

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 51 No 12

Issue No. 609

December 2009



NAMGAR Regional Event in The Poconos



The Marquee of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 813 , 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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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

Dan Suter
186 Hillrise Drive
Penfield ,NY 1452
(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
keukat01@frontiernet.net

ACTIVITIES DIRECTORS

Mike and Sue Harrison
6640 Ann Lee Drive
North Rose, NY
(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

Don McConnell
45 Eileen circle
Rochester, NY 14616
(585) 865-8738
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 Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the 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: AL Fink alcycle@hotmail.com (585)342-0625
Address Changes: Jim Priestley (585)657-4225
Mailing: Doug & Laurie Scribner (585)872-5133
Send Photos to SPOKES & Web: photos@mgcarclub.com
Web Page Photos: Gary Sandusky gary@sandusky.cc

ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

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

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Chairman's Corner

Dan Suter _____

MGBruce

Don McConnell _____

Well it is December already time for Holiday parties and getting together with family. This year has been busy, the position as editor has been a challenge as I expected. Each month I find some little things that need to be corrected so it is constant work. Hopefully I will have this down better by the NEW YEAR. Speaking of the New Year, I am not one to make resolutions but I would like to have Bruce on the road by the end of 2010. We will see how that goes. This issue reports on the Hallobeen party and cook off, the Brunch Run and Garage Tour. Speaking of party hope to see all at the MGCC Holiday party. If not have a great Holiday and see all in January.

Don

Last column! Two years certainly have flown by.

Thanks to all who participated in the Finance Survey. Jim Priestley reports that we received 110 responses, which is exactly what we hoped for to be able to gain broad input from the membership. Next step is to tabulate the results and prepare a report to share.

I am hoping to spend a bit more garage time this winter. One project that I am getting back to work on is the l-o-n-g running restoration of my 1973 MGBGT V8. It is very understandable if you have never seen this car—I took it off the road.....well, many, many years ago! It is a damask red, rhd, factory-built V8 car with a ('73-only) navy blue interior. The factory V8s were built in small numbers (~2591 total) in the 1973-76 timeframe. Mine was a Pilot Pre-Production car that was built before the model was announced. It was sent to a main MG dealer in West London to be on-hand the day of the launch in August, 1973. I have owned it since 1984 when we personally imported it. ('We' includes the incredible work of my dad on this effort—as a college student at the time, I never imagined the red tape involved in importing a car!)

The paint was completed ages ago and still looks beautiful. Engine and gearbox are 'in', the wiring harness is in but not all hooked up, and the front suspension is done. Most exterior trim, chrome, and windows are installed. I am in the process of re-starting on wiring and then will run the new stainless steel brake lines. Then I will move on to the various engine compartment components. Rear suspension and brakes will be later. I have distinct memories of the smooth, effortless performance and sounds of this car, and I am eager to experience it once again. I will provide articles to *Spokes!*

On our social calendar, the last event of the year is the Holiday Party! By the time this issue reaches you, this event will be upon us.

I know that everyone will support Dan Goodwin and the new board going into 2010. It has been an honor and a privilege to serve the club as Chairman for the past two years, including the club's milestone Silver Jubilee year.

--Dan

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Activities

Mike and Sue Harrison

ACTIVITIES Thanks to George Leopard for again organizing a terrific Garage Tour. It was very well attended and enjoyed by all. The final activity for 2009 is our Holiday Party on December 12 at Lakeshore Country Club. If you choose, please bring new mittens, hats or scarves for Rochester City School District children. We look forward to seeing many of you that evening and wish you all a Merry Christmas. Looking ahead to 2010, reservations have been made to use the same lodge in Webster for the annual Wine & Cheese party with Valve Cover Races on

Sunday, January 17. As we end our term as Activities Directors, we wish to thank all of you for your support of the events planned during the past two years. It has been a busy, but fun time for us and we look forward to just attending events next year. Congratulations to the new Directors: Mary Murray and Susan Goodwin.

MG CAR CLUB 2009 HOLIDAY PARTY



SATURDAY, DECEMBER 12, 2009

Lake Shore Country Club
1165 Greenleaf Road, Rochester, NY 14612

Social Hour 6:30 PM

Appetizers and Cash Bar

Buffet Dinner 7:30 PM

Price each \$12.50

Reservations payable to MG Car Club Western NY Centre.
Mail to Susan Harrison. 6640 Ann Lee Drive, North Rose, NY 14516 by December 1.

MITTENS AND GLOVES

Add a little warmth to the Holiday...

If you would like to donate a new pair of mittens or gloves that will be given to a Rochester City School District student with cold hands please bring them to the **MG Holiday Party** on **Dec 12.**

MGCC Minutes of the Meeting

Michael Goodwin

November 19, 2009

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

Acceptance of October Minutes - The minutes were accepted as published in *Spokes*.

New Members and Guests - New member Scott Fake of Brockport introduced himself. Scott has a 1977 MG Midget Special. Welcome, Scott!

Activities - Mr. Mike Harrison began the Activities report with the customary joke. [Secretary's Note #1: Mike and Sue, we'll miss you as Activities Directors. What was that again about a bagpiper and a septic tank?] Mike and Sue reported on recent events, including the Halloween Party and Chili Cook-off, thanking Elaine and Allen Hess for their work, and congratulating Betty Langswager for her Best Chili award. Further they thanked the Fausts for organizing the Yacht Club Brunch, George Leopard for the Garage Tour and reminded us all of the upcoming Holiday Party (see elsewhere in *Spokes* for details). They also noted that though they'll be passing the Activities torch to the new directors, the lodge at Finn Park has been booked for the January Valve Cover Races and Wine and Cheese Party (again, see elsewhere for details). [Secretary's Note #2: Can Bruce Willis defend his crown as Valve Cover Champ? When was the last repeat winner?]

Treasurer's report - Susan Kath reported that all's well with the Club balances, and she thanked Mr. Leon Zak for his help with the accounting software. She reported that a check has been written to MCC for the scholarship. Chairman Suter noted that he has been in contact with Ms. Kristy Graves of MCC regarding the scholarship, and that Ms. Graves has begun the process of lining up candidates.

Membership - Membership Coordinator Jim Priestley reported that dues are soon due, and that he'd like to see all payments made before the end of January. While Mr. Priestley had the floor, he also noted that the Club has been existent for fifty-one years, and in his opinion, it could not have been so without a Club Secretary. Jim issued a passionate plea for members to consider volunteering for the soon-to-be-vacant-otherwise position.

Regalia - [Secretary's Note #3: There's nothing like fun. Work isn't fun ... sleep isn't quite fun ... eating (and other fun things) can be fun, but only because they're fun. Fun is fun. In my term as Secretary, I've tried to capture in the minutes something of the mood and tone of the meetings. The Regalia report has ALWAYS been a fun few moments of the meeting. Doug and Laurie Scribner have done a tremendous job of lining up the best stuff for us to sport on our bodies and cars (and to hold, whether left- or right-handed), and Doug's reports on Regalia have been (to me, and others, I'm sure) among the high points of the evenings. Thanks, you guys!] After promoting all the excellent stuff ("Hats! Driving caps! Knit ski caps good for top-down drives! Great Christmas gifts, too!") Doug declared, "Spring is only four months away!"

SPOKES - Editor Don McConnell thanked those who provided any input to *Spokes* for the latest issue, and asked for more photos for the 2010 calendar, especially any with seasonal settings or themes.

Vice Chairman's Report - Vice-chair, Mr. Dan Goodwin announced stupendous door prizes coming up at the end of the meeting, and declared that the first six bottles of wine to be awarded come with a mandatory car show T-shirt. [Secretary's Note #4: Well, Mary Murray! How does that make you feel about that award-winning MGB? Imagine! Do we really have to wash those T-shirts down with a bottle of wine?]

Car Show Report - Car Show Chairman George Heissenberger handed out a schedule of upcoming meetings for the Car Show Committee, reported on the artwork for next year's show, quickly ran through the agenda for the upcoming Committee meeting, and called for any questions about the show and for volunteers. George reported that Dave Wild will run the subcommittee on potential reorganization of classes.

England - Dan Suter reported that the new Overseas Director of the MG Car Club will be Mr. Paul Plummer, replacing Mr. Brian Woodhams. Dan has been in contact with Mr. Plummer.

Librarian - Mr. Alan Costich was absent. There was no report.

Trustee and Website - There was no Trustee report, but regarding the website, Mr. Leon Zak reported that the website is "good."

Old Business - Chairman Suter raised the item of the election of the 2010 Board of Directors of the Club. He noted that there was a slate of candidates for all positions except Secretary. He announced the slate as follows: for Chairman, Mr. Dan Goodwin; for Vice-Chair, Mr. Michael Goodwin; for Treasure, Mr. Frank Stepanik; for Trustees, Messrs. Lane Boughton and Hollis Hames, and for Activities Directors, Ms. Mary Murray and Ms. Susan Goodwin. He noted that Mr. Don McConnell has agreed to continue as *Spokes* editor.

Jim Priestley called for nominations for Secretary, and nominated Mr. Dave Chase for the position. Mr. Chase declined. Mr. Alan Costich was nominated, and there was a quick second, but Mr. Costich was not present to either accept or decline. [Secretary's Note #5: While the nomination and second was followed by what I can only characterize as "giggling", and while I personally doubt that the result of such a turn of events could actually hold any water, some later reported that Mr. Costich was duly elected. I don't think so, but I have an audio recording. If no one steps up, maybe we'll have to replay this recording for an independent party who's expert on both Robert's Rules of Order and the Club by-laws!]

Mr. Willard Brown asked for an explanation of the Secretary's duties, and said he'd consider the position, but that he was not prepared to stand for nomination presently. Messrs. M. Goodwin and Suter described the Secretary's duties. Mr. Brown moved that the nominations be closed; this motion was seconded and carried by voice vote. Mr. Priestley called for a single vote to elect the entire (though incomplete) slate of candidates. The motion was seconded, and the slate heartily approved by voice vote.

Following the election, the Board-elect individually rose and introduced themselves.

New Business? Trips? Car Projects? – Willard Brown noted that University Motors is closing and that materials such as signs, banners and memorabilia are being auctioned on-line.

Doug Scribner asked (regarding the financial survey) about Car Show “seed money” and whether half of that money should have been included in the reported Club account balance. Mr. Suter and Mr. Heissenberger noted that such has not been reported in that manner previously, and Mr. Suter considered that if the association between the Lions Club and the MG Car Club were ever dissolved, the Club’s portion of the balance would be credited to the Club as a one-time item of income. There was no further discussion on the matter.

Cars and Parts For Sale – George Leopard described three cars he has for sale, “drivers, not show cars,” and suggested they might look good under someone’s Christmas tree. Dave Wild mentioned an upcoming auction in Wilson, NY. Dave Engdahl is selling his 1972 MGB GT. Willard Brown recently replaced a perfectly functional starter in his ’65 MGB, and offers the old one to anyone free. Dick Powers still has a Triumph pressure plate (“shiny!”) for sale.

Door Prizes – Vice-chair Mr. Dan Goodwin outdid himself with this month’s door prizes. There were jugs of cider, blocks of

XXX cheese, many bottles of wine, various T-shirts and more. [Vice-Chairman-Elect’s Note #1: Darn it, Cousin Dan! (or is it Uncle Dan, or even Grandpa Dan?) Yours will be a tough act to follow!]

Adjournment – As this was the last regular meeting of the Club for 2009, Chairman Dan Suter thanked those who served on the Board, and said that it has been an honor to serve as Chairman. The meeting was adjourned at 8:36 PM.

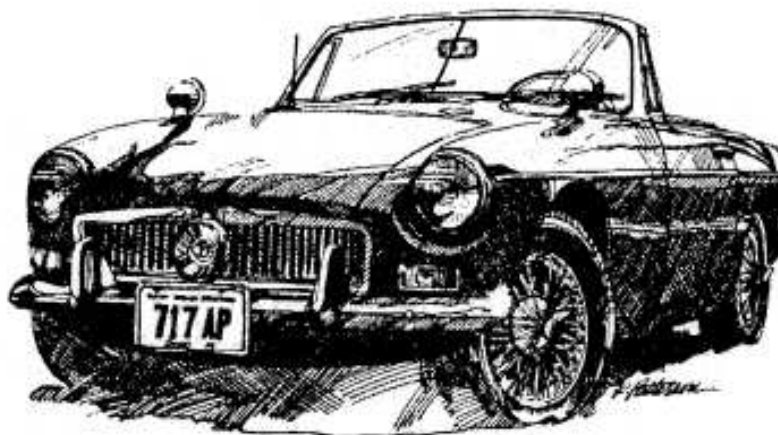
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November 19 ,2009

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Gil Langswager
Carl Prouty
Jessica Seeley
Sean Seeley
Mike Harrison
Sue Harrison
Barb Wild
Dave Wild
John Fowler
Ginny Fowler
Dan Goodwin
Dave Asmuth
Wendy Dakin
Cindy Jack
Doug Jack
Mike Goodwin
Ned Paulsen
George Haynes
Susan Goodwin
Dave Chase
Hollis G. Hames
Tim Rizzo
Oliver Scribner
Laurie Scribner

Doug Scribner
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Barb Zak
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Don Wetzler
Gene Dinkel
Jeff Kath
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Steve Sangster
Pat Sangster
Don McConnell
Willard Brown
Harriette Hokenson
Leroy Hokenson
John Thompson
Bruce Austin
Dan Suter

Eileen Makepeace
Lane Boughton
Tony Makepeace
Loren DeVries
Kelly O'Leary
Ken Heusler
George Leopard
Dawn Priestley
Jim Priestley
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David Engdahl
Jim Davis
Frank Stepanik
Rosemarie Stepanik
John Murray
Mary Murray
Chris Baum
John Baum
Linda Bethune
Bill Bethune
Ben Barlow
Al Fink
George Heissenberger

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If you need help, Dan Goodwin and Hollis Hames are coordinating a "helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:

Dan: (585) 223-9584 e-mail dlgipk@rit.edu

Hollis: (585) 271-7754

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CarNutzTales #1

By George Leopard

The Craze Develops – Luck Trumps Irresponsibility

My first memory of a developing car craze was sincerely discussing the merits of the '53 Studebaker coupe with my new best friend at age 14. About the same time my father taught me to drive and I started chauffeuring my mother (who disliked driving) around the local country roads in her VW. At 16 I got my license, and a bit later my father bought a '56 Dodge D-500 with a 305 hp Hemi, which he let me drive. The car took me to a 138 mph (indicated) ride one day, then promptly blew a tire when parked, which certainly cemented the adventure in my memory. I haven't gone that fast since.

As a college sophomore at Rensselaer I managed to buy a '56 VW with a blown engine for \$50 as my first car. A \$200 engine transplant and I had my own wheels, and finally access to girls (I was educated at boy's schools). A fraternity brother with a Jag XK120 wanted the VW so we swapped, but both cars had small disasters and we swapped back after only a week. The VW, a new set of Craftsman tools, and my tight budget taught me how to fix cars. I eventually discovered that wire, tape, a screwdriver, pliers and a lead hammer could fix most on the road problems and fit nicely in the glove box. Senior year saw me buying a '58 Ford convertible which promptly got glass packs and a new paint job done with several cans of rattle-can kitchen enamel. The paint looked good and I had a really cool sounding car which made many trips from RPI to Skidmore and back. Beating the girls' curfew resulted in some pretty irresponsible drives, but I was lucky.

On graduation in '66 I joined Bechtel Corp. and moved to Washington DC where I bought a nice 1960 Austin Healey 3000. I'll never forget the first date with my Healey and a beautiful girl I'd just met – I felt I was in a dream. Unfortunately my roommate, though fairly fat and driving an inferior car, had a more interesting personality and got the girl. I didn't use the Healey's top much, it was such a bitch to raise, and I greatly enjoyed driving with the tonneau over the passenger seat and heat turned on full – never too little heat in a Healey!! Rain was only a problem if you stopped. In Winter I installed the hardtop and had the distinct

impression, while driving late at night with the exhaust moan in my ears, of piloting a prop driven WWII fighter toward enemy territory.

To help save money for grad school during my year with Bechtel I bought, repaired and sold several cars including a Corvair convertible, Triumph TR-4, and Healey Bugeye. These were repaired at night with the help of a streetlamp in the parking lot of my apartment complex. I used to test drive them, sans insurance and with swapped plates, to my parents southern Maryland home on weekends. Once in the TR-4 I noticed an oncoming cop pull over, no doubt attracted by the headlights I'd painted black to look like a race car. He had to wait traffic's passing to make a U-turn and come after me, so I floored it. Just around a near bend was a barn 50 yards off the road, and I made it behind the barn before the cop saw me. The barn was too small to completely hide me, so I had to keep moving the car to keep the barn between us as the cop passed back and forth, wondering how I'd gotten away. Two weeks before leaving for school I bought a nice but defective Healey Bugeye for \$75. I remember single handedly re-installing the repaired transmission into the Bugeye at 2am with the help of a flashlight and creative use of language. It sold for \$400 3 days later, and I was off to school.

Life at Purdue wasn't complete without my sailboat, so I rigged a trailer hitch to the Healey 3000 and towed my 18' boat and heavy trailer out to West Lafayette and the very small lake to the North. A power line crossed the lake necessitating heeling the boat over to get under it. Two weeks before graduation I had just given up racing another Healey coming back from the lake late at night, when an English Ford filled with kids pulled out directly into my high speed path. I managed to miss them by inches but ended up sliding completely out of control down the road sideways, lying down in the passenger seat. I drifted off the road and then went through a (fortunately thin) telephone pole. I kept the 3' section of pole I'd broken out, but the creosote smell eventually made it an unwelcome souvenir.

The car had lost its passenger door and windshield and had a deep U shaped impression from the pole

about a foot ahead of where my head had been, but it was still drivable. Upon graduation I rigged a small Plexiglas windshield, a piece of plywood where the door had been, loaded the boat and car with my dog and possessions, and set out for home in Maryland accompanied by a buddy in his Volvo. Going through the hills of West Virginia, about 1 am, the engine quit. I eventually found a house with a light on and managed to use their phone to call a tow truck. We ended up at a truck junk yard, in the rain, and slept in a truck trailer. In the morning I discovered a broken distributor shear pin, replaced it with a cut piece of nail and was smiling again. About 6 miles from home the trailer hitch fell off, fortunately at a low speed.

A week later I reported to work at Kodak, still driving my wrecked Healey, which I sold a few weeks later as Fall rains had arrived. This was 1968. Last year I found the same year, same Primrose color car on E-Bay, being sold in a hurry by a Lehman Brothers guy with a better understanding of the near future than I. It waits in my garage for a good repaint, some sorting, and future adventure.

Copyright 2009 – George S. Leopard

An MG Christmas Story

By Don McConnell



“B” he staggered to the ignition he gave a twist. The engine lit off with a roar, it was an RV8. With the press of the gas, away he went and I heard him exclaim as he roared out of sight MERRY CHRISTMAS to all and to all a good night.

It is the first of December and all through the garage not a screw driver is stirring not even a turn. The MG's were nestled all snug under covers in hopes spring soon would be here. The moon shown bright on the new fallen snow just beckoning us to get the car out for a top down drive. My mate in her kerchief and I in my cap lay in bed dreaming of summer and top down drives when out on the lawn there arose such a clatter I rose from my bed to see what was the matter. The little man all dressed in Red had just arrived in his beautiful red “B”. Now that is some sled. Down the chimney he came with a thud. To the tree he went to unload his sack.

For me he had a radiator and gas tank for the “B” Now everyone will see. For the stocking that hung by the chimney he had brake shoes and a DVD (Lessons on welding). For my mate he had a warm jacket and a blanket for the cool top down nights. In her stocking he had an insulated cup for her hot tea and sun glasses for well you know. When finished he turned with a jerk up the chimney he struggled tired from carrying all those heavy gifts. To his

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 box (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 race 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 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.

MG Car Club Wine and Cheese Party and Rocker Box Racing

Sunday January 17th
1:00 PM

Finn Park, Maple Drive (N.of Rt 104)
West Webster

Bring hours d'oeuvres or desserts to pass; your own wine or beverage and place setting. Coffee will be provided.

Gravity is expected to be working well that day, so it's time to fine-tune those creations or maybe build something new. It's fun to watch, but even more fun to race. Come and join us.

Prizes for 1st, 2nd, and 3rd place and a special "Peoples Choice" award

For more information contact Mary Murray (marymurray@frontiernet.net)

Brunch Run Rochester Yacht Club

Photo By Brooks Schneider

Sunday November 8th was a beautifully sunshiny day for the Annual Brunch run to the Rochester Yacht Club Hosted by Gene and Ann Faust. Not only were there sail boats but some great British car too. The food was great and plentiful as well. If you missed it this year check next years calendar and plan to attend.



The Welcome Sign



Look how this car reflects the yellow sunshine



Yachts gracing the Harbor



"Wishful Thinking".



British Cars Grace the Parking Lot



Look how graceful this looks

NAMGAR In The Poconos or A Second Honeymoon With Your MGA?

By Dick Powers

This past September, after a most successful Morgan Centenary Jubilee at the Glen and the SVRA Vintage Races, I needed a little MG R&R. Fortunately, my MGA register, NAMGAR, was having a regional event in the Poconos. The event ran from September 23-26 and was at the Inn at Pocono Manor. At the turn of the last century, the Manor was built as a retreat by Quakers from Philadelphia and is now on the National Historic Register. The grounds include two par 72 golf courses, fishing, shooting ranges, 2 swimming pools, winter skiing and many luxurious private homes. Lots of history and a beautiful setting for this NAMGAR event! The event was co-sponsored by the British Car Club of Northeast PA, so there was some other nice British iron around too.



Our event hosts were Bill and Carol Shamonski and they put together a very relaxed, but fun schedule of events and parties that included a Western barbeque, tours to local places of interest, a great car show and a Saturday night awards banquet. The weather also cooperated for all the day events and allowed for a lot of top down driving.

MGA's were there from the Northeastern US, Michigan, Virginia, The District of Columbia and Canada. At the outset, I really didn't know any of the other MGA folks that were there, but after the Western barbeque (and a few adult beverages) I got to know many of them and by the Saturday Awards Banquet, we were all good friends and looking to the next NAMGAR gathering. One connection I did have with many was my racing. Many of my MGA racing friends from the US and Canada were mutual friends and a number of conversations developed around racing and the fun MGA and other MG racers have on and off the track.

The Saturday car show was held on the green by the golf club house. Fortunately nothing was shanked in the direction of the cars. Over 30 MGA's and 12 "Other British" cars were entered. The pictures can hardly do justice to the level of cars there. For the record the MGA awards were: 1st and Best of Show, Liz Ten Eyck (VA), 2nd Mike Finch (Canada) and 3rd Barbara Andres (VA).

NAMGAR has a saying: *It's the cars that get you here, but it's the people that bring you back.* This Pocono event had it all, a wonderful setting, outstanding cars and great MGA people!



1st Place & Best of Show Liz Ten Eyck



2nd Place Mike Finch



3rd Place Barbara Andres



Interior of Liz Ten Eyck's car



Interior of Mike Finch's car



Another view of Liz's car



more show field views



Engine Compartment of Mike Finch's car



View of show field



Great location for a show



Garage Tour

George Leopard

photo by Allen Hess



First top the Priestley's Motorcycle Collection



Jim Priestley's plate collection



Next to APEX Restoration (is that British ?)



Al is wondering if this is the engine



Hemlock Collision Boss Mustang Restoration



Bill Pratt at Hemlock Collisions explaining to Dick about straitening a hood



Richmond Marine and Engines (Joe DeBlaere's TR6 block)



I know British Cars came from across the pond but did they use these to get here ?



Charley Elam, MG TD



Charley Elam, Corvairs



Dick Rzepkowski Storage



Dick Rzepkowski Garage



Ted Hershey's newly constructed Garage



Ted Hershey's newly constructed Garage



Bruce Batzel Auto Service



Bruce Batzel Auto Service
The Final Stop photos are on page 18

A Letter From the New MGCC Overseas Director

By Paul Plummer

Dear Colleague,

At the recent AGM & Council Meeting of the MG Car Club, Brian Woodhams informed the board that he wished to stand down from his role of Overseas Director and accordingly tendered his resignation.

For the past 9 years Brian has carried out the overseas role and during that time has made a significant contribution to the club's affairs, building long term and close relationships with many individuals, centres and registers.

Although Brian has resigned his directorship, he feels that he does not wish to loose touch completely and has agreed to continue his involvement as Area Manager for Africa.

I would like to take this opportunity to thank Brian for all the hard work and commitment he has displayed over that period, and I'm sure we would all wish him and his wife well for the future.

For my part, I have been a member of the MGCC for 10 years and drive a 1955 TF 1500. I have been part of the team responsible for organising our annual event at Silverstone, MGLive! for the past two seasons. Within that role, I have had particular responsibility for devising and running a series of road runs entitled, the 'Tour de Silverstone'.

Moving forward, I have instigated a small working group to run the club's overseas activities, comprising

Overseas Director: Paul Plummer
European Manager: Gert Jorgensen
African Manager: Brian Woodhams
Americas Manager: Yet to be appointed
Kimber House liaison: Julian White

One of my first tasks will be to acquaint myself with all the affiliated overseas clubs, centres, registers and branches, and indeed the officers & representatives of those organisations.

The final Stop on the Garage Tour



Chris De Minco, Alfas

As I'm sure you will understand, there are a lot of you 'out there' and it will take me some time to contact everyone. Please bear with me!

Please can you amend your address books and mailing lists accordingly, sending any newsletters and other appropriate communications etc to myself. Thanks.

My contact details are as follows,

Paul T Plummer
Pear Tree Cottage
Main Street
Chackmore
Buckinghamshire
MK18 5JF
England, UK.

Tel: +44 1280 813354
mob: +44 7710 449265
email: ptp10@tiscali.co.uk

Of course, any communications addressed to myself, c/o Kimber House will reach me.

If there are any other people within your organisation who you feel should be aware of these developments, I would ask you to forward this email to them. Thanks.

I look forward to working with you over the coming months, and meeting you in due course.

Best regards,

Paul Plummer
Overseas Director



Paul Gallo's (?) fuel injected MGB.

Halloween Party and Chili Cook-off

By Elaine and Allen Hess

It was a dark and stormy night . . . no, that was last year. It was a fairly nice evening for the end of October and a most interesting cast of MG members showed up for the Halloween party and Chili cook-off. Sue Harrison, Sue Kath, Elaine Hess, Stacey Vandenburg, Betty Langswager and John Murray provided six steaming pots of chili. Betty Langswager's took the honors followed closely by Susan Kath's.

Costume prizes went to: Sue and Mike Harrison for *South of the Border*; Mike Goodwin for *Food Theme*; Dick and Marlene Rzepkowski for *Movie Theme*; Chery and Bill

Baldwin for *Car Theme*; Mary and John Murray for *Best Costume*; and Mike Goodwin for *Decorated Car*.

The evening concluded with a Halloween-Car-Car Club themed pub quiz. Brooks and Gayle Schneider won the quiz with 14 correct answers out of 23. Closing with the last question on the quiz, we wish you happy holidays.

Halloween is over, Thanksgiving is next and before you know it Christmas will be here. Who made the Elf?



Sue Harrison and Mary Murray



Mike & Susan Goodwin [he is our new vice chair]

--Sue Kath



Betty & Gil Langswager

--Mike Harrison



Gayle & Brooks Schneider

--Mike Harrison



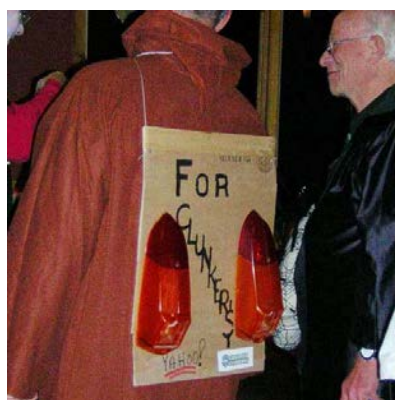
Marlene & Dick Rzepkowski

--Mike Harrison



Jeff Kath & John Murray

--Mike Harrison



Jeff Kath & Dave Wild

--Sue Kath



Denise McCluggage & her Ferrari mechanic

Sports car and Vintage Auto Festival 2010 Committee meetings

By George Heissenberger

Sports car and Vintage Auto Festival 2010 Committee meetings

Meetings will be held at Denny's restaurant Victor 7pm-8pm.
Arrive early if you would like to have dinner before the meeting.

Meeting dates

Thursday Dec 3, 2009
Thursday January 28, 2010
Thursday February 25, 2010
Thursday March 25, 2010
Thursday April 22, 2010
Thursday May 27, 2010
Car Show Sunday June 6, 2010

The first meeting we will introduce Steve Oosterling, the artist for
The car show posters, T-shirts and dash plaques, discuss the
Agenda for 2010 meetings, review the finances from the 2009
show, listen to the car show class committee and discuss how to
put the feedback from the 2009 show into action.

Everyone is welcome! Past committee members and interested
club members!

Questions? Call George or Peg Heissenberger (585) 742-1096

MG Car Club Steak Roast

Save the Date

Sunday, March 14

**Eyer Park
East Rochester**

atch Spokes for more details

Richard Deys
Owner

Phone: 315.986.3525

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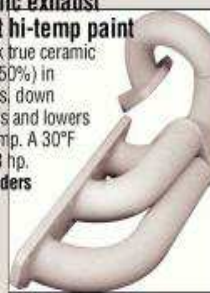
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What's The Difference

By Don McConnell

I suspect I have too much time on my hands because one day I was wondering why it is we here in the USA call a car with a top that folds down a convertible, the British call it a roadster and the Italians or Germans call it a spyder? A trip to the internet, or was it a dictionary, provided the following information. You can place this information in the Folder called useless trivia. But it is still interesting.

Roadster:

(Roadster) This term derives from equestrian vocabulary where it was applied to a horse used for riding on the roads. Old dictionaries define the roadster as an open-type car designed for use on *ordinary* roads, with a single seat for two persons and, often, a rumble seat. It is an open-type body with one bench seat and a luggage compartment in the rear deck. The weatherproof fabric top may be folded, and side curtains may be removed. The windshield usually may be folded down. The original concept is maintained by the Morgan Plus 8 but modern roadsters include power features such as power steering, electric windows, etc. as in the Mercedes-Benz SL.



Convertible:

Generally this is a two-door automobile without a fixed roof. Instead, the roof folds up or is removed in some way so that the passenger compartment is exposed to the open air. Some roofs are made of flexible fabric or plastic which folds up behind the passenger compartment. Other roofs are not flexible and retract into the trunk. Some retract automatically while others must be manually removed and placed in the trunk. The term was introduced in the 1930s. In the 1950s, a hardtop convertible was introduced to look like a convertible with its top up; but its fixed roof did not fold or retract. It was also called a "drophead coupe" or "open car."



Spider:

A type of sport vehicle. In the early 1900s it meant a light two-seater car. In the 1950s was revived by some Italian manufacturers for an open two seater sports car. Also spelled "spyder."



CLASSIFIED ADS

Winter Storage available for two small British Cars.
Pole barn located in Fairport. \$35.00 per month.
Call soon! George Haynes 585-872-6536.

For Sale : Triumph TR6 Dash Knobs (full set of seven knobs - Choke, Heat, Blower, ect.) \$2.50 each or \$15.00 for set.
Ignition Lock and Switch Assembly, new \$125.00
Call Joe Fazio @ 585-248-8117

For Sale: New Pressure Plate for a TR-2 - 4.
Asking \$175 Moss price is \$200 plus shipping.
Contact: Dick Powers at 410-4500

FOR SALE 1974 TRIUMPH SPITFIRE 52,000 miles, Stored Winters (no rust), interior good, new tonneau cover, recent clutch cylinder, bearings repacked, fuel pump and more. Three boxes of Spitfire parts included. Inspected in June 2009. SCCA Autocross class winner in late 70's \$3500 or best offer "from a good Home" contact Gene Dinkel 585-383-0363

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

FOR SALE: 1957 TR3 SMALL MOUTH.
27,500 ORIGINAL MILES, FULLY RESTORED 25 YRS AGO.
NEW TOP & SEATS. ASKING \$19,000 585 356-9790 OR 538-4303

FOR SALE: 1980 MGB, 40,000 original miles, maroon and tan interior, with tonneau cover. \$6,000.
Jerry Fursch 585-494-1660.

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

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

1958 MGA Coupe, Island Green. Extra set of wheels with white wall tires. 8,952 miles on rebuilt engine.
All are ready for NYS inspection. Former MGCC members.
Call Herbert Zechmann (585) 494-2083 in Brockport.

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

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

FOR SALE: Six (6) new **Bosch air filter** elements for 1975 thru 1980 MGB with single Zenith-Stromberg carburetor. These are \$12.95 each in Moss catalog; Selling for \$7.00 each. Call George at 585-872-6536

FOR SALE: 1963 MGB three-main bearing engine #18G-H-25080, with under 10,000 miles. Never been apart! Includes S-U carbs, exhaust manifold, distributor, water pump, flywheel, generator, etc. Price is \$1,000. complete or \$1,500. with new rings

and gaskets, etc. This engine fits into MGA's nicely and provides much more power and performance.
Call George at 585-872-6536 for Engine.

For Sale: "Collectors Choice" oil for older cars which still need ZDDP additives. Straight 30W or 20W-50 available in cases for \$4.00 per quart, plus tax. Also, small containers of dashpot oil for SU and Z-S carbs. Call George Haynes at 585-872-6536.

Vehicle Storage. Store your car for the winter season at Ziprrz Paddock. Price is \$200 + 8% tax for Little British Cars and MG Car Club members. Can accommodate some bigger items (boats) and will charge by the foot for the season. Reserve early. Call 585-233-4409."

Please inform the Editor when ads should be removed.

Wanted: MGCC Officers for 2010.





E E M ...










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Bury Me In An Old Mowog Parts Box

Jay Lockrow



MOWOG, December 2009

Upon completion of this December 2009 column I will have written Bury Me in an Old MOWOG Parts Box for a full 20 years. Twelve columns a year for twenty years comes to 240 columns. You know that is a hell of a lot of columns! This all came about at the MG Car Club Christmas party in 1988 when George Haynes asked me if I would consider doing a monthly column for *Spokes*. I finally gave in when someone beat me over the head with an old connecting rod. Over the years we, or should I say MOWOG, has become syndicated. It originally appeared just in *Spokes* the official newsletter of the Western New York Chapter of the MG Car Club and later in the *Oil Spot* the newsletter of the British Car Club of Western New York, *The Breakdown* of the Buffalo Octagon Association, and *The Oily Rag* of the British Saloon Car Club of Canada. It has also appeared once in *Bugantics* of the American Bugatti Club and once in a Mercedes Benz newsletter I believe in Ohio, and a few times in *Safety Fast* of the MG Car Club of England. Some of my columns have produced fan mail and phone calls from Australia, England, and Germany and all over the US. (How it got to some of these places I'll never know.) In particular people asking me about a vehicle I wrote about and who owned it before and so forth. It is rather shocking to answer a phone and have someone say this is Hans Stuck from Germany or Charles from England. MOWOG has covered MGs in particular but also new cars, used cars, old cars, race cars, vintage cars, dirty cars, sports cars, antique cars, stolen cars, pretty cars, ugly cars and even a few offshoots on automobile licence fees, laws and that sort of thing as well as some racing, shows and other events.



A few times I have even tried to entertain with a little fiction (remember *Girling Bloodstone*? That was yours truly!) Hoping someone would come out of the Lucas electric system and short circuit my writings. In other words I tried to smoke out someone else to write something. These fictional writings were above and beyond the monthly column as were the president's letter when I held the presidents office for three years in the British Car Club. This was to no avail and even the tech articles that I admit were very few and far between never seemed to stir anyone else from hibernation. I have said before I'm not an expert on anything but writing a monthly column for a publication is

sometimes very difficult when you are trying to come up with an idea and a deadline is staring you in the face. Now unless I hear screams and howls of protest, death threats and demonstrations on my front lawn and obtain a doubling of my salary (two times nothing is still nuttin!) I believe it is time to at least open the lid of the Old MOWOG parts box. (Would you believe that after 20 years there are some people that still ask what MOWOG is or means?) Now I'm not going to climb in yet but I believe it is time for some "New Blood" as the saying goes or maybe better put a different computer operator and printing cartridge. Now, that is not to say that if the mood strikes me I might cover the London to Brighton run or the Monaco Grand Prix, just not every month. The every month thing sometimes wears a little thin. So with this rather short column I will tender my resignation and say thank you for all the support over the last twenty years. In the meantime I will try to come up with at least one column a year so you don't forget who I am entirely. Jay



Editors note: This is Jay resting after all those articles, Thank You Jay

DECEMBER BIRTHDAYS

1	Jim Davis
3	Chris Baum
4	Richard Coleman
4	Steve Grabski
4	Sean Seeley
6	Nancy Chase
7	Beverly Lockrow
10	Norman Wright
11	Robert Goodwin
11	Georgian Abels
12	Dick Giambra
12	Becky Schaefer
14	Bob Wegman
15	Ann Coleman
17	Don Lovell
18	Betty Langswager
19	Doug Avery
19	John Fowler
19	Hollis Hames
20	Mary Murray
21	John Murray
22	David Schantz
24	Robert Abels
27	Dezi Benet
28	Arnold Van Denburgh
29	Linda Neri

**HAPPY BIRTHDAY
EVERYONE!!**

DECEMBER ANNIVERSARIES

12	John & Linda Spencer
19	Mike & Sue Harrison
26	Dezi & Bill Benet
26	Brian & Kelly Fallon
28	Charles & Irene Searles
30	Brian & Linda Neri

**CONGRATULATIONS!
WELCOME NEW MEMBERS**

Don & Beatriz Penlon
calle 36D sur #27-160, Casa #056
Quintas del Palmar
Envigado, Columbia
South America

JANUARY BIRTHDAYS

2	Nicholas Zuck
2	Ginny Fowler
4	Gregg Gleba
4	Matt Handy
6	Dan Suter
9	Jeffery Langswager
11	Jim Dix
13	Lloyd Potter
14	Michael Mack
14	Paul Wheeler
15	Tim Wright
15	Leon Zak
15	Joeanna DeBlaere
16	Susan Potter
28	Mary Fitch
29	Colleen Orbegoso
19	Sondra Franzen
20	Roger Gunther
21	Bernice Black
21	Cindy Jack
25	Bob Joslyn
28	Myron Culver
31	Rob Shrader

HAPPY BIRTHDAY EVERYONE!!

JANUARY ANNIVERSARIES

11	Charles & Nancy Bauder
27	Peter Hepper & Debbie Frah
28	Tim & Susan Henderson

CONGRATULATIONS!

WELCOME NEW MEMBERS

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Mohawk, NY 13407-0131
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Tony & Lyn LaFountain
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Penfield, NY 14526
585-385-4596
1980 MGB

Scott & Robin Fake
623 Holly Street
Brockport, NY 14420
585-637-2938
1977 MG MIDGET SPECIAL

FEBRUARY BIRTHDAYS

4	Lindsey Short
7	Michael Wright
8	Mary Ellen Suter
9	Willard Brown, Jr.
9	Greg Turner
11	Douglas Jack
11	Barb Wild
12	Allen Hess
12	Sandra Barkley
13	Ned Paulsen
14	Florrie Bachelder
14	Fran Calkins
16	Ed Haefner
17	James Franzen
17	Cheryl Baldwin
17	Debbie Frah
20	Estelle Samel
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	Bill & Cathy Wackerman

**CONGRATULATIONS!
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Rochester, NY 14620
585-442-8143
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Don Wetzler
5 Sherry Lane
Brockport, NY 14420
585-314-0378
1959 MGA (in 1966, none at present)

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Mg Car Club Western NY Centre

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Pin, cloisonné.....	\$3.00
Dash Plaque, 40th Anniv.....	\$2.00
Sticker, front adhesive.....	\$1.50
Sign, magnetic (10").....	\$15.00
Bumper Sticker	\$1.00
Name Badge w/MG.....	\$15.00
Vehicle Log Book	\$5.00
Fire Extinguisher	\$15.00



50th Anniversary Badge \$20.00
50th Anniversary Pin \$3.00

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Contact: Laurie Scribner 585-8725133 (weekdays).

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 ☐

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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 Party 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting	April 16 Meeting Basket 19 Swing into Spring
May 7 Board Meeting 9 Tune-up Clinic 17 Apple Blossom Rallye 21 Meeting 31 Autocross -tentative date	June 3 Stuffing party 7 Vintage Auto Festival 13 Multi-club Picnic 18 Meeting 20-21 Eurocar, Cazenovia	July 2 Board Meeting 15 Kids Day at the Glen 16 Meeting 19 GVAC Car Show (RIT) 25 Laps & Lunch	August ? NE Classic Car Museum 20 Meeting 23 UK Car Day, GRTTC 30 Autocross- tentative date
September 3 Board Meeting 11-13 Watkins Glen 15 Meeting 18-20 Brit. Invasion Stowe 20 British Car Day, Toronto	October 4 Autocross 11 Fall Foliage Tour 15 Meeting 31 Halloween Rallye	November 5 Board Meeting 8 Yacht Club brunch 14 Garage Tour 19 Meeting --Elections	December 12 Holiday Party No Meeting

Next Meeting
January 21, 2010 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



I'D RATHER BE DRIVING
MY SPORTS CAR!