to pick the car up with a car dolly I had borrowed from the club. In the mean time I stopped at the border crossing on the way into Canada to make sure I had all I needed in terms of paperwork when I got back there with the car. It was relatively easy. You need the registration (title, from Canada showing the registration tax has been paid) and a bill of sale so the US can compute the duty based on the value of the car you are bringing back in. The duty was on a sliding scale, 10% of the first \$1000 in value, 5% for the second \$1000 and then 1% for the remainder as I recall. Simple enough. I also had a van full of spare parts I got from Al Colquhoun (a long time club member) in Welland to bring back as a favor for George Herschell. This is still heaven. No problem at the border (other than the traffic), 20 minutes in the office, they checked the paperwork, never even looked at the car (it could have been a Ferrari), never looked at the spares which filled the back of my Dodge Grand Caravan, computed the duty which I paid and I was out of there.

Now for the other side of the coin. Post 9/11 complications at the border crossings. Taking a car into Canada.

US to Canada: Similarly (I know that sounds like my old algebra book), Canada wants to see a title & bill of sale to compute the duty (now a flat 15%). However, it must be faxed to the customs office 72 hours (minimum) ahead of the (attempted) crossing. This gives them time to check the data bases to make sure the car is legit. Not a bad idea actually. There is only one person that does this and he only works 9 to 4 Monday thru Friday, NEVER on weekends. Given the major traffic jams normally at the bridges Fri., thru Mon. we planned to exchange the car, title, bill of sale and certified check on a Thursday near the Lewiston Bridge. So far so good. I loaded my MGA onto a trailer and took it to a K-Mart parking lot near the bridge for the exchange. Once we got the car onto his rented car dolly we exchanged pleasantries and off we went. Done deal. Wrong. He heads towards Canada & I'm headed south. The down hill slide begins.

About an hour later I get a call on my cell phone from my MGA guy at the border crossing. He can't find the data plate with the VIN number on it. He has had



an MGB but not an "A" before. No problem yet, I tell him where to find it under the hood near the heater core. Another half hour (I'm almost home) the phone

rings again, this can't be good, the numbers on the registration & data plate don't match!!!! What? I've had the car registered in NY for 4 years. There is one more number on the registration than on the actual data plate. All the rest of the numbers match exactly but this extra "phantom" number is on the registration. They won't let the car cross the border. They agree to have a stupidvisor, that's right a stupidvisor come & look at it, maybe he'll allow it to pass. Yeah right! Stupidvisors are the ones at least one pay grade higher than the humps you are now dealing with. After 4 hours of waiting for him to show up he finally arrives, looks at the data plate & registration and announces with some authority "There is an extra number on the registration not shown on the data plate. We can't let the car across the border." Now there was a well spent 4 hours. I thought one had to cross the river Styx to get into hell, I guess the Niagara River will have to do.

While my buyer was waiting for the stupidvisor I had gone to my DMV (Department of Motor Vehicles) in Canandaigua to get this cleared up. They were very helpful in truth. They first said you can't have a 6 digit number on the registration if you have only a 5 digit number on the car (and previous registration). Duh!! The computer won't let us make that mistake. Oh! the car is a 1960, we didn't have that safeguard in place until recently, like the last 10 years or so. Revelation! Yep, the computer says your car originally had only a 5 digit number on it when it arrived here in NYS from Pennsylvania about 15 years ago. The computer said so-- it must be correct. Now we were getting somewhere. In the vastness of the space, time continuum an errant keystroke 15 years earlier had changed my current life some. Great, can you please correct this error & print me out a proper registration? The downhill slide now continues and gains some momentum. Hell is approaching fast. Do you have confirmation that this is the correct number? Confirmation? Why do I need confirmation, you can see from your own records there is an extra digit on the end of the numbers string, can't you just remove it? "The computer won't let us do that". I call for a new, different

local DMV stupidvisor. Yes, we have them here too. Note-- the car is in Niagara Falls. She explains I need one of three things to confirm the number on the car before they can correct the registration. They need either a photo of the data plate, a pencil rubbing of the data plate or a police visual of same. The car is in Niagara Falls.

About this time I get a call from my now panicked buyer having just met the stupidvisor at his end. "I can't get the car across the border. I don't know what to do." I explain the situation from my end. I know what to do. I either have to whack an extra number onto the data plate (this would have been the easiest way in the long run) or get the registration fixed here in Canandaigua. I tell him he needs to confirm the actual number on the car data plate by photo (Does your cell phone have a camera? No, it doesn't work. Translation--- I don't know how to use it.) or a pencil rubbing (that can't work), or one of the border patrol folks write down the number and fax it to my DMV on an official letterhead. The border patrol folks (and their stupidvisor) don't do that. Its 3:45, the DMV closes at 4 PM. Who said hell hath no fury? I ask if the car can be left in a safe compound overnight? Maybe some fenced in area to avoid the thieves & vandals. No. Just in the parking lot next to the border patrol office. I reassure my panicked buyer I'll do all I can to get his car across the border. I don't want the sale to fall through. I go back to Niagara Falls (2 hours one way), with the trailer to bring the car back here to Honeoye for safe keeping. My buyer is strangely calm when I arrive. I figure he is shell shocked after his brief encounter with the gendarmes and their stupidvisor. He relays the story of the other poor bastard he met, while awaiting his ticket to hell, who has 2 cars on a rented flatbed who has been there 3 days already trying to get the proper paperwork from a guy in Ohio with no end in sight. He also had to rent a room of a few days. Ca-ching! It doesn't seem so bad when you see someone who has it worse than you. Eight hours on the road today. Maybe it's only Purgatory.

NEXT DAY, it's a Friday, I'm back at my DMV, with a photo & pencil rubbing of the data plate for confirmation. I'm worried that they will ask me for a police verification of the photo. Nope. Did I mention I had turned in my MGA license plates a couple of days earlier so I could cancel my insurance? (Save this thought). We can't get the computer to respond to ANY change requests because it thinks the car has been sold and the plates destroyed. Damn computers. This is where the folks at the DMV became super helpful (no pun intended they were really great!). They call Albany and after the 4th try get a real person. She says she can

fix the problem there & send me the "fixed" registration within the next 6 weeks. The slippery slope is tilting downwards again--hell here we come. I figure she'll just can the request & go to lunch. Who could tell? My DMV supervisor lady (for whom I now have the utmost respect) says "No way! He needs it now. He needs it here, on my local system so I can print him out an amended registration today." Click! Albany hung up. The connection severed. Bureaucrats don't need more crap then their normal daily ration. She calls Albany again, introduces herself in a calm professional capacity and asks for the Albany Stupidvisor. Now I'm REALLY not getting a warm fuzzy feeling about EVER being able to get an amended registration. Wrong again. To my amazement once we got the right person on the phone within 10 minutes the records were corrected, computer updated & and I had my amended registration printed on the spot. Alleluia!!!!!! Oops, you can't say that here.

Now maybe I can get the car back to Niagara Falls tomorrow (Sat.), so my buyer doesn't have to take another day off work unnecessarily. Did I mention the ONE border patrol guy who does registrations only works during the week---no weekends? Damn! (I got that from the poor bastard next to me here in hell--you know the guy with the 2 cars on the flatbed). BTW I need to fax all the amended paperwork to the customs folks 72 hours (minimum) ahead of the (attempted) crossing. Did I mention it just started snowing outside? How is that possible here in hell?

Epilog. It's done. It's delivered. It's in Canada. Maybe in the meantime I can get a "Get Out of Hell Free" card somewhere.

2 weeks later-----Turns out it isn't done!!!! I just got a letter from my DMV. (Go get thought saved). To actually amend the registration they had to "temporarily" suspend the computer notion that I had turned my plates in to cancel my insurance on the MGA. Ooops. The computer thinks the corrected registration needs liability insurance (even though I sold the car). So, I have to prove I sold it or, and I quote, "If you don't respond within 10 days with acceptable proof we are required by law to suspend your registration and drivers license." Good thing the cars was in Joeannas name maybe she won't miss her drivers license. Yeah right! Back to the DMV one more time (I hope) and they say it was a mistake. No DUH!! Damn computers.

Now it's done.

Moral of the story. Make sure the registration (or title) paper matches your VIN number exactly whenever you buy or sell a vehicle. ◀

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Why Not Just Buy Black Towels? or Some Thoughts on MG Cars and Interior Decoration

I recently saw something for sale in one of those fancy-schmancy vanity garage catalogs (you know the one) that made me snort with derision. It was a sign that read “What happens in the garage stays in the garage”. My actual experience is that what happens in the garage usually ends up tracked all over the house. I’m not just talking about the time Mr. Minivan rebuilt the motor of our MGB in the living room of our apartment over the course of many months (ah, young love!). There are other, smaller but very distinctive signs that the residents of a house are automotive enthusiasts.

A recent guest in our home asked me to point him in the direction of the garage. Reader, he was just being polite. The greenest young tender-foot scout could find the way to our garage simply by following the lovely grey path on the carpeting. When returning from the garage one need simply follow the path again. It goes two directions from the door, both important to home mechanics. One direction leads strait to the nearest bathroom, the other to the nearest beer (a configuration known since ancient times as the golden triangle).

The path is not the only sign. It’s companion motif is a charming series of black smudge marks on walls, doors, knobs, and refrigerator handles. What doesn’t get rubbed off on these spots usually ends up on the hand towels, deposited there presumably after the hands have been washed.

Some of our non-car-nut friends (we have a few, but we are working hard to convert them) have expressed wonder and amazement at the fact that we have fingernail brushes at every sink in the house. Why do we need so many? they ask. The real question should be; with so many brushes (and clean-ish towels) available why are your fingernails still so black?

And why indeed? As we car nuts know, it’s a proven fact that certain varieties of car-generated schmutz will not wash off. The only method of removal is to bring the affected skin, fingernails, and trousers into close contact with fine upholstery fabric (upholstery fabric formerly known as fine anyway) at which point it smears right off with ease. In fact, there is a direct relationship between ease of removal and cost of fabric. In clinical trials any fabric costing over two hundred dollars per yard attracts grease twice as well as lesser fabrics. High-end “to the trade only” fabric can virtually suck grease off pants from across the room!

And speaking of trousers, you might argue that greasy blue jeans are not strictly a decorative element, but when they festoon every available surface of the home they may as well be, so I’m counting them as decor. In fact, you

might say they serve as the definitive decorative leitmotiv here at Castle Rackrent. Several years ago I separated these jeans into two piles; the already besmirched and the yet-to-be-smirched (I say two piles—one was a veritable mountain, the other about three pairs). The idea here was that when big doings in the garage were on the calender (every day) garage-worthy jeans would be worn and those in the other pile could be saved for “good”. It almost goes without saying that the next time I passed through the garage I noticed Mr. M was wearing a “good” pair (subsequently “good” no longer)!

Decorating books always encourage the reader to strive for a decor that reflects the personalities of a home’s residents. We have achieved that goal. Books and magazines about cars and their innards are everywhere. Our laundry room presents a very real danger of spontaneous combustion due to it’s being stuffed to the ceiling with oily rags (formerly known as clothing). We sit, two grease-balls, enthroned on a suspiciously grimy looking sofa surrounded by an interesting collection of smears and stains. Come to think of it, it’s a very good thing the Minivan children, Heffalump and Woozle, are black cats (and unlike most things around here, they really were black in the first place. Honest!).

If you think my solution to all this will be a series of helpful household hints—it’s not! Or maybe it is. After many years of living this way my philosophy is simple—Oh, what the heck!!! I’m not advocating re-upholstering your sofa in oily rags (especially because whatever is on there now will probably soon be transformed into oily rags by processes outlined above) but I find that a certain lassitude brings peace of mind and a lot less frantic running around with cleaning products. We just have to face facts—car mess is us!!

I’ve read that when it comes to decorating, many men feel left out, overwhelmed and overruled by their wives’ tastes. As an active MG enthusiast and home mechanic Mr. M could never claim this. He has very definitely left his marks on our decorating scheme. In the hallway, near the door to the garage, I’ve hung two small paintings of flowers. Directly beneath them, right at elbow level, like an underlining for emphasis, is a long black smudge. Sums us up nicely, wouldn’t you say?

—Mrs. Minivan

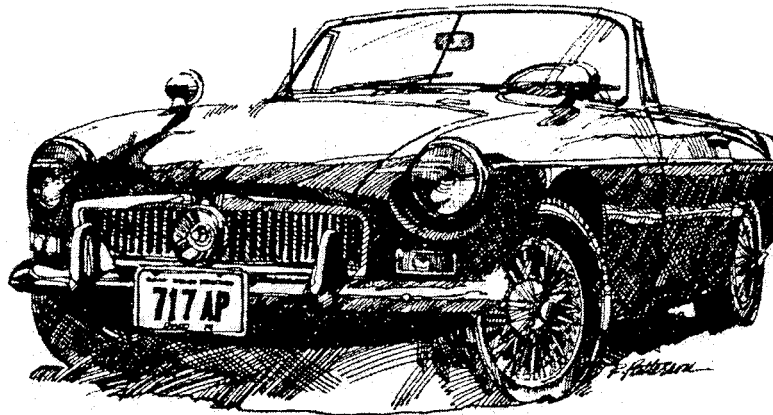
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[The true identity of Mrs. Minivan is not known.]*

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Jay Lockrow



Are you a club member or Club Member or are you a **CLUB MEMBER**? There is a difference beyond the capitalization and boldface type. Now I really have not gone off the deep end, but what we are trying to do is just see what sort of member you are in the car club, or any club for that matter. As mentioned it need not be a car club but any organization of which there are dues and you are a card carrying member. (If you are reading this I assume you are a member of one of the clubs this column is syndicated to.)

First there is a club member, most clubs have a lot of these and they are members on the roster but no one has ever met one or even seen them at an event. Every year I go through the membership roster and check off the ones I know and the ones I have seen on the roster for years and have never met. Sometimes these are referred to as "insurance members" belonging to a local car club for no other reason that to get a discount on auto insurance. Now we don't throw these people out but we do wish they would come to an event or two over the year so we could meet them and see if they really do have a Frazer Nash TT Replica (Yes there is such a car and replica does not mean a kit but a factory built car to the standards of the one that won the Tourist Trophy event, hence replica) or is it just a lot of smoke and mirrors. If you are one of these please make an effort to come to an event or at least to a meeting and make yourself and your vehicle known. If you belong to a club then you must have some interest so why not get involved and get some enjoyment out of it.

Next there is Club Member and there are also a lot of these. These are the ones who come to the events and meetings and sit on the sidelines and never make a sound or volunteer for any job or committee. We love to see these people at events and the meetings but don't be shy, we really don't bite. (Maybe I would if I'm in a foul mood) We need these members also. However, you might get a little more fulfillment from the club if you volunteer for a committee or at least chair an event once in a while. You might be surprised at the accolades you receive when you chair an event. Several years ago I ran an event to the Bicycle Museum in Orchard Park, and I know there were several people who came but were a bit skeptical of the event. Later however, several of these people came up to me and said how much they enjoyed the museum and it was much more than they expected. You never know! Unfortunately, the contents of the Bicycle Museum may be headed across the pond.

Now we get to **CLUB MEMBER** or should we say the nucleus of the club or organization. There is always a group of these enthusiasts who keep the club running and on track. These are the ones who hold the offices who

keep track of who is running what event and where the money from dues and car shows is going. They are the ones who keep track of who has paid their dues and make up the membership roster. These are also the ones who make up and display the theme baskets for the car shows where you drop your ticket in the container in front of the basket you wish to win. These are the people who arrange for prizes or sell sponsorships. These are the folks who set up the field for the car show and make the class signs and tap in the stakes in front of the classes. They are also the ones who direct traffic and tell you where to go (Yeah that too!) so you will be in the correct class. They are the ones who do the judging if it is that type of event or the ones who count the ballots if it is a popular choice event. They are the ones who run a tech event on a meeting night and research the problem so questions can be answered. They are the ones who chair events where reservations have to be made and other problems taken care of for tours and events. They are the ones who write and submit articles for the club newsletter. Also the editor and makeup person who puts said newsletter together. They are the ones who are in charge of having the newsletter printed and mailed along with other mailings that might come along during the season for special events.

Have I missed any? Very likely yes, and just think, you could be the one who takes over the job next time around. If you don't know anything about the job just say so and there are people who are always willing to help. Just bribe them with a beer or two. Get involved and stay involved and you will enjoy the club a lot more and in the long run it will make the difference between a club that wanes or flourishes! ◀

I'm looking for some ideas for column for MOWOG. Anyone with any thoughts please send me an email me at jaylock@localnet.com or shout across the room or call. After 20 years I'm running low on ideas so some help would be appreciated.

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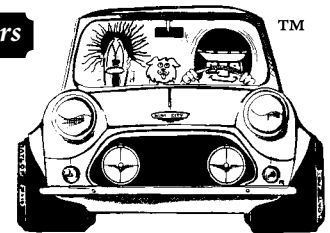
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 29 Linda Neri

**HAPPY BIRTHDAY
 EVERYONE!!**

DECEMBER ANNIVERSARIES

1 George & MaryAnn Shetterly,II
 12 John & Linda Spencer
 19 Mike & Sue Harrison
 26 Dezi & Bill Benet
 26 Brian & Kelly Fallon
 27 Michael & Karna Palermo
 28 Charles & Irene Searles
 30 Brian & Linda Neri

CONGRATULATIONS!

JANUARY BIRTHDAYS

2 Nicholas Zuck
 2 Ginny Fowler
 4 Gregg Gleba
 4 Matt Handy
 6 Dan Suter
 7 Bill Greer
 9 Jeffery Langswager
 11 Jim Dix
 11 Judy Pugh
 13 Lloyd Potter
 14 Paul Wheeler
 14 Mary Hanrahan
 15 Tim Wright
 15 Leon Zak
 15 Joeanna DeBlaere
 15 Bernadette Foster
 16 Susan Potter
 17 Margret Brorein, Jr.
 18 Mary Fitch
 19 Sondra Franzen
 20 Roger Gunther
 21 Bernice Black
 21 Cindy Jack
 25 Bob Joslyn

HAPPY BIRTHDAY EVERYONE!!

JANUARY ANNIVERSARIES

12 Thomas & Lia Glanville
 28 Tim & Susan Henderson

CONGRATULATIONS!

FEBRUARY BIRTHDAYS

4 Lindsey Short
 4 Cathy Smith
 7 Michael Wright
 8 Jeff Miller
 8 Liz Colquhoun
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 9 Greg Turner
 11 Douglas Jack
 11 Barb Wild
 12 Allen Hess
 12 Sandra Kimmel Barkley
 13 Ned Paulsen
 14 Fran Calkins
 15 Michael Palermo
 16 Ed Haefner
 17 James Franzen
 17 Cheryl Baldwin
 21 Henry Kron
 21 Gil Langswager
 22 Stephanie Haynes
 22 Scott Schipper
 23 Bill Baldwin
 27 Jeff Zorn

**HAPPY BIRTHDAY
 EVERYONE!!**

FEBRUARY ANNIVERSARIES

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

CONGRATULATIONS!

Official Regalia

MG Car Club Western NY Centre



50TH Anniversary Badge .. \$20.00

50TH Anniversary Pin \$3.00

50TH Anniversary Embroidered

GOLD Shirts \$25.00

50th Anniversary Sticker .. 1.50

MGCC Mug \$5.00

Car Badge \$25.00

Badge Clip 5.00

Patch, embroidered 2.50

Key Fob, large leather 4.00

Pin, cloisonné 3.00

Dash Plaque, 40th Anniv. ... 4.00

Sticker, front adhesive 1.50

Sign, magnetic (10") 15.00

Tote Bag, embroidered ... 15.00

Bumper Sticker 1.00

Name Badges w/MG 15.00

Sport Cap, embroidered ... 12.00

Vehicle Log Book. 6.00

Fire Extinguisher 15.00



Also available is a wide selection of clothing items
(shirts, jackets, etc.) embroidered with the club logo.
Prices shown are for members only.

All items are available for purchase at our monthly
meetings, or delivery can be arranged.
Contact: Laurie Scribner 585-872-5133 (weekdays).

Pre-order your
full color Spokes
2009 Calendar.
Still \$12.00
(I hope).

MG Car Club Western New York Centre, Inc.

Membership Application

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

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

Address _____ City _____

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

Cars owned & Year _____

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

Other hobbies, etc. _____

Occupation _____ E-mail address _____

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

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

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

MG Car Club Western New York Centre Calendar of Events 2009

For the latest information visit our web site mgcarclub.com

January 8 Board Meeting 15 Meeting 24 Wine & Cheese, Valve Cover Races	February 15 Daytona 500 Afternoon 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting 29 Swing Into Spring	April 16 Meeting
May 7 Board Meeting 9 Tune-up Clinic 21 Meeting	June 3 Stuffing Party 7 Vintage Auto Festival 18 Meeting	July 2 Board Meeting 16 Meeting	August 20 Meeting
September 3 Board Meeting 11-13 Watkins Glen 15 Meeting—Tuesday!!	October Fall Foliage Tour 15 Meeting Halloween Rallye	November 5 Board Meeting 19 Meeting — Elections	December Holiday Party No Meeting

Next Meeting
January 15th 2009 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

Dues Are Due!
Use PayPal Today
www.mgcarclub.com
(lower left corner home page)



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