

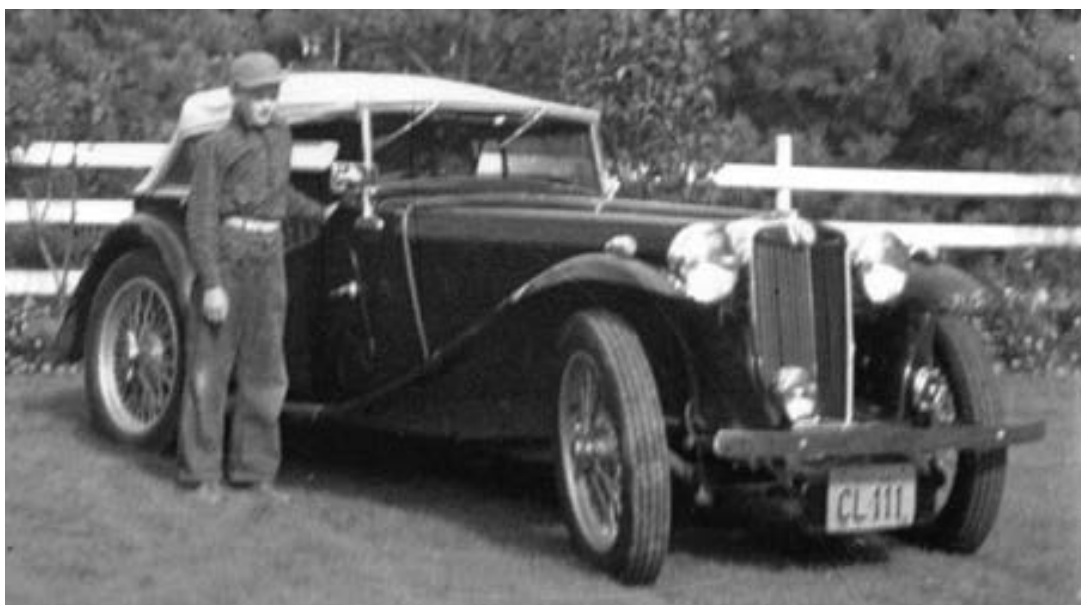
Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 52 No 4

Issue No. 613

April 2010



Jay Lockrow and his dads MG TC

The Magazine of the MG Car Club

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.

Articles reflect the opinion of the author. Articles are the property of MG Car Club Western New York Centre and may be reprinted by similar clubs providing the author and source is credited. It is requested that two copies of the republication, one for the author and one for our files, be forwarded to the editor of the SPOKES. No other use is permitted

EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

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

VICE CHAIRMAN

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

SECRETARY

Willard Brown
145 Danbury Cir N
Rochester, NY 14618
(585)-442-8996
wgbrown@frontiernet.net

TREASURER

Frank Stepanik
13 Fiora Drive
Fairport, NY 14450
(585)388-2653
froport@gmail.com

ACTIVITIES DIRECTORS

Mary Murray & Sue Goodwin
2408 Scottsville Mumford Rd
Scottsville, NY 14546
(585) 538-4430
marymurray@frontiernet.net
mrgoodwin@frontiernet.net

TRUSTEE

Lane Boughton
833 High Street
Victor, NY 14564
(585) 924-9295
wboughto@rochester.rr.com

TRUSTEE

Hollis Hames
91 Elmore Road
Rochester, NY 14618
(585) 271-7754
hdhames@aol.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. & Peggy 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

Contents

Cover Photo	By Jay Lockrow
Chairman's Corner	4
MG Bruce..	4
Activities.....	5
Minutes of the Meeting	6
Attendance	8
Autocross Schedule.....	9
Car Nutz Tales #4.....	10
Abingdon Alphabey.....	12
L' Alfa Romeo Centenario La Macchina.....	14
Steak Roast Photos.....	18
Riter Letter.....	19
The Problem with Ethanol.....	20
Up Coming Events.....	22
Classifieds.....	23
Bury Me in an Pld MOW OG Parts Box.....	25
Sunshine Page	26
Regalia and Membership Form	27
Calendar of Events	Back Cover

BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen* ~ Joe Tiemo ~ George & Nancy Herschell
Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch* Jim
Priestley ~ Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner
* 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 is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplate 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:

Frank Stepanik
13 Fiora Drive
Fairport, NY 14450

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

Chairman's Corner

Dan Goodwin

Spring has arrived...more or less. The MG Steak Roast featured gloomy weather, but excellent steaks, a buffet table full of tasty dishes and a great turnout of members. The weather improved, a bit, in time for the March club meeting, where several MGs and other sports cars were on display in the parking lot. We may be headed for more consistent top-down weather, but as T.S. Eliot observed, "April is the cruellest month..."

As mentioned at the March meeting, the MCC scholarships will be awarded at the April meeting. This has become a significant tradition for the club and it is always rewarding to meet the scholarship recipients. Try to attend the meeting and help us recognize this year's awardees.

My MGA engine/transmission rebuild saga gets "curiouser and curiouser." I was pleased to receive an encouraging report from Al Costich, regarding my SU carburetors, at the steak roast. They will survive! Al determined that a rebuild kit from Moss will bring them up to spec. The camshaft is very questionable, but the crankshaft looks good. Pistons are well beyond hope (but that was expected). Connecting rods "appear" to be in good shape. Oil pump measurements are next on the inspection list. Clutch and sundry components have been declared ineligible and the slave cylinder hose is swollen and due for replacement. Only one broken stud so far (water outlet elbow)! I want to thank several club members for their suggestions as to which of the area machine shops to investigate for the machining tasks on both the cylinder head and the engine block. The research to make the final choice is underway. I think we all recognize that for every issue encountered on our various restoration projects, there are numerous club members who have "been there and had to deal with that."

Hope to see you at the April meeting!

Dan

MG Bruce

Don McConnell

Well here we are in April, time to get the cars on the road for the season, (for those who have a car ready to put on the road). Bruce my MGB seems to be stuck in -----, I don't know what you call it. Maybe Never Never Land!!! He needs sill replacement, I have parts but first I need more practice with the welding. Unfortunately I have had to work weekends lately so no time. I don't consider this a hard task just a slow one. You want to and need to have proper alignment which is why it is slow. There has been much written on this subject so I will not go babbling on. The other thing is that every time I think I will have time on Sat to play with welding something always comes up mostly the need to work. I really would like to get the car on the road. In due time.

Now that I've shared this babble bout the "B". I think I will retire to the boot do you give a hoot ?

The sheriff of NOTENHAVEDRIVEN will be out looking for those sports cars not enjoyed to confiscate and enjoy himself.

As promised at the last meeting we have a guest writer this month. J Lockrow surprised me with an article. Always a treat to read his words. Also I was able to get permission to reprint the "Abingdon Alphabet" Articles, this is a series that was in the "mgTalk" newsletter of the Southeast MGT Register club, and I hope you enjoy the series.

I would also like to remind everyone as we enter the driving season and you choose to attend different functions (shows or get together with other clubs please drop us a small article with possible photos so we can share the experience with other club members. Maybe they will go next time.

Hope you all have a good April See ya at the meeting

Austin and Morris Parts in Stock
MG · Triumph · Spridget Parts from Major Supplier

Discount for MGCC Members

E-mail: MiniCityUS@aol.com
Website: www.minicityltd.com
Tel. (585) 872-6560
Fax. (585) 872-4094



MINI CITY LTD.
799 Holt Road • Webster, New York 14580

Activities

By Mary Murray and Susan Goodwin

The weather was perfect for the MGCC's annual Steak Roast held Sunday March 14th. The Langswagers were the only members brave enough to take their MGC-GT out of mothballs and take the car for an early spring drive to the event. There were fifty-eight members, three dogs, and one toddler gathered together to enjoy the festivities.

Thanks to Dan Young for arranging the use of Eyer Park Lodge. Thanks to John and Chris Baum for picking up the steaks for all to enjoy. John Baum and Leon Zak were quite the chef meisters grilling steak after steak, as Steve Sangster was overseeing their grilling skills. We had a variety of hors d' oeuvres, desserts and salads to choose from, as we enjoyed eating our steaks and hot dogs. Thanks to all for bringing a dish to pass.

The silent auction brought in \$165 for the MCC Endowment fund. There were a variety of nice items to bid on; books, storage bins, posters, and car items, etc. Our biggest auction dollar amount came from a very amusingly worded bidding war (on the tally sheet) for the five steaks left over. That bid brought in twenty dollars from the winners Janet and Aldis Lemesis. Thanks to all who brought in items to be bid on, and to all the bidders for making our silent auction a success.

A very special thanks to Leon Zak for letting us use his audio equipment and projector, to view the movie "The Italian Job" and announce the silent action winning bids. Twenty members stayed to view the movie and to all of them, remember, "This is the self preservation society", and "you were only supposed to

blow the bloody doors off!" Hope you all enjoyed the movie.

We would like to thank all the members for coming and making the Steak Roast/Silent Auction a success. Hope to see you all back next year.

(See Photos on page 18)

Next club event is the Basket Raffle at the April 15th meeting. Anyone interested in creating a basket contact Mary or Susan. Swing into Spring at The Old Toad will be April 18th at 4PM; contact Dick Powers or Laurie Scribner. The Tune up Clinic at MCC's Auto Tech Center will be May 8th; contact George Haynes. The Apple Blossom Rallye will be May 23rd; contact Mike and Sue Harrison. There will be more details at the next meeting. First Autocross will be May 30th; just show up at the MCC campus parking lot.

It's hard to believe but we need to think about June events. Vintage Auto Festival Stuffing Party will be June 2nd at the Wilds. There will be a sign up sheet at the next meeting, so the Wilds know how many will be helping. Of course, our Vintage Auto Festival will follow the Stuffing Party on June 6th. Saturday June 12 is the Multi- Club Picnic in Queenston Ontario; more details to follow.

Mary Murray marymurray@frontiernet.net

Susan Goodwin mrgoodwin@frontiernet.net

BASKET Auction at the April 15 th Meeting

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

Donate a "basket" of goods or services

"Bid" on baskets of your choice

By purchasing tickets.

Past ideas include:

Anything Automotive: car wash, oil change

Tune up ,rally kit

Anything British: food,beer

Wine

Picnic

Gardening

Food other than British

If you plan to donate a basket please call

Mary Murray (585)538-4430 or
Susan Goodwin 9585)889-2646

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

MGCC Minutes of the Meeting

By Willard Brown

March 18, 2010

Call to Order - The meeting was called to order by Chairman Dan Goodwin at 7:36 PM.

Acceptance of February Minutes – The minutes were accepted as published in *Spokes*.

New Members and Guests – New member Jeff Clough introduced himself. Jeff has a 1969 MGB that he got last fall. He previously owned one about 30 years ago.

Activities – Mary Murray began the Activities report with the (almost obligatory) customary joke. Susan Goodwin reported that the recent Steak Roast was a great success with 58 members in attendance, and noted that the silent auction netted \$165 for the MCC Scholarship fund. Signup sheets are available for the April Basket Auction, Swing Into Spring at the Old Toad, May Tune-up Clinic at MCC and the Apple Blossom Rallye. In June, the Wilds will host the Stuffing Party before our big Car Show, and there's also a Multi-Car Club Picnic coming up. See elsewhere in *Spokes* for details on these events.

Susan also noted that there is no event planned for August, and we'd like to have one, so if you have ideas or would like to volunteer to lead something, please let Mary or Susan know.

Treasurer's report – Treasurer Frank Stepanik reported the balances of the Club's savings and checking accounts, and noted that our income and expenses are in line with budget expectations.

Vice-Chair's Report – No report this month. [Substitute Secretary's Note: C'mon! I have to be the Secretary this month while Willard's off enjoying a cruise! Don't expect TOO much!]

Membership – Membership Coordinator Jim Priestley reported that we do indeed have members, but forty-two (egad! 42!) have not renewed on time and will be struck from the list. He asked that if you are one of these, or know any of these, and your lapsed status is accidental, please contact him to renew.

Regalia – "Birds are back! Bulbs are sprouting! There are sports cars in the parking lot! Feels like Spring! To celebrate, we have stuff on sale!" Chief Regaliameister, Doug Scribner showed off an impressive array of shirts, hats, mugs, and more. He

noted that he won't be offering regalia at the April meeting. "Spend your money on the Basket Auction instead!"

SPOKES – Editor Don McConnell asked that folks please continue to submit articles, photos and dates for upcoming events. He noted that we've lost some advertisers, and asked that anyone who knows of potential advertisers should point them to the Advertising Coordinator, Al Fink. As always, submissions are due one week following the meeting. [Substitute Secretary's Note #2: You know, I always feel a little silly typing that. By the time you're reading this, it's well OVER a week PAST the meeting! I guess it's just something to file away for next time!]

Car Show Report – Car Show Chairman George Heissenberger reported that he had cancelled the last Car Show Committee meeting, but the next one will be held soon. You may already enter your car in the show via the website, and there are already a few entries. George let us know that the Car Show will be featured on the I Love New York website, and that we'll have some links to Finger Lakes attractions and accommodation opportunities, which should be particularly appealing to those who may attend our show from afar. Please see elsewhere in *Spokes* for a more complete report from George, who asks that anyone with questions about the show or who would like to volunteer to help in any capacity, please contact him.

England – George Herschell reported that the Nuffield Trophy for North America was recently awarded to the Northwest Centre.

Librarian – Mr. Alan Costich reported that thanks to Hollis Hames, the Club now has the SU carburetor tune-up guide available on DVD.

Trustees' Report - There was no Trustee report this month.

Website Report – Leon Zak reported that "We have a website and it's worldwide!"

Old Business – Chairman Dan Goodwin reported that all those who, before the February 20th deadline, requested Seneca Lodge rooms for the weekend of the Grand Prix Festival and Vintage Racing in September, will have rooms. Those who missed the deadline are

on a waiting list. You may contact Dan Suter for details.

Ms. Kristy Graves of Monroe Community College and our MCC Scholarship winners will be in attendance to be honored and receive their awards with at our April Meeting.

Car Projects? Trips? New Business? – George Heissenberger, Bruce Austin, George Leopard and Dan Goodwin all gave updates on their restoration projects. Alan Costich reported that they're planning a trip for racing at Summit Point the last weekend of April. Alan also reported that MG Vintage Racers would also be at Mossport in June. George Haynes noted that the Mossport track will be celebrating their 50th Anniversary and that there will be special events. George further reported that he's heard that John Twist (formerly of University Motors in Grand Rapids, MI) will be going back into business in some capacity. Additionally, our club will have a contingent going to Carlisle the weekend of May 18-20. If anyone has parts to sell, parts they want to buy or if you're

interested in going along for a weekend of fun, get in touch with George Haynes, Jeff Kath or Dave Chase. George further promoted the Greater Rochester Triumph Touring Club's UK Car Day to be held again this year (see elsewhere in *Spokes*) and the upcoming MCC Tune-up Clinic, which he organizes.

Cars and Parts For Sale – George Leopard mentioned a "very original" 1973 TR6, and Doug Scribner knows of a very high quality 1960 Austin Healy 3000 BN7 for sale. Contact these gentlemen for details.

Door Prizes – Vice-chair Mike Goodwin awarded a nice selection of car clean-up materials and bottles of wine to this month's lucky winners, along with donated T-shirts and MG art notepaper.

Adjournment – After a final reminder from Jim Priestley that dues are now overdue, the meeting was adjourned at 8:31 PM.

Richard Deys
Owner

Phone: 315.986.3525

SANDMAN'S
Sandblasting

Trailers
Dump Trucks
Epoxy Coatings
On-Site Availability
Industrial Equipment
Striping/Graffiti Removal
Specialty Customized Blasting
Electrostatic Painting Availability

15 Route 350, Macedon, New York 14502

Meeting Attendance

March 18 ,2010

Betty Langswager
Gil Langswager
Bob Tescione
Mike Harrison
Sue Harrison
Barb Wild
Dave Wild
Jeff Kath
Ginny Fowler
John Fowler
Leon Zak
George Herschell
Dick Giambra
Tom LeStrange
Dave Asmuth
Alan Costich
Cheryl Baldwin
Bill Baldwin
Jeff Clough
Tim Rizzo
Rhonda Rizzo
Mike Goodwin

Frank Stepanik
Susan Goodwin
Hollis G. Hames
John Thompson
Brian Fallon
Jim Priestley
Dan Goodwin
Lane Boughton
Ellen Makepeace
Tony Makepeace
Scott Schipper
Dave Chase
David Leete
George Haynes
Don McConnell
Carl Prouty
Laurie Scribner
Doug Scribner
Oliver Scribner
Bob Welch
Bruce Austin
George Leopard

Mary Murray
John Murray
George Heissenberger
Carl Gielow
Rob Schrader
Ned Paulsen
Ben Barlow
Jim Davis
Bob Wegman
Dick Powers
Al Fink
Gene Dinkel

Gardeners' Upstate Journal

For upstate gardeners
By upstate gardeners

*Available at fine garden centers
or by subscription*

upstategardenersjournal.com
585/538-4980

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

2010 autocross 3 Part -Series

May 30th
August 15th
October 3rd

Monroe Community College
Park in Parking lot M - 1, course on lot G

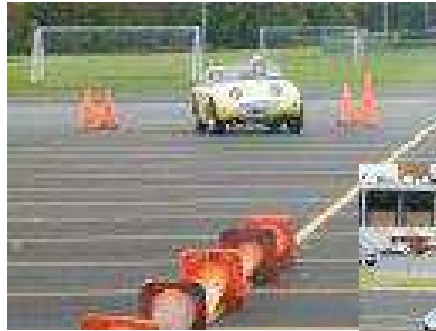
Time: Sign-up and Tech inspection starts at 9:00
Intro meeting: 9:30
Event will be roughly 10 to 1 PM.

\$10 Member, \$20 Non-Member

Novice Instructors and Tech Inspectors Needed
Course Ideas and prize ideas / donations welcome
Contact Julia Daykin @ 359-0859

* PRIZES *

Most Consistent
Most Improved
Group vote for Favorite



ACDelco



FRED'S GARAGE
4421 RIVER ROAD
SCOTTSVILLE, NEW YORK 14546
(585) 889-9281

WE SERVICE FOREIGN AND DOMESTIC VEHICLES

BRAKES • TIRES • BATTERIES • SHOCKS
COMPUTER DIAGNOSTICS • NEW YORK STATE INSPECTIONS

COMPLETE AUTOMOTIVE REPAIR



VEHICLE STORAGE

MG Restoration & Performance Consulting

5795 Cleary Rd. | Livonia, NY 14487 | 585.233.4409

Consultants: Dick & Marlene Rzepkowski

APEX
Restorations

**SPECIALIZING IN
BRITISH CARS**

- Engine & transmission rebuilding
- Tune ups
- Carburetor rebuilds
- Brakes & hydraulics
- Floor replacements
- Painting available
- Bodywork
- Restorations
- Free estimates
- Trailer for pickup & delivery

**HALF
the price
of your
local
shops**



Call Joe D. 585-229-2230 or Bob A. 585-732-6117

CarNutzTales #4

By George Leopard

Porsche #2 and Return to USA

This tale runs concurrent with CNT#3, but focuses on a different car.

Not long after my initial arrival in Germany, to supplement my \$130/month Army pay, I had started buying and selling a few cars I could easily fix at the hobby shop at the Rein-Main Air Base. It was easy to buy a car cheap from a GI leaving the country, tart it up and resell to a new arrival. In addition, I was always thirsting after the next, newer (supposedly better) version of any car I owned. I had picked up a fair amount of German (now forgotten), driven by the necessity of interfacing with German junk yard parts sellers. In the process I found a 356B Porsche (T6) that had had a front end collision. I bought it for \$250. This was going to be a much easier job than the Speedster, so I sold the Speedster to another car nut. I figured the "B" would be a great improvement on the 356A I already drove, so my entire focus shifted to this car.

I bought a new front body metal section and a windshield (the two costing as much as the car) and cut the damaged part off the car a few inches behind the headlights. After teaching myself oxy- acetylene welding, I then butt welded the thin sheet metal sections together using coat hangers as welding rod (still do sometimes). This was not easy, but I got through it with a really good smooth weld. There was also significant metal patching needed on the fenders ahead of the doors – bondo was my friend in disguising my inexpert work in this area. I also found I had to do a top end engine overhaul, so I blindly forged ahead with that (just like working on a VW). With all the body work the car looked like "Patchwork Hell " until I had it repainted. Blut-orange (blood orange) was a radical color available on 911S models starting in 1967 – the pigment was arsenic sulfide – and it appealed to me. At this point, with the car radiant in its new paint, everybody in the shop suddenly became interested in my project. It looked great, ran well, and I was verrry happy.

Now I needed to sell the older Porsche. Only two days after listing it on the bulletin board at the American Express office I had a deal with an American hippy finishing his tour of Europe and heading home. He would buy the car (\$500) if I'd deliver it with him to the port of Bremerhaven in Northwest Germany for shipping. We set off at normal cruising speed (160 clicks - 99 mph) and had a good Autobahn ride, going through a mountainous area where we saw a steam locomotive pulling its load through the snow covered valley far below, just like a tabletop train set.

The car's VW transmission occasionally popped out of gear on a bump, but I coolly put it back in gear telling my passenger "they all do that".

I still had some leave coming, so following the Bremerhaven drop off I took a train (also with a steam locomotive) to Amsterdam. A couple days were spent wandering around and eating pickled herring and french-fries with mayonnaise from street vendors. I got my cultural satisfaction from the beautiful architecture and canals, and a short tour of the famous red light district. Then I returned to Frankfurt.

The Army offered an option where personnel returning to college could get out three months early. I was approaching this date and was eager to move on with my life. Three additional months seemed like an eternity viewed from the desk of a 26 year old Army clerk typist with a Masters degree. I started searching for an MBA program where I could continue my studies, hopefully with a beginning date after but near the auspicious date of 12/12/70. My plan was to take a semester of courses related to the stock market, while using the university job placement service to find a more interesting position than the one I had left at Kodak. Penn State had such an MBA program; I got admitted and was scheduled to arrive just after New Years.

A second trip to Bremerhaven to ship the 356B home was the next order of business, this time including a boat and train side trip to see relatives in England. To my surprise I was welcomed at the London train station by my uncle in a big chauffeur driven Daimler limousine, and momentarily fought off the chauffeur who grabbed my duffle bag, as I thought I'd have to tip him. This was my first contact with my mother's successful older brother Joe. I was treated to fine dining and a tour of the English seaside for the next couple days with him in his personal Daimler V8-250 (a badge engineered Jag MkII with the refined Daimler hemi V-8 engine). Back in London I blundered into the movie "Woodstock" near Piccadilly Circus. Insulated by Army life and my car hobby I had no idea what was going on back in the States, and had heard nothing about the event before that day.

A week before shipping out from Frankfurt I sold my one remaining car, an old Opel Rekord for \$75, a \$60 profit. Before I knew it I was picking up the 356 in Baltimore. The battery was frozen from a winter crossing of the North Atlantic, and new tires I had stored inside the car for shipment with it were stolen, but at least the car itself was fine. I arrived at Penn State with \$27 in my pocket after

getting the car through customs and paying the first month's rent on an apartment. Three weeks remained before my first unemployment check, so a 20 pound bag of potatoes , cooked many different ways, had to serve as my main diet until then.

The head of the finance department wasn't too happy when I explained my 3 month plan. He told me to get the #!x%% out of his office. Fortunately he passed me on to an assistant who was more understanding and lined me up with some interesting courses for the duration. I made 37% in my model stock portfolio in the three months I was there.

During this time I met my wife to be, Sue. She was an artist (a strangely attractive and mysterious profession to me, an engineer) and had recently done paintings of race cars. She was amused by the way I dressed (decrepit tennis shoes in the snow). On our first date, shortly after receiving my first unemployment check, I cooked her a fancy dinner in my apartment – my best potato recipe and my first meat in three weeks, a pork roast.

Thus began our courtship. For economic reasons, I returned to Kodak in Rochester, NY at the end of my 3 months at Penn State (recession, no one else hiring, big raise offered by EK Co.).

Sue had a year to go to complete her degree program, so we began a year of traveling between Rochester and State College. I usually made the 220 mile drive down on Friday night and back Sunday night, moving pretty fast where I

could. I found it faster to go on Rt 14 via Geneva and Elmira than the normal route straight south from Rochester. Rt 15 was very slow going - all two lane and under construction in several places. I could go really fast (85-90) on Rt 14 along Seneca Lake and south of Elmira to Trout Run, then through the Pennsylvania hills due to good, mostly two lane roads, little traffic, and no cops. The Porsche never missed a beat and was an absolute blast to drive this way.

This is the car in 1972, complete with chrome bumpers added by the prior owner. The next article covers the start of my foray into owning a series of cars that didn't last too long and/or were quite troublesome. I sort of lost my way for a while.

Copyright 3/23/2010 – George S. Leopard

MAY 8 – SATURDAY

ROCK'N THE DOME – INDOOR CAR SHOW & CONCERT

Sponsored by Cool 100, BC Voice & Cruisin' Buddies Car Club
Concert Entertainment: Jay and The Americans & The Vogues 6 PM to 10 PM

\$20.00 per Ticket & VIP Seats \$30.00 per Ticket (BRING LAWN CHAIRS)

For Concert Tickets Call Cool 100: 607-772-1005, The Dome Car Show is

Open to the FIRST 200 Pre-Reg (by April 25th) Entry Fee \$15.00/Vehicle

All Years: Antique & Original Cars, Street Rod, Custom, Sport Car, Muscle Car, Street Machine, Truck, Van & Mini Truck are Welcome.

MOVE IN: Fri., May 7th, 9 am to 11 pm - MOVE OUT: Sat., May 8th, 10 pm

Car Show Info Call Gabe: 607-723-0656 or Email: GabeTheGear@Aol.com

Or Click on: www.cruisinbuddies.com - (Dome Show & Download Flyer)

ABINGDON ALPHABET

By Doug Beagley

Twenty-one years ago, the Northwest MG "T" Register was in the midst of organizing GoF-West '77 and Doug Beagley had just finished writing his excellent series, "The Grease Spot" for The Bonnet. His next large scale project was "The Abingdon Alphabet," a two-year long series of articles featuring the models produced by MG. When Doug stopped by the other day with two more articles (he is every editor's dream!) our discussion turned to other topics for his articles. Russ suggested that we re-run Doug's in depth series on the models from MG...and so here it is. For those of you who have belonged since 1977-78 (and are reading this as a repeat) and for those who have joined us since that time, enjoy!

Recently, I was over dropping off some material to our worthy and hardworking editor when I suggested that the "Grease Spot" was drawing to a close and I was casting around for a subject to replace it. I had thought of a series dealing with the cars that have appeared from the doors of Morris Garages might be a worthy successor. Liz, as always, was enthusiastic and encouraged me into this new feature. In view of this I will accept the challenge and try my best to bring you something that is both interesting and informative.

Before starting I think there are a few points that should be made quite clear. The information that I will offer will be from the best possible sources. I am well aware of the fairy stories that can be found around interesting cars. For instance, some years ago it was hopeless to try and convince people that the hood (bonnet) of a Rolls Royce was not locked and that only factory trained mechanics had a key. It should be understood that in the early period facts were hard to come by, and were very sketchy. I will try to be both accurate and objective, but it must be admitted that it is difficult to be strictly objective about something with which one has been involved so long and so enthusiastically. When I introduce my own opinion I will try to remember always to label it as such.

Before getting into the nuts and bolts of the thing (or should I say, the A,B,C's) I think that it would be beneficial if we were to delve a little into the background of the company, etc. Before World War I William Morris had been first a bicycle manufacturer, and then into automobiles. The factory had grown and in the early '20's was situated close to Oxford. Another local name that appeared upon Morris cars was Cowley and Isis. For this reason Morris cars were "Cowleys", "Oxfords" and "Isis". This same William Morris was later to become Sir William Morris and finally Lord Nuffield. He was the British Henry Ford, as he introduced low priced motoring to the British public and was the first to produce cars in real volume.

When the cars were built some were shipped to the dealer organization in Oxford itself, and this firm was easily named Morris Garages, Ltd. Here sales and services were watched over, but not just for Morris products. The Morris Garages held several franchises for other makes and also for

motor cycles. This then was the situation when in 1922 Cecil Kimber arrived to take charge of the Morris Garages, Ltd.

Cecil Kimber was the feature that made the difference. He was a man with, from what I can read and discover, a very forceful personality, an idealist and yet a very practical person. A person who would be a hard task master and yet, one who could build an enthusiastic organization such as could only be found in Abingdon in the early thirties. I think that if we look at the cars of his day we will see the sort of person that he was, simple and yet so balanced. Purposeful and yet artistic. Assuredly there had to be much of the artist in him.

After all that let us get around to talking about the cars, for that is the reason for this whole series. Here again we run into a problem - - which car? Where should we start? I do not want to make bad friends by trying to determine which was the first MG. There have been too many battles fought trying to decide "which was the first MG." I have seen people who have gone farther and said that an MG had to be a sportscar so we are looking for the first sportscar. What is a sportscar? After all, it is not true to say that all MG's were sportscars. The marque has produced some very fine touring sedans, but by no stretch of the imagination could they be called sportscars.

Many people have taken the easy solution and told some wild story of Cecil Kimber building some sort of exotic special overnight and going off and winning some long distance race or something. Again, this is just not the truth. When faced with this problem many who are in the position to know best have just gone back and told the story of vehicles that have been built or bodied by MG and that way avoided most of the obvious pitfalls. I plan to follow the same route.

The first cars that emerged from the Morris Garages were the special bodied Morris "Cowleys" that were ordered, as chassis, by Kimber. He wanted something a little more sporty looking, I suspect, than the very plain-Jane looks of the current 1922 "Cowley". I might explain at this point that for many years the Morris products were basically two models, the Cowley and the Oxford. The former was the cheaper or "standard" model while the latter was the "de Luxe." The "Cowley" at this time was a homely looking sturdy vehicle and the changes that Kimber made certainly aided its appearance. The rear of the car was lowered and it was finished in pastel shades rather than the basic blues and black of the period. The body style was a "Chummy" and this was its name. The chummy style has long gone from our midst, but was a common enough style of the day. It was an open car with a dickey seat (rumble seat) but the difference was that when the canvas top was raised it covered the occupants of the dickey rather than leave them exposed to the elements.

The car still had the straight up and down windshield

of the Cowley and was recognizable as such. The upholstery was of leather rather than the rexine of the Morris. It should be noted that there was none of the sporty elements that marked later MG's, such as twin carburetors, etc. It may be that the ports were matched and polished but is not known. It would appear that the modifications were visual rather than internal. In all there were six of these cars built and sold from 1922 to late 1924. The car sat on a 90" wheelbase and the engine was a 1548cc side valve (Flat head) unit with an unknown power output. It was rated as a 11.9 hp engine for taxation purposes so this is an indicator that it was certainly no ball of fire. It was equipped with a three speed transmission and had 9" drum brakes on the rear only.

At the time these cars were being delivered by Morris Garages (note - I, am avoiding the use of the term 'built') there was a man on the crew who's name is, or should be, familiar to us all - Cecil Cousins. He was with the company from its earliest days and at one point was in charge of the labor force - of one.

One other point I should make before closing this episode of the MG story and that concerns the title of the series. Before someone screams that these cars were not built at Abingdon, I am aware of the fact. I have used a little poetic license in titling the series "The Abingdon Alphabet," but I do not apologize for that.

Presented by the MG Car Club Washington D.C. Centre

15th Annual



Popular Vote Classes

October 10, 2010

**Willoughby Farm, Middleburg, Virginia
7397 Frogtown Road, Marshall, VA 20115**

**For more information contact us at:
HuntCountryClassic@mgcarclubdc.com**

L' Alfa Romeo Centenario, La Macchina

By Dick Powers

Alfa Romeo, Racing Since 1910 is often seen on many vintage Alfas. From the beginning, the philosophy at Alfa was that the cars they made were going to be raced. During their first 80 years, it was racing that built the reputation of Alfa Romeo. Nothing new about "Win on Sunday, Sell on Monday". Just about from it's beginning, Alfa raced in international GP races, European hill climbs and endurance races like Le Mans, Nurburgring, Spa, Daytona, Sebring, Watkins Glen and at what may have been the most demanding of real road races, the Mille Miglia and Targa Florio.

Alfa had many great drivers too. In the early years it was Ascari, Nuvolari, Caracciola, Dreyfus and Ferrari. In the years after WWII it was Farina, Fangio, Taruffi, Pescarolo, Bell, Peterson, Redman, Bianchi and Andretti, just to name a few.

Possibly the first Alfa built only for racing, was the 1914 "GP". This was a Marosi design, but it didn't do well. What is significant is that it was the first DOHC Alfa with 4 valves per cylinder and twin spark ignition. Similar to motors of today, but very advanced for 1914!



In 1923, Alfa won the Targa Florio outright with a modified RL. This car was the first Alfa to wear a green four leaf clover or *Quadrifoglio*. It was put on the car prior to the race as a good luck charm. It worked and from then on, became the symbol of Alfas in competition.

1925 brought the first Automobile World Championship and Alfa was there with the P2. This was the first racer designed by Vittorio Jano. Alfa won this first championship and from 1924-1930, they won 14 GP's. Only the Bugatti Type 35 was as successful and the World Championship enabled Alfa to wrap their logo with a laurel wreath.



Things are never stable in racing and by 1932 many changes had been made in the World Championship formula. Alfa was ready, at least for a while, with the P3 Monoposto (single seat) or Type B. This was one of the 8C series of Alfas and The First Single-Seat GP Race Car. Alfa won 6 races in '32, but 1933 brought hard financial times so Alfa Corse (factory team) didn't race. Enzo Ferrari decided to run his own Alfa "works" team, but Scuderia Ferrari was forced to run the older Alfa Monzas. This lasted till mid season and finally Alfa let Ferrari run the P3's. With that, they won 6 of the last 11 races!

1934 brought more changes and GP racing saw extreme German Nationalism in the form of the Auto Unions and Mercedes Silver Arrows. That said, the P3's still won 18 of the 35 European GP's.

In '35 the German teams were dominant. Hitler was funding everything German including the GP cars. The P3 was uncompetitive, but perhaps its finest victory came that year at the German GP at the 14 mile long Nurburgring. For that race, the P3 motor was taken from 2.9 to 3.2 liters. With the great Tazio Nuvolari driving, the P3 was leading the race but early on had a tire puncture. After the pit stop, he was able to work his way through the field and on the last lap he was

second. This great effort put so much strain on the leading Mercedes W25 that it blew a tire and Nuvolari and the P3 went on to win in front of 300,000 stunned Germans! Like Jesse Owens in the Olympics, Nuvolari and the P3 really upset things.

Naturally, all racing stopped during WWII, but in 1948 the modern era of Formula One began. Since this was based on a 1.5 liter displacement, Alfa was ready with a "Voiturette" racer from 1938, the 158/9 "Alfetta". This was one of the most successful racers ever made, winning 47 of the 54 races it entered from 1947-51. Giuseppe Ferina, driving a 158, won the first F-1 Driving Championship in 1950. The next year, Juan Manuel Fangio, driving the 159, was F-1 Champion. Fantastic wins for them, but also for an Alfa designed in 1938.

After this, Alfa decided to end its racing program and concentrate on producing cars like the Giulietta. But in the early '60's they established a new racing division, Autodelta, which produced the very successful Tipo 33 ('67-77) that took part in the Sports Car World Championships and CanAm series. In '75 & '76, the T33 won the Sports Car World Championship.



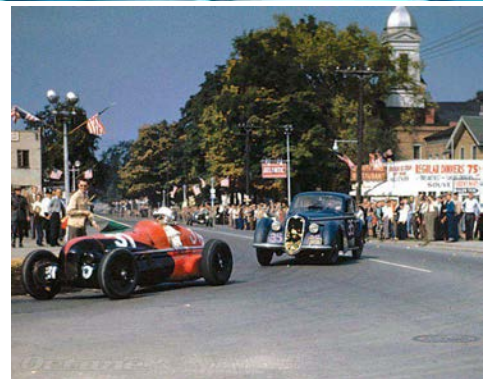
From 1979 - 85 Alfa went back into F-1 racing, but their efforts were not successful. Gone were the days of all the Alfetta wins and the F-1 Championships of 1950 & 51. But there was one major victory for the Alfa "Flat 12" motor used in the T 33. The Brabham F-1 team had been using this Alfa motor and with the BT 46B chassis, came up with a way to do ground effects and call it cooling. The BT 46B is also known as the "Fan Car" because it had a rather large fan at the back. Brabham claimed this was needed for cooling.

Like the Chaparral J2 before it, the BT 46B also had sliding skirts that ran along the ground to seal the gap. The Fan Car was allowed to race at the 1978 Swedish GP. It won and was then banned from other F-1 races. But in a small way, an F-1 win for Alfa.



Alfa Romeo is the featured Marque at the Glen this September. I understand that many Alfa racing cars will be there including the Griswold 8C 2900 that won the 1948 Glen GP, the Giulietta of past MGCC member, Chuck Woodworth and the very fast GTV of our own Dick Giambra.

Buon Centenario, Alfa Romeo!



GOF Central Mk XXXII

July 1-3, 2010

Sawmill Creek Resort
400 Sawmill Creek Drive
Huron, Ohio 44839

Hosted by the Ohio Chapter, NEMGTR



Yes, it's GOF Central, Ohio style, on wonderful Lake Erie. A few highlights include a Lake Erie sunset dinner cruise and an enjoyable drive around historic Marblehead Peninsula on our scenic rally/tour. Just down the road from world famous Cedar Point, the 235 acres of the Sawmill Creek Resort will be GOF Central headquarters for 3 days of fun by the lake.

This is also the North American Triple-M Register's annual focus event, so, those colorful 1930's MG's will be visiting in abundance with their Fabulous Triple-M Bibulous Gallimaufry Shenanigans.

BONUS EVENT! Put-In-Bay Sportscar Races Reunion will be held the preceding 3 days, June 28-30 on nearby South Bass Island! Visit their web site.

Make it a whole week of MG FUN in 2010!

All this is right on Ohio's north coast playground within easy reach of major highways & ferries.

Picture your MG on Lake Erie in 2010!

HELP NEEDED

Over the weekend of January 16/17 my race trailer was broken into and the following items were taken:

- 2 16 x 9 Porsche Fuchs rims, dark blue painted spokes with mounted Hoosier race tires.
- 2 16 x 8 Ditto
- 1 Aluminum race jack
- 1 Portapower
- 1 portable air compressor
- 1 green and red tub containing a battery jump box and a hand vacuum cleaner
- 2 helmets

If any one is offered any of these items or sees them on e-bay or Craig's list please call me or e-mail.

(H) 585 248 2681 (C) 585 281 8615

Swing Into Spring VI

Sunday April 18 2010, 4PM start time.

Contacts: Laurie Scribner MiniCityUS@aol.com or 585-872-6560
Dick Powers mgahmogca@rpa.net or 585-323-2687

Deadline for food request: April 12, 2010

We need to know your food selection by April 12, but no payment in advance.

Menu:

Fish & Chips: Large \$12.50 Small \$8.00

Bangers & Mash: \$13.00

Shepherds Pie: \$10.00

Vegetarian Shepherds Pie: \$10.00

Chicken Tika Masala: \$10.50

A mild/medium creamy curry served with Basmati rice and served with naan bread

Beef & Yourkshire Pudding Dinner: \$11.00

Soup & Half Sandwich: \$8.50

Prices Do Not include tip and tax.

We'll also have a sign-up sheet at the next meeting.



*The Old Toad
277 Alexander St
Rochester N.Y.*

The Steak Roast

Photos By Sue & Mike Goodwin



RITER AUTOMOTIVE

A DIVISION OF

WARREN L. RITER & SONS, INC.

2291 Penfield Road

Penfield, NY 14526

Phone: (585) 381-4368

March 16, 2010

As of March 1st 2010, I have terminated the operation of our business due to a number of reasons beyond our control.

It is time for me to retire and with the current economic climate we, as a family, have decided to cease the operation as it exists. I would like to invite you to visit from time to time to say hello as I will still be out in the barn or somewhere nearby.

For careful service and NYS inspections I would like to recommend George Pierce at Fairport Automotive Inc. (388-0113).

Thank you for your continued patronage and loyalty to us here. It has been a pleasure to have been able to work for you as one of our many customers and friends during these 30+ years.

Respectfully,



Warren L. Riter

The Problem with Ethanol

By Doug Scribner

Ethanol is alcohol, most commonly distilled from corn. It is being added to almost all of the gasoline sold in this country because of Renewable Fuels Standards mandated by the Energy Independence and Security Act of 2007, implemented by the Environmental Protection Agency. EISA 2007 requires ethanol production and blending to increase every year from 9 billion gallons produced in 2008 to 36 billion gallons in 2022.

The current maximum blending ratio allowed is 10% ethanol, 90% gasoline ("E10"). Only Flex-Fuel vehicles can use ethanol blends higher than E10.

The theory behind all this was that ethanol would reduce our dependence on foreign oil, improve air quality and reduce our cost at the pump. The reality, of course, is quite different. While the first two points can't be proven, at less than \$60.00 per barrel for oil, ethanol costs \$.50 per gallon more to produce than gasoline.

As you can imagine, with any government program, the political and economic ramifications of this are mind-boggling.

But how does this impact us, and our classic cars? Not in any positive way, I'm afraid.

The biggest problem is that, like glycol brake fluid, ethanol absorbs moisture from the air. In a vented fuel system, like most of our cars have, it only takes about a month for the fuel to absorb enough water to experience phase change. The moisture-laden alcohol separates from the gas and settles to the bottom of the tank. So, when you try to start your car in Spring, with fuel that's been in the tank since Fall (even with good old red Sta-bil), what's going through the system first is water—probably rusty water.

Corrosion is another problem. Rust caused by water in the fuel tank and lines is loosened by the ethanol and can clog fuel filters and float valves. The highly corrosive

nature of the ethanol will also "scrub" older deposits and sediment in the fuel system to make this an ongoing problem. I suggest installing filters between the tank and the pump and between the pump and the carburetor(s), and changing them frequently.

There are other problems, too.

Ethanol attacks rubber. Fuel pump diaphragms, hoses, carburetor seals, etc. will all be affected eventually.

Ethanol has less energy content than straight gasoline, so mileage suffers. And, since most of our engines need a slightly richer mixture to run well on E10, expect *at least* a 10% reduction in fuel economy.

Ethanol causes a long list of performance issues, including hard starting, hesitation, lack of power, vapor lock and stalling.

Since it's almost impossible to buy gasoline without ethanol (locally, only Kwik-Fill/Red Apple stores haven't started blending yet), remember that this affects not just our classic cars and motorcycles but all 2-stroke and 4-stroke gas-powered engines more than about five years old.. You can expect to be doing fuel system servicing on all of your lawn and garden equipment, snowmobiles, watercraft, chain saws, generators, etc..

But there is some help available. Gold Eagle, the company that makes (red) Sta-bil, now offers (blue) "Sta-bil Marine Formula" for ethanol fuels. A \$10.00 bottle treats 80 gallons, and can keep E10 fresh for up to a year. This is available locally at Auto Zone, Pep Boys, Wal-Mart and other stores.

Blue Skies, Green Lights and Steady Oil Pressure!

Recommended further reading (online, of course):

A group trying to preserve the availability of ethanol-free gasoline: www.e0pc.com (that's a zero)

A site that talks about the damage ethanol can do: www.fuel-testers.com/list_e10_engine_damage.html



NORTH AMERICAN MGB REGISTER

19th ANNUAL CONVENTION

"MG 2010"

Hosted by the MG Car Club of Toronto
in Belleville, Ontario, Canada

June 23 - 27, 2010

Gro-Moore Farms



Raisin' Quality Standards

2811 E. Henrietta Rd. (Rte. 15A)
Henrietta, NY 14467
(585) 359-3310 Fax (585) 359-4345
Jack Moore
e-mail jack@gromooore.com
www.gromooore.com

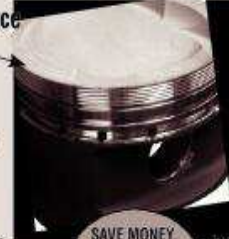
Smartest English car builders use coatings for more power & durability

Ceramic is insurance against seizing, burning & engine failure

Never build a big buck engine without ceramic coatings. Performance engines particularly those with blowers, turbos or nitrous are stressed to the max and can fail in a heartbeat. Swain's permanent coatings allow your engine to run faster and last longer.

Melt-down proof* race & street pistons

We coat your piston domes with our exclusive **Swain TBC Ceramic™**. It's a permanent insulating barrier...heat can't reach the piston metal, no hot spots, no burned pistons. Reduces detonation and makes more power. Pistons last longer with fewer tear-downs. **\$24.50/piston**



SAVE MONEY.
We coat dome and skirt for only **\$38.00/piston**

Slippery skirts make more power

Our super low-friction **PC-9 Piston Skirt Coating** is only .0007" thick and allows tighter clearances for more power. Eliminates excessive heat, friction and scuffing.* Terrific for high revving pistons. We can bond PC-9 up to .004" to tighten piston-to-wall clearance on vintage, high dollar or worn pistons. **Only \$18.00/piston**



More power from stock or ported heads

We coat your chambers, valves & exhaust ports with our own TBC, thermal barrier ceramic. This raises combustion temperature for more power without lowers coolant temp. A quick way to more power, crisper throttle response and reduced "bog".

Real ceramic exhaust coating-not hi-temp paint

Our .015" thick true ceramic traps heat (by 50%) in headers, turbos, down pipes, manifolds and lowers under-hood temp. A 30°F drop can add 3 hp. **4 cylinder headers from \$225**
8 cylinder headers from \$350



SWAIN
Tech Coatings

35 Main St., Scottsville, NY 14546
585-889-2786
www.swaintech.com

*If you do something really dumb, you can destroy your engine even with our coatings

Up coming Events

British Car Week

Saturday May 29th to Sunday June 6th

This week has been designated as drive your British car to Work week.
Plan on driving your British Car to your work place.

Need Parts for your Car or do you want to sell some parts
Try making the trip to Carlisle, Pennsylvania for the



Carlisle Import & Kit Nationals May 21 - May 23, 2010

Gate Times: Th.-Sa. 7am-6pm / Sun. 7am-3pm



Several of us reserve flea market spaces to sell leftover parts.
We can also take other club members' parts with us to sell, or look for a part someone needs.
We leave Thursday, May 20 to get setup and return Sunday afternoon.
Dave Chase reserves rooms at a local Super 8 motel,
If someone wants to join us and requires a room for any of those dates. Call DAVE at: 585-334-6826.

MGCC Spring Tune-up Clinic

**Saturday May 8th 2010
10 AM to 4 PM**

At the Auto Tech shop at MCC.
We've been holding this event for years and it's usually well received.
We have use of several lifts , with "advisors" on hand to assist owners with any task they need to perform.
Coffee and donuts provided.
Sign-Up at the April meeting or anyone can also call me at 585-872-6536 to preregister.

Apple Blossom Rallye & Tour

May 23, 2010

Rallye Masters: Dave Asmuth, Mike Harrison & Bob Barker
Starts at 9:00 am
Fun Zone at the corner of Rt 104 and Slocum Road, Ontario
Approximately 3 hours and 2 check points
Lunch at Connelly's Cove, East side of Sodus Bay
You may drive this event as either a timed rallye or simply a driving tour.
If you wish to rallye, bring a time piece.
Cost to be determined .
Dave (585)621-7035 Mike (315)483-0368
e-mail : mharrison3@rochester.rr.com

CLASSIFIED ADS

FOR SALE – 1972 MGB GT, Red, Full Mechanical Restoration including engine, steering, fuel system, suspension, brakes, electrical, and floors. Body is very good, paint is good. Engine compartment painted and all under hood components restored or replaced. Featured car in Spokes calendar for November 2009. Asking \$7500. Call Dave 585-334-6838.

For Sale: '71 Triumph TR6 parts:

L & R doors - perfect condition, no rust, with glass and window mechanisms.

Hood - perfect condition...no rust, no bondeaux.

Trunk lid - perfect condition...no rust no bondeaux.

Misc. parts -

rear turn signal lenses, .new condition, Lucas alternator

side marker lights, misc. Gauges, weird stuff

I have a windshield and frame just can't remember where I put it.

John Walsh @ (585) 738-8009

walsh@whcc.com

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

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: 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 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.



moSS

Moss Motors
COOL STAFF • COOL CARS

Watch videos on topics including how-to and product spotlights, subscribe and get updates when new videos are posted

moSSTV

YouTube

E-News
Breaking Email news about sales, special pricing, close-out offers, new products and our latest videos on MossTV

e NEWS

Forum
Share your insight, experience and passion on our Moss Forum. Learn from others, just chat or browse the cars for sale

Over 10k Members

www.mossmotors.com/Forum

Tech Services
Check out Tech Tips online or Tech Services Dept for personal service

Q&A

Customer Loyalty Program
Spend \$1,500 and enjoy 12% off orders for one year and your own dedicated salesperson

CUSTOMER LOYALTY

Free Catalogs
Hundreds of pages of parts and information on MGs, Triumphs, Austin-Healeys and Classic Minis

FREE Catalogs!

E E M ...





Austin-Healey





moSS

Find us Online at: www.mossmotors.com Call Toll-Free: **800-667-7872**

OUR **SERVICE** PUTS US **A-PART** FROM THE REST.

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast. Log on to www.LBCarCo.com and see why we excel at what we do.

Little British Car Company
www.LBCarCo.com

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 • Toll-free: 800-637-9640
Fax: 248-489-9665 • Email: LBCarCo@LBCarCo.com
Major credit cards accepted

Authorized Distributor for

Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus many others!

24

Bury Me in An Old Mowog Parts Box

Jay Lockrow



As promised I will write an occasional MOWOG column but I have no plans in going back to writing one every month. I was hoping that someone else might take the challenge and write something on occasion. Everyone has a story to tell so why not put it on paper so everyone can enjoy it. I really hate to see automotive writing replaced by Hints from Heloise or 140 uses for WD40.

Also, I am going to explain what MOWOG means just one more time. Would you believe someone asked me this the other day and I don't really know how many times I have explained it? If you are a British Car enthusiast or even been around British cars for some time I should really not have to recite this yet again.

MOWOG is an acronym much like FOMOCO which stands for Ford Motor Company and is on all genuine Ford auto parts and parts boxes. MOPAR is Chrysler's acronym and I believe stands for Motor Parts. NAPA is an acronym and stands for National Automobile Parts Association and really has become a trade name. MOWOG stands for MORris, WOlseley and G is for Garages and of course Morris and Garage is what MG stands for. You will find this stamped, printed or cast onto all genuine MG parts and on the original parts boxes. It is as simple as that, really. Now will you please cut this out, have it enlarged and put it on the front of your garage door so everyone will see it? It really is not that difficult and if you read at all about British cars you should have come across this many times.

People seem to think I have been around this sports car thing a long time. I was thinking about this the other day and I guess I really have. I would enclose a picture of yours truly next to my dad's first MG TC (I believe we have had ten) taken in about 1947 but for some reason none of the graphics will go through. In this picture I am about eight or nine years old and even then I was hooked on sports cars.



Now a little bit of trivia that I do not believe I have mentioned before. The SCCA was really a splinter group from the Veteran Motor Car Club of America. It was formed right after the war in about 1945 by members of the VMCCA that wanted to race. VMCCA at the time was made up of the big classic cars like Duesenberg's, Alfa Romeo's, Bentley's, Bugatti's, Stutz, Mercer and the like. These guys wanted to race and SCCA was formed. Officers were elected and race licenses and car registrations were developed. Look at the SCCA logo of the wire wheel and knock off hubcap. This did not come from a European car but from an American Mercer.

Now this is about where I fit in. Find and look at a copy of the 1950 or 1951 Watkins Glen Grand Prix program. Inside there is a listing of SCCA officers and under Contest Secretary you will see the name Clifford J. Lockrow. This would be my dad and he held this capacity for about four years or so. I used to help him on Saturday mornings as we issued licenses and registration plaques for SCCA cars and drivers. I did exciting things like lick stamps and envelopes and possibly put things in the envelopes. Now this might take a bit of explaining. Originally all SCCA cars were registered as competition cars and had a small aluminum plaque that was affixed to the dashboard with the make of car, engine displacement and other pertinent information. Next time you see it look at Herb Forbach's MG TC to show you what I'm talking about. This only happened a few short years as the club was growing fast and cars were being purchased and registered faster than we could make the plaques. A friend of my dad's hand lettered these plaques and the registration number was stamped on. I still have the stamps. For years we had handfuls of these around the house but they are all gone now after a few moves. We also issued competition licenses and I tried to get Jack Archibald to loan me the license signed by my dad so I could enclose a copy of it. Today both of these items are real antiques and seen only rarely. I have seen only about four or five plaques over the years on what we now consider vintage race cars. I usually have to stop and explain the plaque to the present owner and tell him I used to help issue these when I was about ten years old. The idea of registering the car as a competition car came from the Automobile Racing Club of America as they had done this pre war. I had one of these around for years but here again it has been lost in the shuffle but look at a copy of Joel Finns book *American Automobile Racing the 1930s*. These plaques are pictured there and here again the computer would not send the graphics. Is this early enough? Some quick math will tell you that this is a touch over 60 years ago so I guess I have been at this for a bit. I recall that at the time my dad was offered a full time position as competition secretary but at that time SCCA was a fledgling organization and its future was not really clear. It would also have required a move to Connecticut so he turned it down. So who knows what might have happened if he had taken the job, possibly I might have wound up working for SCCA.



APRIL BIRTHDAYS

3 Michael Short
 6 Chuck Schaefer
 6 Penny Heusler
 7 John Thompson
 10 Elton Schulz
 12 Lee Marasco
 13 Jane Hamilton
 13 Mary Lou Riter
 13 Cathy Wackerman
 14 Phyllis Wagner
 17 Carolyn Barlow
 19 Bill Bethune
 19 Carl Gielow
 19 Aldis Lemesis
 20 Bill Wackerman
 21 George Haynes
 21 Frank Stepanik
 21 Robert Tescione
 21 Harriette Hokenson
 21 Dawn Priestley
 24 Warren Riter
 26 Janice Zorn
 27 Eva Goodwin
 28 Tony LaFountain
 28 Joyce Pegoni

APRIL ANNIVERSARIES

2 George & Sue Leopard
 3 Daniel & Latty Goodwin
 14 Robert & Eva Goodwin
 19 Frank & Rosemarie Stepanik
 27 John & Ginny Fowler
 30 Al & Barb Fink
 30 Suzanne & Robert Keppeler

CONGRATULATIONS!

MAY BIRTHDAYS

5 Nona Kraus
 5 Kelly Fallon
 5 Paulette Schultz
 6 Linda Bethune
 7 George Herschell, Jr.
 7 David Ott
 11 Peter Pegoni
 12 Ginny Wheeler
 16 Nancy Bauder
 18 Lyn Tennant
 19 Joe Fazio
 21 Dan Viola
 23 Dan Samel
 23 Bill Benet
 23 Grace Gleba
 24 Chris Russell
 25 Jan Langswager
 27 Harold Rodman
 28 Bess Kopen

HAPPY BIRTHDAY EVERYONE!!

⌘♦⌘♦⌘♦⌘♦⌘♦⌘♦⌘♦⌘♦⌘♦

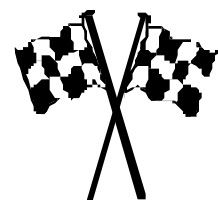
HAPPY BIRTHDAY
EVERYONE!!

MAY ANNIVERSARIES

1 Dick & Patricia Giambra
 1 Michael & Beverly Mack
 2 David & Cheryl Asmuth
 6 Lloyd & Susan Potter
 7 Garrett & Anne Hoehn
 10 Tim & Karen Paul
 12 Chuck & Becky Schaefer
 14 Joe & Bridget Tierno
 17 Bruce & Susan Krobusek
 20 Robert & Georgean Abels
 21 Jeffery & Jan Langswager
 22 Doug & Susan Avery
 23 George & Lyn Tennant
 24 John & Chris Baum
 25 Gene & Anne Faust
 28 Michael & Susan Goodwin
 29 Bill & Cheryl Baldwin
 29 Warren & Mary Lou Riter
 30 Dan & Estelle Samel

WELCOME NEW MEMBER

Jeff Clough
 90 Sunset Blvd.
 Pittsford, NY 14534
 585-899-9727
 1969 MGB
 1976 TRIUMPH TR6



CONGRATULATIONS!

Official Regalia



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

Mg Car Club Western NY Centre

Sticker, Black/Silver \$1.50
50th Anniversary Sticker \$1.50
MGCC Mug.....\$5.00
Car Badge.....\$20.00
Badge Clip\$5.00
Patch embroidered\$2.50
Key Fob, large leather.....\$4.00
Pin, 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



**Magnetic Sign
for the car or
Frig**

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

All items are available for purchase at our monthly
Meeting, or delivery can be arranged.
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 ☐

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

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469



Presorted Standard
U.S. Postage PAID
Rochester, NY
Permit #701

ADDRESS SERVICE REQUESTED



MG Car Club Western New York Centre -- Calendar of Events 2010

For the Latest information visit our Web site mgcarclub.com

January 7 Board Meeting 17 Wine & Cheese, Valve Cover Races 21 MGCC Meeting	February 14 Daytona\ Valentines Party 18 MGCC Meeting	March 4 Board Meeting 14 Winter Steak Roast 18 MGCC Meeting	April 15 MGCC Meeting\ Basket Auction 18 Swing into Spring
May 6 Board Meeting 8 Tune-up Clinic 20 MGCC Meeting 21-23 Carlisle 23 Apple Blossom Rallye 30 Autocross	June 2 Stuffing party 6 Vintage Auto Festival 12 Multi-club Picnic 17 MGCC Meeting 23-27 MGBR Belleville Ont	July 1 Board Meeting ? Kids Day at the Glen 15 MGCC Meeting 17-18 Overnight Tour	August 1 GVAC Car Show (RIT) 15 Autocross 19 MGCC Meeting 22 UK Car Day Need an Event
September 2 Board Meeting 9-12 Watkins Glen 14 MGCC Meeting (Tues) 17-19 Brit. Invasion Stowe 19 British Car Day, Toronto	October TBA Fall Foliage Tour 3 Autocross 21 MGCC Meeting 30 Halloween Party	November 4 Board Meeting 7 Yacht Club brunch TBA Garage Tour 18 MGCC Meeting	December 11 Holiday Party No Meeting

Next Meeting
April 15, 2010 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

