

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 52 No.12

Issue No. 621

December 2010



The Great Halloween Caper

The Magazine of the MG Car Club

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

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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MEETINGS

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

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ADVERTISING RATES as of January 1, 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

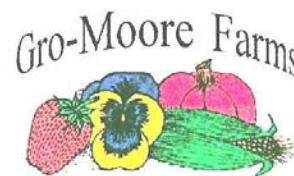
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Please indicate exactly how the name should appear on the plaque.

Chairman's Corner

Dan Goodwin _____

It's hard to believe that 2010 is nearly history. The year featured some great activities and I would like to thank my fellow board members, appointees, event organizers and all of the enthusiastic supporters that make this club a success. A quick look at the 2010 calendar of events is a good indication of how active we have been.

Elections for 2011 took place at the November meeting and it was decided the current board will continue to lead the MG Car Club for one more year. We also passed an "austerity" budget, which, as Leon Zak pointed out, is more of a return to a "normal or basic" budget. The 2009 car show produced a significant profit and provided considerable subsidies for the club in 2010. However, the weather was definitely not on our side for the 2010 Vintage Auto Festival. With any luck 2011 will fare better and we will kick off the summer driving season with a bang.

This year's Garage Tour was a big success! Unfortunately, my real job (a student open house at RIT) prevented me from personally attending, but the many anecdotal comments presented before, during and after the November meeting attest to a great time for all.

The "A" project continues with the arrival of a significant batch of parts from Moss. Thanks to Jeff Langswager for his in-depth research into the options for engine paint. Jeff has found a good color match with a Rustoleum Glossy Merlot. It is compatible with a Duplicolor high-temp primer and is considerably cheaper than the catalog alternative. The next step is balancing the crankshaft, flywheel and clutch.

I hope to see everyone at the MGCC Holiday Party. All the best for 2011!

Cheers,
Dan

MG Bruce

Don McConnell _____

Well it is December hope everyone enjoyed the garage tour as well as the brunch at the Yacht Club. I would like to have been there but I had to work. I have had to back off the throttle on the calendar while the shift work is on. Even the B in my garage has had to take a back seat (which is interesting since MGB roadsters don't have a back seat.) on work progress we should be done with this test the first week of December. Then I will have vacation the rest of the month. That means back on the gas for the calendar. Also I hope everyone enjoyed the little tail of the MG on Steroids in the last issue. One thing I learned from that is to always carry a pen and paper to write down names and important points.

Now is the time to prepare that list of tools for Santa to bring you so you can finish your car project. I am trying to remember what size it is that fits on the front of the crank of my B so I can occasionally turn it over. My guess is 1 3/8" or 1 1/2". In fact I was provided a list of winter tools by Jeff Kath which might help you in setting up your list, check the table of contents to find its location. Speaking of tools here is an interesting thought for ya to think over. At what point do you have enough tools? The most famous words I have heard "you never have enough tools". Looking at that thought, by time you get to be 80 or 90 you still need a tool to do the project that maybe you cannot physically perform. I have started to be a little choosier with my tools as I now feel like I am getting all the tools I need. These kinds of thoughts are my diversion from work or maybe I am too crazy. The old saying goes "You have to be a little crazy to own a British car and all British car owners are proud to proclaim it. Hope to see you at the Holiday Party.

Happy Top Down

Don

Activities

By Mary Murray and Susan Goodwin

October 30th's Halloween Rallye/Party was attended by twenty-four members where half participated in the road Rallye while others only went to the party. The party was held at the Heissenbergers. The Rallye awards were given to Sue and Henry Kron for first place, David and Frances De Witte (friends of the Kron's) for second place, and Elaine and Allen Hess for third place. The Goodwins (Susan and Michael) received the Dead Last Award (never use a vehicle where you have to change kilometers to miles) and went home with the Dead Last club. Other awards were presented to Betty Langswager for Best Female Costume and Henry Kron for Best Male Costume. Thanks to Peggi and George Heissenberger and their daughter Greta for planning the Rallye and hosting the party. (See page 13 for photos and more details)

On November 7th we had a wonderful brunch at the Rochester Yacht Club arranged by Ann and Gene Faust. The day was cool and sunny and many of us drove our little British Cars for the last time before putting them away for winter. (see page 12 for photos)

The Garage Tour was very well attended on a perfect sunny day. It attracts more people every year, probably because it isn't just a tour of garages like the name says. We toured garages with vintage cars, trucks, airplanes, and a homemade fiberglass camper and even went to Wendell Castle's sculpture studio. After lunch we finished the tour at the Antique Warplane Museum in Geneseo. Ladies, you should come next year and enjoy the tour like I did, this event definitely is not just for men. Thank you George Leopard for a wonderful day. (See page 10 photos)

Events are already being planned for 2011. The first event is the Wine and Cheese Party Valve Cover Races on January 30th at Finn Park. See Spokes for the event time and the Valve Cover Race Rules. Make a vehicle and come join in all the fun.

On February 27th a Bowling Party at Empire Bowl will be held from 1pm to 3pm. Sign up at January's meeting and check out the ad in Spokes for more details.

On Sunday March 27th the annual Steak Roast/Silent Auction will be held in Eyer Park in East Rochester. See ad in Spokes.

April's Swing-into-Spring is in the planning stages. More details to follow.

Mary and Susan need people to organize events for May through November of 2011. Please let us know who is interested in organizing which events so we can get the date or dates on the calendar.

At this time there will not be any MG Car Club subsidies for events planned for next year. All events will be expected to break even dollarwise.

Thanks to all the members who organized events and all the members who attended the events throughout 2010.

Mary and Susan

Need to find a new home

Betty Langswager has a significant number of back issues of SPOKES stored at her home and would like to find someone who would take them off her hands. She hates the thought of simply putting them in the recycling bin.

IF you can help contact Betty

MAKE A NOTE NOW!
DUES ARE DUE
FOR 2011!

MGCC Minutes of the Meeting

By Willard Brown

November 18, 2010

Call to Order – Meeting was called to order at 7:35 PM by Chairman Dan Goodwin.

Acceptance of September 14th Minutes – Minutes were approved as published in the October Spokes.

Guest and New Members

- New Members – Paul Osborne ('74 MGB GT)
- Guest – Adam Prince

Treasurers Report – Dan Goodwin and Frank Stepanik

- Recommended austerity budget developed by the executive council was presented by Chairman Dan Goodwin with much discussion from the club body.
- It was properly moved and seconded to accept the austerity budget as presented. The motion passed with no objections.

Activities – Mary Murray/Susan Goodwin (see Spokes for details of all events listed)

- Non-club members must fill out a one (1) Day Form and pay \$5 to participate in club activities. Members with unpaid club dues must do the same.
- October 30th = Many thanks to George and Peggy Heissenberger for coordinating a most enjoyable October Halloween Party
- November 13th = Commendation to George Leopard for conducting one of the best Garage Tours ever. Stopped at the Wendell Castle Studio and ended at the Airplane War Museum in Geneseo. (Comments from Hollis Haynes and Dick Rzepkowski)
- December 11th = Holiday Party at Lakeshore Country Club. Members cost is \$15/person. Will be collecting coats and gloves for children of the Rochester City School District.
- January 30th = Wine & Cheese Valve Cover Races.
- February 22nd = Bowling Party at AMF Empire Bowling Lanes.
- March 27th = Steak Roast.
- April = "Swing into Spring" with basket auction for MCC Scholarship Fund.

Membership – Jim Priestley

- Dues are in arrears if they were not paid by November 1st
- Please let us know if there is an address change for the winter for Spokes mailing.

Regalia – Doug Scribner

- There are a few hats left for sale
- Featuring new outer clothing like weatherproof squall jackets and fleece garments with hoods.
- Last night for sale of regalia items until January – do Christmas shopping early.

- One log book left with a blue back cover.

Spokes – Dan Goodwin for Don McConnell

- Event dates should be submitted by no later than December 3rd.
- Deadline for December Spokes is November 26th.

Library – Al Costich = Magazines donated by Willard Brown featuring MGB specifications and maintenance procedures.

Trustee – Hollis Hames = See November 13th remarks in Activities section above.

Vice Chairman – Mike Goodman = Door Raffle theme is "It's Wine Night". Bottles of wine were contributed by club members.

New Business

- Officer slate for 2011 was those persons elected for the 2010 activity year.
- It was properly moved and seconded that the secretary cast one ballot for the election of the slate of officers for the 2011 activity year. Motion carried with no objections.

Adjournment – At 8:48 PM

***Come join in for the annual
Holiday Party!***

Saturday, December 11, 2010

*Lake Shore Country Club
1165 Greenleaf Rd., Rochester, NY 14612*

Social Hour 6:30 PM

Cash Bar

Buffet Dinner 7:30 PM

\$15 per person (checks made out to MG Car Club)

Mail check to Susan Goodwin, 8 Harmony Circle, Rochester, NY 14624



MGCC
Holiday Party
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Meeting Attendance

November 18, 2010

Cherly	Baldwin	Allen	Hess	Gayle	Schneider
Bill	Baldwin	Ken	Heusler	Doug	Scribner
Carl	Baxter	Leroy	Hokenson	Rob	Shrader
Lane	Boughton	Tom	LeStrange	Jessica	Seeley
Willard	Brown	Doug	Jack	Sean	Seeley
Alan	Costich	Jeff	Kath	Dan	Suter
Jim	Davis	Susan	Kath	Frank	Stepanik
Anne	Faust	Betty	Langswager	Bob	Tescione
Gene	Faust	Gil	Langswager	John	Thompson
Al	Fink	George	Leopard	Allyn	Wagner
Dick	Giambra	Alrdis	Lemesis	Barb	Wild
Dan	Goodwin	Janet	Lemesis	Dave	Wild
Susan	Goodwin	Mary	Murray	Leon	Zack
Mike	Goodwin	John	Murray		
Roger	Gunther	Paul	Osborne		
Hollis	Hames	Adam	Prince		
Sue	Harrison	Dick	Powers		
Mike	Harrison	Carl	Prouty		
George	Haynes	Tim	Rizzo		
George	Heissenberger	Rhonda	Rizzo		
George	Hershchell	Dick	Rzepkowski		
Ted	Hershey	Wally	Roworth		
Elaine	Hess	Brooks	Schneider		

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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.

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

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Garage Tour

Photos By Dick Powers





Yacht Club Brunch

Photos By Dick Powers



Halloween Rally 2010- An Autumn Adventure !

by George Heissenberger

Saturday October 30 was a beautiful night for a rally! Two dozen members and friends enjoyed the festivities- ten members and two guests in six cars participated in the rally itself, along with an additional twelve members attending just the Halloween party after the rally. Included in the eleven checkpoints were eight graveyards containing answers to the clues given in the instructions, along with a farm market and two abandoned old buildings. Participants had to howl like a werewolf to get their gift of a pumpkin from Hardy's farm market adding to the enjoyment of all! All the cars made it to the end party where the rest of the group was busy enjoying several varieties of home made Chili brought by participants and taking a Halloween quiz prepared by co Rally master Peggi. Thank you to everyone who attended helped out and for all the delicious Chili and snacks you brought. In Attendance – Mike and Sue Goodwin, Allen and Elaine Hess, Bill and Cheryl Baldwin, Gene and Anne Faust, Al Costich, Penny and grandchildren, Gil and Betty Langswager, Dave and Barb Wild, Jeff and Sue Kaplan, Henry and Sue Kron, Dave and Francis Dewitt, Greta Heissenberger , George and Peggi Heissenberger. Apologies if I left anyone out! The results of the 2010 Halloween rally are as follows:
Best Male costume- Henry Kron
Best Female costume- Betty Langswager
Best decorated pumpkin- Allen Hess
First Place Rally- Henry & Sue Kron
Second Place Rally – Dave and Francis Dewitt (guests)
Third Place Rally – Allen and Elaine Hess
“Dead Last” Rally- Mike and Sue Goodwin



Secrets Of Sebring - Two for Deull

By Dick Powers

Memories of racing a 1960 BMC Sebring MGA Twin Cam and Healey 3000

In the first part of this article (*Spokes* Vol.52, No.11), you may remember that Bob Deull was instrumental in getting five '60 BMC Factory Sebring cars (3 MGA Twin Cams & 2 Healey 3000's) to Buffalo. Most of us would be happy to have a chance to drive a factory racer let alone own one. But Bob Deull, has had the pleasure of owning and racing a Sebring MGA Twin Cam and Sebring Healey 3000. To be exact, Bob owned both BMC practice or "P" cars. He purchased and raced the MGA Twin Cam a few months after the '60 Sebring 12-hour and in 1986, he purchased the Sebring Healey from Dick Ecklund.

My first sports car was a Big Healey that I drove for 4 years and for the last 20 years, I've owned and raced an MGA. From my experience, these cars are very different in the way they feel and handle and the technique needed to drive them fast. Bob remembers:

"Dick, driving the Twin Cam was very different from the Healey. The car handled very well, I don't ever remember spinning the car. At the Glen it would pull 6500 rpm's, about 117, down the front straight. No wonder I had to replace bearings after every 2 races!"

"The Healey was a little harder getting used to. I spun that car a lot, starting when I drove it at the Sundown Grand Prix at Harewood, Ontario when Dick Ecklund owned the car in 1960. I was second driver out about 5:30 pm (the race started at 4 pm and ended at 10 pm). On the first turn I did a 360, didn't know at the time, but I spun on gas a team mate's Corvette was leaking all around the track. . . . Fast Forward 32 years to 1992 when I owned and raced the car again. I got to feel comfortable in the car and learned its handling characteristics. I did spin it a few more times and once in my own oil when I blew the engine at the Glen. During the years I raced the Healey up to 2006, it felt like an old shoe. Got to really enjoy driving the car. I had mixed feelings about selling the Healey because of my close friendship with Dick Ecklund."

Bob also mentioned that the Healeys and Twin Cams were made at the MG works at Abingdon. They had 4 wheel disc brakes (standard on the Twin Cam) and 25

gallon gas tanks with outside filler caps. The Healeys had 2-seat bodies, no overdrive and 14 leaf rear springs.

The Sebring cars were all run in at the Silverstone track in England before being shipped to the US. Bob isn't sure about his Twin Cam, but knows that the famous English racer, Jack Sears, drove his Healey at Silverstone.

So there you have more Secrets of the 1960 BMC Sebring race cars. Possibly a few more to come, but before that happens, the author would like to thank Bob Deull and Jack Cudmore for supplying most of these historic pictures and Annabelle Tescione for making some of them look so good.



Bob Deull driving at the Glen in '61



Jack Sears tests one of the UJB series of cars at Silverstone. It was prepared for the 1960 Sebring race where Sears and Peter Riley finished third in class.



ABINGDON ALPHABET, part 5

By Doug Beagley

Before continuing with our discussion of the cars from MG some time must be taken to explain that things were not as simple then as they are now. In our day cars are produced in annual batches and all the cars within a given year (although this 'year' is a Fall to Fall affair) are the same type and series. In fact, it is very unusual for a manufacturer to make any change once his production run has started. However, in the early days of MG this was not the case. Batches of cars were built and the time of the introduction and termination was controlled by their acceptance and by the fact that there was an improved model available for introduction. The number of cars that were built of any one type were very small by today's production figures. For instance, there were 3,235 M type Midgets built and 44 C types. Now, I do not think that Detroit would be too excited about that sort of production in a day, and yet we are talking about a four year span, late 1928 until mid-1932. It should also be understood that the factory did not build one type at a time. In fact, during the time span that we have discussed, the factory was building 18/80 Mk I and II, 18/100 Six Mk III, M types and C types and a couple of others that we have not yet discussed. The factory must have been a very interesting place. I have done some research and found at one period the factory was building five types at the same time. This could have produced some logistic problems! Also at this time the move to Abingdon was made. We now have cars that are featuring the letters of the alphabet to distinguish them (although not necessarily in the order that we find them) and that cars are being created in Abingdon, and so this series can now use its title without fear. The factory was not new. It was not built for MG. It seems that MG rarely had anything new, they have always managed to improve upon what someone else has provided. The factory was part of the Pavlova Leather Company's premises, and I am afraid that I am not aware of the company's claim to fame. Maybe they built a fast and safe pair of shoes? Anyway, the address of the company became the one with which we are all familiar. The town of Abingdon-on-Thames is very old and quiet and bears no outstanding history. When MG settled there beside Father Thames, many of the names that would eventually become household words were with the company - Cousins, Hounslow, Reg Jackson, Syd Enever, to list a few. In one reference work that I have, they point out that a few weeks after the factory

inaugural party was held, Henry Ford bought his son an MG Midget.' That car is now in the Ford Museum. It was found, after many years in disuse, in a garage on the Ford estate. Its interest and beauty were noted and it was decided that the car should be cleaned up and displayed in the museum. Soon after it found its way to the museum and the light of day, some members of the MGCC (the faithful) noted that the radiator cap was missing and felt that this was inexcusable. They wrote to the factory and asked if the deficiency could not be rectified. You might imagine that in the mid-fifties (if my memory serves) the factory did not have too many M type spares in hand, but word was circulated through the plant that a radiator cap for an M' was needed. One day, the story goes, someone aware of the need was talking to a foreman in his office and suddenly noted a paper weight that worthy was using. He checked and found that what he had was a radiator cap for an M! It was polished, refurbished and shipped to the States. There members of the MGCC, with due ceremony, screwed on the cap and the car became complete and as you see it today. I tell you this story to point out, once again, that the MG factory never threw anything away as it might come in useful. As a true follower, you should see my workshop! (D TYPE) The next type of MG to emerge was the D' type. It came into production in late 1931 and continued until mid-1932, and the complete production amounted to 250 cars. They were four-seaters. the car was built upon a lengthened C chassis. The C' was 81" wheelbase and this was increased to 84" and later 86". The rear of the body was squared off and the rear seats were astern of the rear axle, and there was its problem area. The engine was the same as fitted to the C' and with 27 hp and four passengers it was just a mite underpowered. Also, when the rear seats were occupied, the effect upon the road holding was most unpleasant. It was an attempt to offer a sportscar that could handle more than the usual two people. This is a problem that has beset the designers as long as there have been sportscars and it is interesting to see them wrestle with the same problem today. The sportscar needs to be small and equipped with good power to weight ratio. It needs to be small to be handy and light on the controls. If we ask for room to add the additional two passengers the car must be larger and heavier and the power to weight ratio suffers and we have a center of gravity that will move around with the addition or deletion of the additional


passengers. The result today we see that the designer usually gives up and produces something that is neither fish nor fowl, that he calls a "2 plus 2." I do not criticize. I cannot do better. I merely state the fact as I see it. We have noted the low powers that were available in the Midgets of the period. It would be doubtless interesting to introduce a car with more power. The Midget were Eights as related and it would be fun to have a twelve horse powered version. Also at this time there was a number of "light sixes" introduced. The fours of the time were quite rough running (more so than now, as balancing is better understood). In 1930 the Wolseley 'Hornet' was introduced. It was not a great car but it had a light six cylinder engine which was available to branches of the Morris organization. It led to the introduction of the F' type and featured a 1271cc six cylinder overhead cam engine that looked much like the M' series of engines except that it was a six. It had the same vertical mounted generator at the front of the block. The car was built in four-seater, two-seater and saloon forms. The wheelbase was 94" (the same as the TC, TD, and TF). The transmission was a four speed unit, by ENV. There was a question of the name and as the Midget' had been so successful and this was a larger car, it was easy to go to the Magna and this was the orientation of the series. Both the D and the F were fitted with center lock wheels rather than the old bolt-on units. (F1 SALONETTE) The F types looked more rakish than the preceding types and, of course, they were longer. The Midgets were short and sort of stumpy looking, but this was not apparent with the Magna.' The original offering was the F1' which was a four-seater and looked maybe faster than it was. It was also a good looking car with the top up, which was unusual for this time period. The F2' was a two-seater with a 'J2' body style (more later) and the F3 was a four-seater. The F2 and F3' were fitted with larger brake drums, from 8" of the previous model to 12 inches. The F' types were built from late 1931 until late 1932 and there were 1250 of them. The engine produced 37 hp at 4,100 rpm, and this was a welcome increase in available power. Also a feature to be noted was the fitment of twin SU's. Apart from the five 18/100 Mark III that were built this was the first MG that featured what was to become almost required wear for any MG from that time until the past couple of years. Now, due to the problems associated with smog

control, the MG has reverted to a single carburetor, if you can imagine such a thing!

MG Car Club Steak Roast & Silent Auction

Sunday March 27, 2011-Noon until ?

Eyer Park in East Rochester

Directions: Take Lincoln Rd. off Fairport Rd (Rte. 31F), turn right on Chestnut St E, follow it to the park. 

Bring a dish to pass: A-G dessert, H-R appetizers, S-Z salad or vegetables. Bring your own place setting and drinks. Please do not bring dishes that need to be plugged in. Coffee and tea will be provided.

Price: to be determined

Advanced sign-up is required so we know how much to buy. Sign up at February's meeting or send check payable to MG Car Club to: Susan Goodwin, 8 Harmony Circle, Rochester NY 14624

BOWLING PARTY

Sunday February 27, 2011

Empire Lanes

2400 Empire Blvd, Webster NY 14580

Arrive: 12:30 to pick out bowling ball and shoes

Bowling Starts at 1:00PM Ends 3:00PM

\$11.70 per person - check made out to MG Car Club

Food and Drink - extra

Sign up at January's meeting with payment or

Contact and send payment to:

Susan Goodwin, 8 Harmony Cir, Rochester NY 14624



**MG Car Club Wine and Cheese Party
and
Valve Cover Racing aka Rocker Box Racing**

Sunday January 30th 2011

Location: Finn Park, Maple Drive, West Webster
Time: 1PM

Bring hours d'oeuvres or desserts to pass; your own wine or beverage of choice and your own place setting.
Coffee, tea, and hot chocolate will be provided.

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

Prizes for 1st, 2nd, and 3rd place and "People's Choice" award

For more information contact: Mary Murray (marymurray@frontiernet.net) or
Susan Goodwin (mrgoodwin@frontiernet.net)

Valve Cover 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.

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1) HELP IS NEEDED FOR SOMEONE TO TAKE OVER THE CAR SHOW DATA BASE
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- UPDATING CURRENT YEAR PARKING INFORMATION
- ASSIGNING CLASS NUMBERS
- EXPORTING DATA TO EXCEL
- PRINTING PARKING & JUDGING LABELS AND REPORTS
- ARRANGE PROFESSIONAL PRINTING OF WINDSHIELD CARDS

2) HELP IS NEEDED FOR SOMEONE TO TAKE OVER THE DAY OF SHOW
REGISTRATON TENT SET UP AND OPERATION
DUTIES INCLUDE:

- SETTING UP TABLES AND CHAIRS IN THE REGISTRATION TENT
- HANGING UP CAR CLASS SIGNS AND INFORMATION SIGNS
- ROPING OFF PATHWAY THROUGH THE TENT
- INSTRUCTING VOLUNTEERS ON HOW TO REGISTER DAY OF SHOW ENTRANTS
- OVERSEE DAY OF SHOW OPERATION AND HANDLING OF THE MONEY

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JIM@MGCARCLUB.COM

Tools Explained

By Jeff Kath

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted

screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

SON-OF-A-BITCH TOOL: (A personal favorite!) Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you will need.

Hope you found this informative. It's coupled with a community service project I am working on. There is no need to send me a thank you note.

Richard Deys
Owner

Phone: 315.986.3525

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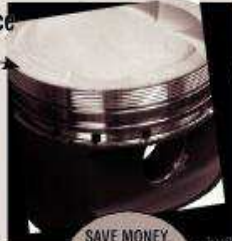
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Please inform the Editor when ads should be removed.

FOR SALE: 1979 MGB Convertible 66,000 mi
Great running and good looking Asking \$5,500
Call Lou Ryen 383-1264

Ads will run for 3 issues then removed unless you want it to remain.

FOR SALE:

1961 Triumph TR3A. BRG with tan interior. Steel wheels. Recent paint and fresh engine rebuild. Nice, straight car, with same owner 12 years. Asking \$15,000.
Call Al Marini in Honeoye at 367-9928

Wanted: 1 rim for a 1975 mgb roadster(no spokes)
1 jack for a 1975 mgb roadster.
Call Larry D. @ 544-3243 or 520-1822(cell).

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

John Walsh @ (585) 738-8009 walsh@whec.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

WANTED: All **books** relating to **MG TC** cars.

Call Larry Rausch 455-1147 or
stonywoods840@rochester.rr.com

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.

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New York Collector Car Legislation Update

By Don McConnell

Here is a up date as to what is happening in the New York State Legislature with laws effecting the collector hobby.

New York A.B. 10698

Creates a \$100 one-time fee that would replace the current annual fee of \$28.75 for the registration of historical motor vehicles. Bill was not enacted into law.

New York A.B. 1235

Provides that no automotive refinish material labeled "for professional use only" can be sold unless the purchaser demonstrates and meets all local ordinances for the use and application of the material, denying amateur hobbyists the opportunity to paint their own hobby cars. Bill was not enacted into law.

New York A.B. 2800

Charges higher toll and registration fees for vehides based on the vehicle's weight, emissions and fuel-efficiency ratings. Bill was not enacted into law

Ethanol: The U.S. Environmental Protection Agency (EPA) confirmed that there is insufficient test data to permit E15 to be used in model-year '00 and older light-duty motor vehicles. The SAN has consistently voiced concern that ethanol increases water formation, which can create formic acid that corrodes metals, plastics and rubber. On October 13, the EPA issued a waiver to permit the use of E15 in '07 and newer model-year vehicles. The agency is still gathering data to determine whether to permit its use in '01-'06 model-year vehicles. The EPA's ruling responds to a request from the ethanol industry to raise the ethanol content in gasoline from 10% to 15%. The SAN will continue to oppose E15 until there are conclusive scientific findings that demonstrate that it will not harm automobiles of any age as a result of corrosion or other chemical incompatibilities.

November 11th was Veterans Day a time to salute all who served in the US military. Here is one club member who served, there are many more. Thank You to all for your service to protect our freedom.

Wally Roworth in his Coast Guard Uniform on Veterans Day.

By Dick Powers



Wally was in the Coast Guard during and after WW II. He was on the first ship in Tokyo Bay after the Mine Sweepers cleared the mines.

Wally also told me he spent 3 months in Hawaii before coming back to the States. I tried to find out more about that, but all I got was a Big Smile.

At 87, Wally looks good and his uniform still fits! So he's also won the Battle of the Bulge."

DECEMBER BIRTHDAYS

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

**HAPPY BIRTHDAY
 EVERYONE!!**

DECEMBER ANNIVERSARIES

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

CONGRATULATIONS!

JANUARY BIRTHDAYS

2 Ginny Fowler
 4 Gregg Gleba
 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
 17 Margret Broroin, Jr.
 18 Mary Fitch
 20 Roger Gunther
 21 Bernice Black
 21 Cindy Jack
 25 Saad Rassam
 30 Paul Osborne
 31 Rob Shrader

HAPPY BIRTHDAY EVERYONE!!

JANUARY ANNIVERSARIES

11 Charles & Nancy Bauder
 27 Peter Hepper & Debbie Frah
 28 Tim & Susan Henderson
 30 Mark Chaplin & John Strawway

CONGRATULATIONS!

WELCOME NEW MEMBERS

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 & Numerous MGs over the years

FEBRUARY BIRTHDAYS

4 Lindsey Short
 5 John Kelly
 7 Michael Wright
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 9 Greg Turner
 11 Douglas Jack
 11 Barb Wild
 12 Allen Hess
 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 Scott Schipper
 23 Bill Baldwin
 24 Barb Bruder
 27 Jeff Zorn

**HAPPY BIRTHDAY
 EVERYONE!!**

FEBRUARY ANNIVERSARIES

13 Saad Rassam & Dawn Mahan
 14 Dave & Nancy Chase
 19 Dennis & Mary Costich
 20 Joseph & Paulette Schultz
 20 Bill & Cathy Wackerman

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
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 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:

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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) 14 Laps & Lunch 15 Autocross 19 MGCC Meeting 22 UK Car Day
September 2 Board Meeting 9-12 Watkins Glen 14 MGCC Meeting / Picnic (Tues) 17-19 Brit. Invasion Stowe 19 British Car Day, Toronto	October 3 Autocross 10 Fall Foliage Tour 21 MGCC Meeting 30 Halloween Party	November 4 Board Meeting 7 Yacht Club brunch 13 Garage Tour 18 MGCC Meeting	December 11 Holiday Party No Meeting

Next Meeting
January 20, 2011 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



**I'D RATHER BE DRIVING
MY SPORTS CAR!**