

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 52 No 2

Issue No. 611

February 2010



Remembering Donna Mea Mims “The Pink Lady”

The Marque of Friendship
1955-1956

MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 813 , Webster , New York 14580-0831

Web Site: www.mgcarclub.com

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

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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.

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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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* Members Emeritus



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

Susan Kath
1039 Mosley Road
Fairport, NY 14450

Please indicate exactly how the name should appear on the plaque

Chairman's Corner

Dan Goodwin

Welcome to the 2010 edition of the MG Car Club of Western New York. The club is starting its 52nd year and we have an exciting program of events on the calendar.

As I begin the year as club chairman, I would like to thank Dan Suter for the fantastic job he did as chairman for 2008 and 2009. The 50th Anniversary year was indeed memorable and last year we had one of the best car shows in quite some time. I would also like to thank Mike and Sue Harrison for their tireless efforts to pull together a great calendar of events. Susan Kath was diligent in her role as Treasurer (we are in great financial shape!) and Mike Goodwin managed to morph the meeting minutes into colorful short stories. Jim Priestley and Leon Zak provided excellent support as Trustees, George and Peggi Heissenberger led the organizational efforts for the car show and Don McConnell stepped up in mid-year to take on the challenging role of Spokes editor. Thanks to all of you and to all of the other members who contributed their time and talents to making this a great car club!

Our first event for 2010 was the Wine and Cheese Party/Valve Cover Races at Finn Park in West Webster...lots of great food, socializing and of course the fast-track action of an amazing assortment of racing entries. Yours truly, along with co-owner and co-driver Hollis Hames, somehow managed to outlast the competition. A number of participants are already speculating on new designs for next year.

I'm happy to report that after postponing the inevitable for a couple of years, I finally decided it was time to start a complete rebuild on the engine and transmission of my 1960 MGA. Hollis and I pulled the engine/transmission in early December. The transmission is now in the capable hands of George Haynes and I am currently dismantling the engine. The engine block and cylinder head should be ready for the machine shop in mid-February. My goal is to have everything back together for the car show in June. Wish me luck!

Here's to a great 2010...see you at the February meeting!

Dan

MG Bruce

Don McConnell

This Job is one of those jobs that is always evolving, always finding things to update and always learning. Speaking of learning I am hoping to get some practice time with the welder. (Santa did bring that welding instructional video too) I sure could use it. When I purchased the car (the B) I was interested in learning about the structure and how it is put together. Based on the structure I have seen my big question is how did those cars stay together? Another way to say that is "now I understand why there were many accidents with bent tubs". Anyway. One way to learn about British cars or other car for that matter is to join a club (like ours). You find that each person in the club is like having your own living encyclopedia representing different volumes of different topics. I hope there is a way to preserve that knowledge in each of those volumes. May be with these Spokes articles we are preserving the information from each of those encyclopedia volumes. Hope you can stay warm through February. In fact curl up with a Spokes by the fire and enjoy a cognac. See you at the next meeting.

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Activities

By Mary Murray and Susan Goodwin

Activities

Our first club event of 2010 was held January 17th at Finn Park in Webster. Thanks to Bill and Kathy Rampe for arranging the use of the cabin. Our MGCC Wine and Cheese Party Valve Cover Races (or should we say Rocker Box Racing), was attended by forty-four participants, three of them being guests, and sixteen racing vehicles. One guest was a very eager young lady named Anna, who was very enthusiastic about racing. Anna and her parents are the future of our club, so we hope to see them at many events. Anna is the granddaughter of Dick and Marlene Rzepkowski.

We would like to thank everyone for bringing good snacks and appetizers for all to share.

All sixteen vehicles were weighed with a very precise scale that John Murray loaned us. Thanks, John. Some Valve Cover Cars needed to add some weight while others needed to take some weight away. Everyone worked furiously to get the Valve Cover Cars just right. The races began with our master of ceremonies, Ted Hershey announcing the heats and keeping score, with the help of line judges George Haynes and Jeff Kath and many spotters. When the races were close, we had the photo-finish photographer Al Fink at hand. As the heats went on and cars were eliminated one-by-one, we ended up with our 1st, 2nd and 3rd place winners. Oh, those Goodwin boys, Dan

Goodwin and Mike Goodwin needed to race each other first; Dan Goodwin beating Mike Goodwin making Dan Goodwin zero losses to one loss for Mike Goodwin. Next up, Brooks Schneider; zero losses against Mike Goodwin, one loss. Brooks Schneider beating out Mike Goodwin making Dan Goodwin/Hollis Hames zero losses, Brooks Schneider zero losses, Mike Goodwin now two losses, making Mike Goodwin 3rd place. Next, we had Dan Goodwin/Hollis Hames Valve Cover Car up against Brooks Schneider's. First heat down, Goodwin/Hames wins, second heat Schneider wins, third heat Goodwin/Hames overtakes Schneider in the end. First place went to Dan Goodwin/Hollis Hames and second place to Brooks Schneider. It was a very exciting ending to our 2010 Valve Cover Races. (see pg13 for photos)

The next club event is the Daytona 500/Valentine's party on February 14th at The Distillery. We hope to see many of you there. Upcoming, we have the March Steak Roast and Silent Auction with a showing of the original Italian Job movie for our entertainment.

If there is a need to contact the Activities Directors, please e-mail both of us, since we don't live together as past Activities Directors did.

Mary Murray marymurray@frontiernet.net

Susan Goodwin mrgoodwin@frontiernet.net

Bring Your Sweetie Daytona \ Valentine's Day Party

The Distillery
(Winton Place Plaza)

February 14th
12:30 pm - till
\$ 5.00 per couple for snacks
Buy your own meal and drinks

MGCC Minutes of the Meeting

By Willard Brown

January 21, 2010

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

Acceptance of the Minutes – Minutes were approved as published in the December Spokes

New Members and Guest – Carl Gielow is a guest. He drives a Miata and was a former member of the club.

Treasurer's Report – Frank Stepanik reported we are solvent and can pay all current bills. More detailed report will be provided at the February meeting.

Activities – Mary Murray and Susan Goodwin and Dan Suter

- February 14 - Valentine's Day and Daytona 500 function at the Distillery on South Winton Rd. Cost is \$5 per couple and the function will begin at 12:30 PM.
- March 14th - Steak Roast to include a silent auction for the endowment fund. Members are asked to contribute car parts or other "appropriate" items for the auction.
- April - Swing Into Spring at the Old Toad with date TBA (to be announced).
- 2010 Christmas Party = Will be held at the Lakeshore Golf Country Club by vote of the members present.
- Watkins Glen - Dan Suter requested that reservations for staying at the Seneca Lodge should be sent to him as soon as possible.

Membership – Jim Priestley

As of December 31st, 2009, there are 183 memberships and 341 members. The 2010 membership list/roster was made available for distribution/pick-up by members present at the meeting.

Regalia – Doug Scribner

We continue to have lots of good "stuff" (merchandise) for sale to members and their families and friends.

Spokes – Don McConnell

- Most appreciative of members who submitted materials for the 2010 Calendar Issue.
- Need for members to contribute photos from activities throughout the year.

- Need volunteers to write and submit articles throughout the year for publication in the *Spokes*.
- Articles for the *Spokes* are due to Dan by the 4th Thursday of each month.

2010 Car Show – George Heissenberger, Chair

- Overall revenue was up 12 % over 2008's show.
- Food revenue was up almost double from 2008.
- Need to do a better job in managing ticket sales. Ticket sales revenue was less than total amount due from tickets distributed to members for sale.
- AACA Car Show awards winners will be granted free admission to our show.
- 2010 Committee members are Dave Wild, George Haynes, Dick Powers, Gene Faust and Bob Tescione. Committee meets on the 4th Thursday monthly in Victor at Denny's on Route 96. Club members are invited to attend the meetings.

Website – Leon Zak

We have one at www.mgcarclub.com.

Old Business

- Club Secretary - Willard Brown was nominated by Hollis Hames to fill the position and elected by the body.
- Financial Survey Results - Dan Suter gave a brief overview of the tabulation of the 123 responses received and will write a detail report for the next meeting and publication in the *Spokes*.

New Business – 2010 Full Color Calendars are for sale for \$12 each by the Regalia Committee.

Announcements – Door prizes were won by Susan Kath, Carl Baxter, Ted Hershey, Al Wagner, Wally Roworth, Chris Baum, Mike Harrison, Betty Langswager, Joe DeBlaere, Al Fink, Penny Schroeder, Dick Rzepowski and Carl Gielow (Guest).

Adjournment – Meeting was adjourned at 8:37 PM.

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

bfallon1@rochester.rr.com

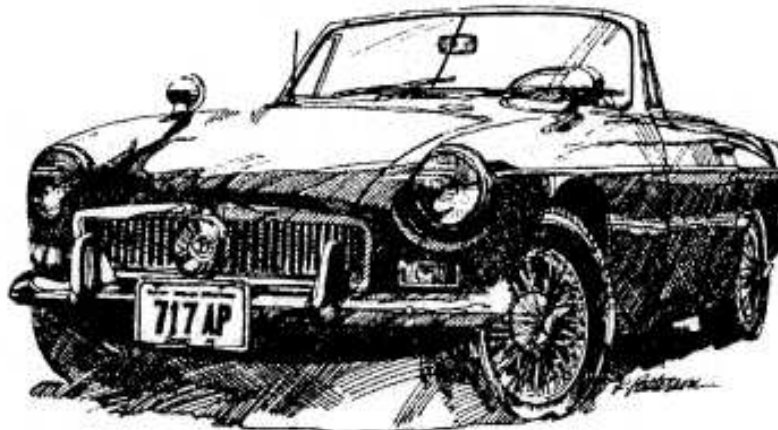
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Meeting Attendance

January 21, 2010

Dave Asmuth
Chris Baum
John Baum
Carl Baxter
Lane Boughton
Willard Brown
Karl Burkhardt
Dave Chase
Alan Costich
Jim Davis
Joeanna DeBlaere
Joe DeBlaere
Loren DeVries
Brian Fallon
Linda Fazio
Al Fink
Dan Goodwin
Susan Goodwin
Mike Goodwin
Hollis Hames
Mike Harrison
Sue Harrison

George Heissenberger
George Herschell
Ted Hershey
Elaine Hess
Allen Hess
Susan Kath
Jeff Kath
Sue Keppeler
Betty Langswager
Gil Langswager
Eileen Makepeace
Tony Makepeace
Chris Marasco
Don McConnell
Mary Murray
John Murray
Dave Ott
Dawn Priestley
John Priestley
Carl Prouty
Wally Roworth
Marlene Rzepkowski

Dick Rzepkowski
Penny Schroeder
Joseph Schultz
Laurie Scribner
Doug Scribner
Rob Shrader
Frank Stepanik
Dan Suter
Bob Tescione
John Thompson
Allyn Wagner
Barb Wild
Dave Wild
Leon Zak

Guests:
Carl Gielow

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If you need help, Dan Goodwin and Hollis Hames are coordinating a "helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise. Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:
Dan: (585) 223-9584 e-mail dlgipk@rit.edu
Hollis: (585) 271-7754

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CarNutzTales #2

By George Leopard

My first E-Type & I'm drafted

In Fall 1968, after my arrival in Rochester and following sale of my damaged Austin Healey 3000, I found a project '62 Jaguar XKE convertible being sold by the local dune buggy dealer. The car had only 27K miles and was partially repaired from a medium hit in the left front. Asking price was only \$1200, so I bought it on the spot. A friend from work offered me his garage to repair the car, and I spent every spare minute working on it – doing the body repair and a repaint, plus mechanical work as needed due to long storage. When I got it started I discovered part of the reason for the low price – only 10 psi oil pressure. Luck was with me as dropping the pan led to discovery of a broken gasket at the oil pump, a 50 cent fix. Looking back at my time working in the garage, I can't believe my friend's wife was so tolerant, having me there most evenings sanding, painting and making a mess over a several month period.

My driver during this time was a red Corvair Monza convertible, only 3 years old that I had bought for \$400 from one of the low rent used car lots near the Stutson (now Ford) street bridge. The car had a big dent in the side, but I couldn't believe the price. It was a delight to drive in the dry, but on slippery roads the rear would do its best to outrun the front, giving strong support to Ralph Nader's allegations. In retrospect I think it was just poor alignment causing this.

I was drafted into the Army as I was finishing the Jag in February 1969, so I drove it through the snow from Rochester to my parents' home in Southern Maryland, and stored it. Wanting to make something of my time in the Army, I got admitted to Officer Candidate School at Fort Belvoir, Va., fortunately only 70 miles from my parents home. 2 months Basic and 2 months Advanced training in the Mid-West found me starting OCS near home. 8 weeks into the very rigorous training I experienced a bad stress fracture of my left leg, ending up in the hospital for a long stay with a cast from toe to hip. After a month in bed I was allowed to spend every other week at home, where I continued working on the car. I discovered I could drive the car with my broken leg in the cast by starting the car while in first gear and carefully shifting without the clutch. I must have been pretty sensitive to the car as I was up-shifting and down -shifting, even using reverse with no problem.

I remember very late one night catching up with another E-Jag and running in formation side by side at 80 mph for several miles down the road, and through small towns somewhat slower – a bit of a thrill and a feeling similar to "flying" my Austin Healey (CNT#1). One rainy night while returning to Ft. Belvoir, still in the cast, I was driving near the Potomac River when the car suddenly slowed hard and everything went black. Looking out the side window I could just see some leaves floating on water, and in my confusion thought I had run into the river. It turned out I had hit a large deep pool of water and the resulting force had popped open the front bonnet obscuring my view. In 15 minutes the engine dried out and I was on my way. I drove the car to Ft. Belvoir and back every other week for several months until I got out of the cast. Given my slow pace toward full recovery I decided to drop OCS and finish my service as an enlisted man, and was assigned to Ft. Hood, Texas.

The two weeks I was given to get to Texas gave me the opportunity to have a little diversion and visit friends and relatives. I loaded two duffle bags full with my worldly possessions and set out for Killeen, Texas via Key West, Florida with the bags sticking out of the trunk and my toolbox on the passenger floor. In Fort Lauderdale I stopped at a lonely beach to relax and to my surprise was joined a few minutes later by another E-Jag just arrived from Chicago. Later, driving toward New Orleans through the rural Florida Panhandle I remember being beckoned to very enthusiastically by a girl who reminded me of all the farmer's daughter jokes I'd heard. I was shy and tired and didn't stop, so probably missed an interesting experience. Few other things of note occurred, except that the car was *almost* flawless on the trip. The starter broke before I arrived in New

Orleans, so for the rest of the trip every time I wanted to stop I had to find a small hill to park on for jump starting. I didn't find many hills.

I'm sure I stood out at Ft. Hood as a young enlisted man driving an E-type, and I got hassled a bit by the MPs. Driving was one of the few interesting things to do out there. People thought nothing of driving 100 miles for a good restaurant (only way to find one). I was fine as long as I filled the radiator every 60 miles in the 100+ degree heat. I had to continue working on the car quite a bit, but all I remember now is having to bore a hole through the passenger side firewall - the only way I could figure to get one starter bolt undone (not a concours issue then). The time passed uneventfully (except for scorpions and a jalapeño pepper I'll never forget) until I got my orders to move on. Once again luck was on my side and I drew Frankfurt, Germany, instead of Viet Nam.

I decided I would buy a Porsche in Germany. With one week to sell the car and get to Ft. Dix, NJ, I set out on a high speed drive back to my Maryland home. This was one of my great drives – 23 hours straight through with no sleep, really moving on mostly 2 lane roads. Unfortunately I burned a valve someplace in the Blue Ridge Mountains (carbs set too lean?), and arrived running on 5 cylinders. The car sold in 2 days for \$1600 – several hundred less than market in those days - and I was off to Germany, land of Porsches and the Autobahn.

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Rochester City School District

December 21, 2009

Dear MG Car Club members,

For the second year, there was a great response at the holiday party to the mitten and glove drive for Rochester City School District students! Your generosity warms the heart *and* the hands. Many of you brought multiple items and a number of you knit or sewed some beautiful hand-made things so a special thanks to you for that.

Rochester City School's children have one of the highest poverty rates in the nation and this sad statistic guarantees that your donations will be put to good use. Each of the below schools received a box of the assorted warm clothing:

School 4

Dr. Samuel McCree Way
Grades K-6

School 25

North Goodman St
Pre-K through Grade 6

James Monroe High School

Alexander St.
Grades 7-12

On behalf of those schools, many thanks for your generosity. May your 2010 be Happy and Safety-fast.

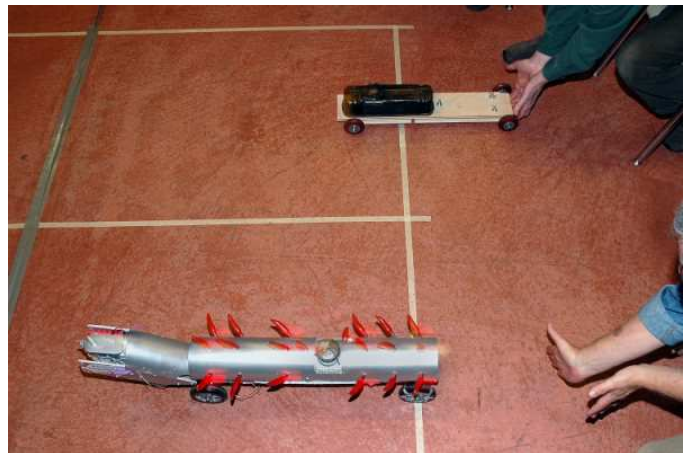
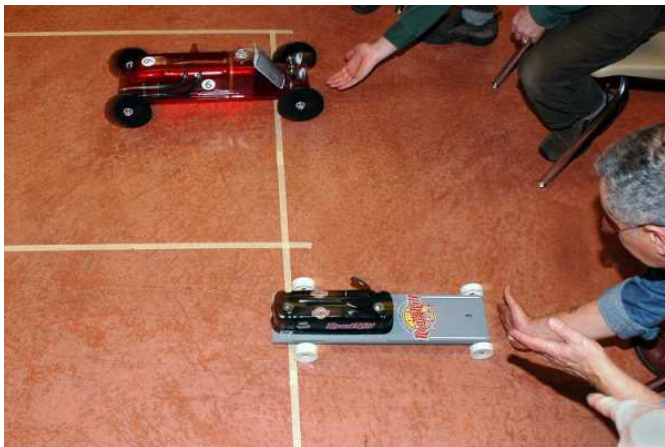
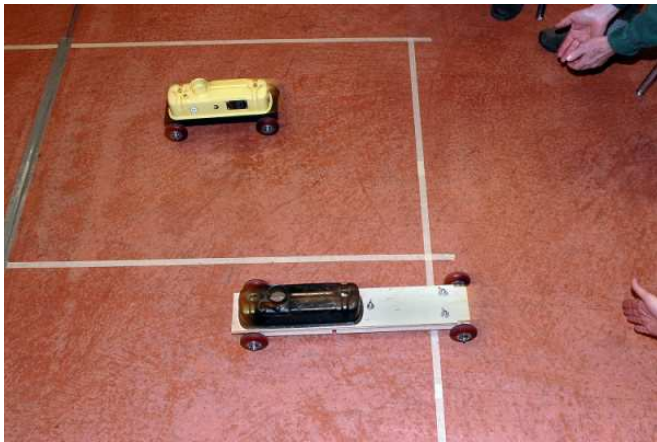
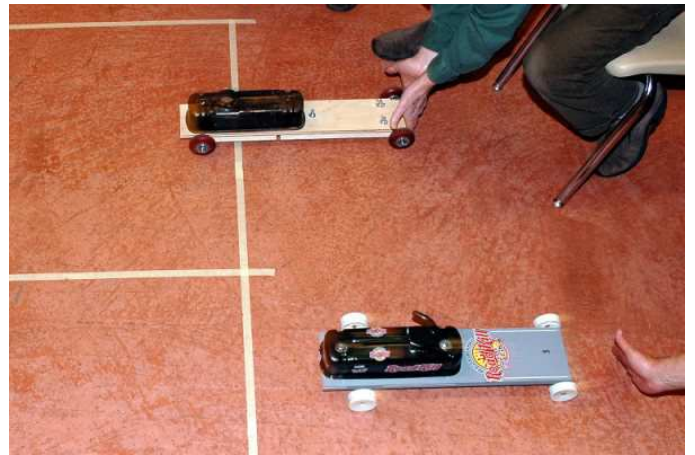
Sincerely,

Annabelle Tescione

Office of Accountability
131 West Broad Street Rochester, New York 14614

Valve Cover Races

Photo By Al Fink



Racing in the Pink Remembering Donna Mae Mims

By Dick Powers

Last October, Donna Mae Mims passed away at 82. Some of you may remember her as the “Pink Lady” and that she was. Most of her race cars were pink and on the back they had the words “Think Pink”. While racing, Donna wore a pink driving suit, pink helmet, gloves and shoes. She also wore very formfitting pink clothes when not racing. Donna said she liked pink ever since she was a little girl and so, “Think Pink”.

At one time, though, Donna almost didn’t go racing in the pink. Our club member, Brian Fallon, worked for the Rochester based company WILCO. They sold many car related things as well as racing gear. When the first Nomex driver’s suits came out, they were 4 times more expensive than the Dunlop cotton ones that most drivers used. With the Nomex ones, WILCO offered custom tailoring at no extra charge. Donna wanted a Nomex suit and sent in her measurements. Brian remembers: “Donna Mae’s measurements were spectacular . . . she insisted the suit be *pink* . . . I told her we couldn’t do that as all the Nomex material was that off white and we were told it couldn’t be dyed.” Two days after she received the suit, she called Brian and told him she had successfully dyed the suit in a pot on her kitchen stove to the shade of Pink she wanted! About 5 years ago at Beaver Run, Brian saw a lady Grid Marshal wearing pink sneakers and gloves. It was Donna and they both had a good laugh about the undyeable suit.

Barb Wild had a pink Donna Mae memory too. At the Glen, she happened to be in the ladies room along with Donna. She told Dave, “Everything she wore was pink.” Thanks Barb for that colorful observation.

More than the Think Pink notoriety, Donna was a *really good driver* and beat the men on a regular basis. The pink cars she raced included: B Production Corvette, TR-3, Yenko Corvair Stinger, MGB and a Bugeye Sprite. It was with the Corvette that she had her first win at the 1960 Cumberland, MD SCCA Nationals. By 1963, she was racing the Bugeye and competing for the National Championship. She won her race at the Glen and Gene Dinkel remembers hearing a protest from the male driver who finished second. “She was blocking me, she cut me off “ etc.. After about 10 minutes of listening to non reasons, Gene finally settled it all by telling the guy “you really don’t like it because you were beaten by a woman!”. Mae Mims continued to win with her Bugeye and in 1963, she became The First Woman to Win an SCCA National Championship! She raced everywhere including the 12 Hours of Sebring and in 1966, the 24 Hours of Daytona, where she was teamed with Janet Guthrie and Suzy Dietrich.

In 1972, she took part in the original Cannonball Run event. With 2 other women racers, she drove a 1968 Cadillac limousine. In the 1981 movie about the Cannonball Run, she was portrayed by actress Adrienne Barbeau.

Her racing career lasted 14 years and in addition to her being the first woman SCCA National Champion, there was another “first” that happened at the Glen and I don’t think it’s ever happened since. Dave Wild remembers that during an H-Production race, another Sprite driver, racing a right-hand drive version, came up along side Donna (in her left-hand-drive), reached out and “hugged her”. This happened just before where the Bus Stop is now.

I met Donna Mae in 1999 at a Corvair event in Richmond, VA. She was there to talk about her work with Don Yenko and racing Yenko Corvair Stingers, but for nearly an hour she and I had a wonderful conversation about all her SCCA racing. Naturally I had to ask her about the “hug”. She said it really happened and thought the hugger was another great Sprite racer of that era, Randy Canfield. Not once during that event did I hear any boasting about how she beat the men, being portrayed in the movie and being the first woman to win an SCCA national Championship. She could have also boasted about working with Don Yenko and being the liaison with Zora Arkus Dontov, Ed Cole and some of the other pioneers at Chevrolet Racing.

The Donna Mae I got to know was a very genuine and friendly “girl next door” type. You could still see the sparkle in her eyes and hear the fun in her voice when she talked about her racing. Dave Nicholas remembers racing with her Nelson Ledges in 1965. Donna won the race, but after the competition, Dave, Donna, Don Yenko, Gordie Ruston and a few others, went out and danced the Limbo.

I last saw Donna Mae Mims at the Glen in 2008. It was during the Binghamton Auto Racing Club’s 50th Anniversary that Dave, Gordie and Joe Tierno put together. Donna, along with many other famous drivers, was a member of BARC and proud of it! It was great to hang out with the Pink Lady again and now to remember that fun.

There’s one thing about Donna Mae Mims I don’t think many knew. She was an active member of the Mt. Lebanon United Methodist Church and enjoyed teaching Sunday school. THINK PINK!





Donna and her MGB



The Corvette



Donna with her TR3 at Maroboro Md



The Bugeye Sprite



In her younger days they called her "PINK LADY"

2009 Finance Survey Results

by Dan Suter

In November of 2009, the MGCC Board mailed out a formal Finance Survey to all the members, including an information section as well as (2) 8-question surveys per household. For 180 registered families, a total of 360 individual surveys were mailed out. We received an excellent response of 123 surveys.

In true survey fashion, not everyone entered responses for every question. In each case, at least 118 responses were filled out for each question. To simplify a bit, I have provided percentages for each answer. Additionally, many members provided thoughtful comments and suggestions. Thanks to all for your input!

Now, on to the results.

Question 1: Should Club Dues be:

Raised : 16%

Stay the same: 75%

Lowered: 9%

Question 2: Should the club consider moving the meeting location if we could save \$1K:

Yes: 88%

No: 12%

Question 3: Should the club consider moving the meeting location if we could save \$2K even if it moves our meeting night (i.e. other than 3rd Thursday):

Yes: 82%

No: 18%

Question 4: Current club balances:

Reduce: 32.5%

Continue around \$10-11K: 58.5%

Raise: 9%

Question 5: Rainy Day Fund; should it be reviewed to:

Reduce: 6%

Left at the current level: 53%

Increase: 41%

Question 6: If Car Show income is greater than the amount budgeted in a given year, should the entire excess be spent annually?

Yes: 48%

No: 52%

Question 7: If excess funds are to be spent, should they be used primarily for:

A. Subsidize member costs at club events: 35%

B. Charitable donations - MCC scholarship: 4%

C. Charitable donations to worthy causes: 5%

D. Split between club event subsidies and charitable causes 50/50: 56%

Question 8: Club emphasis for handling excess funds should be:

A. Largely in favor of charitable donations: 2.5%

B. Largely in favor of event subsidies for members: 27%

C. Largely added to club balances: 3.5%

D. Blended between Charity, to Members, and to Savings: 67%

Hopefully, this simplified format provides an overall view of the results of the survey. I have not included the additional detail that has been received from the answers for this article. (For instance, what was the range of suggested raised (\$35-60) or lowered (\$10-25) dues. I will have this information available at the February meeting for those wishing to see it.

Thanks to Jim Priestley for all his hard work in creating the detailed EXCEL spreadsheet that was presented to the Board at the January board meeting.

Swing Into Spring VI

Sunday April 18 2010, 4PM start time.

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

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

Vegeterian 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 End of a Dream

By Dave Asmuth

In the early 60's after successfully campaigning my 106 modified Austin Healy with wins at the MG Car Club Races at the Monroe County Fairgrounds Track, a first at the MG Car Club first Gymkhana, second at the Dunkirk Airport Course and third at Watkins Glenn along with respectable finishes at Lime rock (by missing a huge accident on the first lap) and the Montgomery nationals on Dunlop R-5 tires on a wet track., I decided to move up a notch and purchase the Cooper Climax rear engine G-modified car that was sitting (collecting dust) at Millard Ripileys dealership in Ithaca, NY. (This car was formerly owned by Barry Budlong).

Mechanical problems kept me from having the same success with this car as I had with the Healy. At Dunkirk the clutch exploded in 18 pieces during practice and at Watkins Glenn while running third and a good chance of moving to second before the race ended, the accelerator cable to the carbs broke on the back stretch. This part when replaced cost 50 cents.

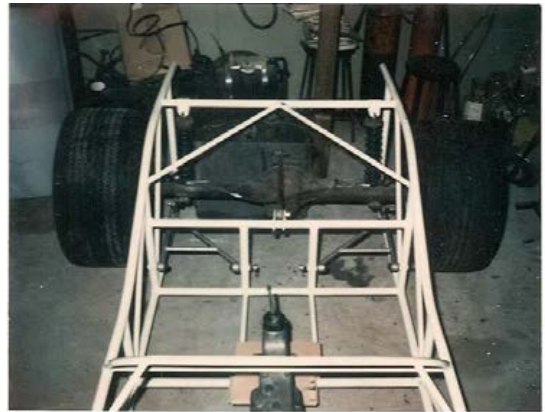
I finally sold the Cooper to Chris Farrel and decided to move on with my racing ambitions. My good friend Paul Muhly (Barry Budlongs mechanic on his record setting Alfa) and I decided to build our own special sports car that would compete with the likes of the Sadler Chevy Special, Max Bachowsky Buick special Old Yeller and Lister Chevys and other cars that were running in this wild sort of class back then.

We spent many many hours of research reading and watching before we started to design and build this car. We used .063 thousand gauge tubing and built a ladder type frame that would accommodate our ideas. We used a small block Chevy V8 boerd out to a little over 300 ci with a 10 to 1 compression ratio, fuel injection heads, pinned rockers, Offenhauser, aluminum sidewinder four barrel carb intake, and a 8 quart sump for the power plant and a road racing cam.

We would be using a TR4 transmission as had Sadler in his Chevy special, I had the mounting plates machined and then bolted to the Chevy bell housing. At this time I was the owner of the Sunset Lanes Bowling and Banquet Hall on Chili A venue. This establishment took up the lower half of the plaza. The other half was owned by Paul's father and housed Colonial Lithograph, a well respected printing firm. Behind the bowling lanes was the pin setter mechanics room where we assembled the engine and built and welded many other parts for the car. The main frame was in my shop in Hamlin, NY.



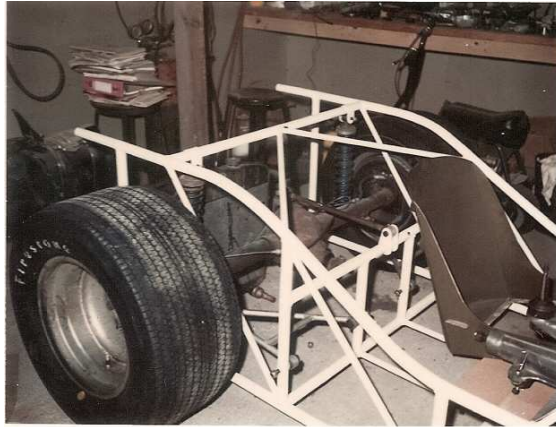
The following parts were purchased and built to fit our design. A Ford Falcon 2 speed rear end, a Ford Econoline front axle, Corvette disc brakes for the front end and 3" by 11" Buick aluminum finned drums and brakes for the rear, Renault CV -4 steering, a 55 Chevy radiator for cooling that would be mounted at the rear of the vehicle on the passenger side along with the battery to offset the drivers weight and improve the balance of weight overall.



We decided the front of the engine would be pulley and belt free. The generator which had been greatly reduced its heft by having its body turned down to half its size and then had 100 holes drilled in it. The same procedure was done to the starter. The generator would be running off of the drive shaft and the coolant would be moved through the system by a 12 volt bilge pump, this would eliminate any drag on the engine with the loss of horsepower. The drivers seat was aluminum and was a World War II pilot seat and purchased from Surplus World. Coil over shocks were to be used in the rear and a traverse spring would be used in the front. The body was going to be all aluminum made from litho sheets Paul had obtained from the print shop (they can be seen in the corner of some of the photographs).

With the engine complete and all other mechanical components purchased, rebuilt, machined, fitted, etc. assembling of the car started. The rear tires were sent in from Indy and mounted. Paul had calculated both rear end pumpkins so we had a little better RMP range for shifting and speed on the short tracks vs the bigger tracks such as Watkins. Our steering system was also chosen and calculated to give us the shortest ratio lock to lock.





Personal problems in my life halted the completion of this project. Last fall at the past Race Drivers Luncheon, Paul Muhly who came up from West Virginia and sat with myself, Bob Barker, Dick Powers and Gill and Betty Langswager, stated as I still do, that if this car had been completed and joined the sports car wars of it's time, it would have been a winner.

MG Car Club Steak Roast

Sunday, March 14

Eyer Park in East Rochester
Take Lincoln Rd of Fairport Rd (Rt 31F)
Turn right on Chestnut St E, just before the
overpass & follow it to the park.

Please bring a dish to pass as follows: A-G appetizer ,H-R salad or Vegetables and S-Z dessert. Bring your own table service and drinks. The club will provide coffee and tea. Please do not bring dishes that need to be plugged in.

Entertainment

Silent Auction
The original Movie
"Italian Job"

Price \$5 per Steak / \$1.00 for hot dog

Advanced sign-up is required so we know how much to buy. Sign up at the February meeting or send check payable to "MG Car Club" to:

Mary Murray
2408 Scottsville Munford Rd
Scottsville, NY 14546
marymurray@frontiernet.net

Susan Goodwin
8 Harmony Circle
Rochester , NY 14624
Mrgoodwin @ frontiernet.net

Sports car and Vintage Auto Festival 2010 Committee Minutes

By George Heissenberger

Committee Minutes 12/3/2009

Attendance: George Heissenberger, John Baum, Betty Langswager, Gil Langswager, Leon Zak, Lane Boughton, Carl Prouty, Barb Wild, Dave Wild, Timothy Paul, Arnold Vandenburg, Jim Swan

Finances:

We had a good year! We reviewed the results of the 2009 car show. Overall Revenue was up 12% compared to last year's show. Overall expenses were down from last year by 7.2%, and will continue to be closely watched for areas to save. Note that part of the increased expenses were due to additional food purchases required because of the increase in food sales. Revenue from food sales this year was up almost double the past five years average sales! We'll try to keep expenses low and pray for good weather in 2010!

Ideas for 2010:

- We need to do a better job from the car club in tracking pre show ticket sales. The tickets will be numbered and given out in small packs so we can track sales by members in 2010.
- We discussed the merits of having a big name personality attend the show as a publicity draw, or giveaways such as door prizes. Dave Wild is going to talk to Watkins Glen about associating our car show with the WGI Vintage Weekend and offer them a chance to exhibit race cars or information at our show as advertising for their September event.
- We will try to get some attractions to the show next year such as the State Police seatbelt demonstrator.
- We voted to give Free admission to AACA Grand National Award winners attending the car show in Canandaigua the week of our show, and a welcome packet including a show T- shirt and hot dog coupon.
- Artist Steve Oosterling was unable to attend due to a family commitment but will have the show art ready to show us in a few weeks.
- Class committee: Dave Wild will chair the car class sub committee but they haven't met yet. Committee is Dave Wild, George Haynes, Gene Faust, Dick Powers, Bob Tescione, George Heissenberger, Have I missed anybody?
- T- Shirts (Gil & Betty Langswager) will order a few less than 2009.
- Dash Plaques Dave Wild – suggest order about the same amount as last year- we almost ran out.
- Program ads (Carl Prouty) – Start selling ads early– no change in price (I added a 5% early bird discount for ads sold and paid before 12/31/09). Need to remember what class show sponsors want to sponsor.
- Posters, brochures & tickets (John Baum)–Need to print more than last year.
- Trophies Dave Wild will check to see how many we need based on new class list

Show Field

- We voted to replace or supplement the car class letters with numbers based on the layout of the field, so that the classes will be easier to find on the field. (Thanks Alan)

Grounds

- No report

Car Corral

- (Gil Langswager) No report

Vendors

- (Lane Boughton) No report

Food

- (Jim Swan) As previously only people with tickets will receive free food.
- Food was a big hit and big revenue producer in 2009..

Advertising / PR

- (Dick Bottorf)–No report

Other/ Misc

See you at the next meeting Thursday 1/28/09 Dennys in Victor!

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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 build PC-9 up to .004" to tighten piston-to-wall clearance on vintage, high dollar or worn pistons. **Only \$18.00/piston**

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We coat your chambers, valves & exhaust ports with our own TBC, thermal barrier ceramic. This raises combustion temperature for more power but lowers coolant temp. A quick way to more power, crisper throttle response and reduced "bog".

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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



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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

Seneca Lodge Rooms

Dan Suter

"To MGCC members: please submit your name for the room drawing by February 20, either by e-mail or in writing. Please indicate any room preference and whether you would be willing to consider staying in the Log Cabin as a shared residence with other couples. Please include your name, address, phone, and e-mail. I will contact all members who requested a room following the drawing."

Seneca Lodge is a 3 night minimum and prices for the rooms and cabins vary by unit.

Dan Suter



CLASSIFIED ADS

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

Winter Storage available for two small British Cars.

Pole barn located in Fairport. \$35.00 per month.

Call soon! George Haynes 585-872-6536.

For Sale : Triumph TR6 Dash Knobs (full set of seven knobs - Choke, Heat, Blower, ect.) \$2.50 each or \$15.00 for set.

Ignition Lock and Switch Assembly, new \$125.00

Call Joe Fazio @ 585-248-8117

For Sale: New Pressure Plate for a TR-2 - 4.

Asking \$175 Moss price is \$200 plus shipping.

Contact: Dick Powers at 410-4500

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

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

Call Larry Rausch 455-1147 or

stonywoods840@rochester.rr.com

FOR SALE: 1957 TR3 SMALL MOUTH.

27,500 ORIGINAL MILES, FULLY RESTORED 25 YRS AGO.

NEW TOP & SEATS. ASKING \$19,000 585 356-9790 OR 538-4303

FOR SALE: 1980 MGB, 40,000 original miles, maroon and tan interior, with tonneau cover. \$6,000.

Jerry Fursch 585-494-1660.

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

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

1958 MGA Coupe, Island Green. Extra set of wheels with white wall tires. 8,952 miles on rebuilt engine.

All are ready for NYS inspection. Former MGCC members. Call Herbert Zechmann (585) 494-2083 in Brockport.

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

FOR SALE: I have two **165/80R15 Kuhmo tyres** for sale; fit MG-T's MGA's and other British cars. Don't pay Coker's price for

Michelins (\$140 to \$180 each!) These are \$50.00 each and will sell quickly! Call George (585) 872-6536

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

FOR SALE: 1963 MGB three-main bearing engine #18G-H-25080, with under 10,000 miles. Never been apart! Includes S-U carbs, exhaust manifold, distributor, water pump, flywheel, generator, etc. Price is \$1,000. complete or \$1,500. with new rings and gaskets, etc. This engine fits into MGA's nicely and provides much more power and performance. Call George at 585-872-6536 for Engine.

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

Vehicle Storage. Store your car for the winter season at Ziprrr 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.



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SEMA Actions Network

By Don McConnell

From time to time I will put in what I hope is interesting information from the SEMA Action Network . This little article is from the February issue of “Driving Force”

Editor Don

The SAN Races North

SAN Supports Leaded-Fuel Exemption for Race Vehicles in Canada

Canada and the United States have their fair share of differences. For example, Canada's head of state is the queen of England, the government is run by a prime minister rather than a president and it has a parliament and provinces rather than a congress and states. What separates Canada from the United States, though, isn't nearly as significant as the similarities that unite them. One of those similarities is a love of cars, racing and the culture that surrounds them. It is that bond that brought the SAN to Canada in 2007 and is the reason we work with great organizations, such as the National Association of Automobile Clubs of Canada (NAACC) to promote and protect the hobby north of the U.S. border.

To further that mission, the SAN is supporting a proposal issued by Environment Canada to indefinitely extend an exemption that permits the use of leaded gasoline in competition motor vehicles. The exemption has been renewed several times since it was first established in 1996, but was set to expire in 2010. SAN had previously opposed efforts to terminate the exemption and effectively ban vehicles using leaded fuel. The new proposal recognizes the relationship between the Canadian and U.S. racing industries and adopts a consistent environmental approach to leaded-fuel use. Environment Canada will conduct a five-year review and revisit the exemption issue, if necessary, based on science, technology and fuel-replacement developments. Meanwhile, the agency will work with the racing industry to encourage a voluntary reduction or phase-out of leaded racing fuel.

Environment Canada's proposal identifies a number of reasons for providing an indefinite lead-fuel exemption. The reasons include the fact that:

- In the United States, the Clean Air Act specifically exempts fuels for competition-use vehicles;
- The North American racing industry is fully integrated, with both competitors and spectators crossing country borders to participate in and attend events;
- There are an estimated 165 racing facilities operating in Canada which support thousands of jobs and generate millions of dollars of economic benefit for local businesses and communities;
- Although there are fuel alternatives for some racing vehicles, the drag-racing industry still requires leaded gasoline;
- While the racing industry continues to move towards long-term independence from leaded fuel, the amount used in Canada is miniscule when compared to total leaded fuel use: 2% by competition vehicles versus 98% by piston-engine aircraft. To put the issue in perspective, 99.8% of gasoline used in Canada is already lead-free.

The SAN is dedicated to supporting the Canadian car hobby, and we will continue to look for opportunities to make a difference for enthusiasts north of the border. Please encourage all your Canadian friends and car club members to join the SEMA Action Network. For the sign-up form and the latest information on what the SAN is up to, visit www.semasan.com.

FEBRUARY BIRTHDAYS

4 Lindsey Short
 7 Michael Wright
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 9 Greg Turner
 11 Douglas Jack
 11 Barb Wild
 12 Allen Hess
 12 Sandra Barkley
 13 Ned Paulsen
 14 Florrie Bachelder
 14 Fran Calkins
 16 Ed Haefner
 17 James Franzen
 17 Cheryl Baldwin
 17 Debbie Frah
 20 Estelle Samel
 21 Henry Kron
 21 Gil Langswager
 22 Stephanie Haynes
 22 Scott Schipper
 23 Bill Baldwin
 27 Jeff Zorn

HAPPY BIRTHDAY
 EVERYONE!!

FEBRUARY ANNIVERSARIES

14 Dave & Nancy Chase
 19 Dennis & Mary Costich
 20 Joseph & Paulette Schultz
 20 Bill & Cathy Wackerman

CONGRATULATIONS
 TO ALL!!

MARCH ANNIVERSARIES

9 Jim & Dawn Priestley
 15 Irving & Bernice Black
 17 Elton & Patti Schulz

CONGRATULATIONS
 TO ALL!!

WELCOME BACK

David & Gracie Ott
 1086 Strong Road
 Victor, NY 14564
 585-924-5683
 1958 MORRIS MINOR,
 1952 BUG EYE SPRITE,
 1962 JAGUAR MARK 2,
 1961 AUSTIN HEALEY,
 1952 MORRIS MINOR

MARCH BIRTHDAYS

2 Jon Richter
 2 Wally Roworth
 2 Lyn Smith
 5 Richard Powers
 5 Sue Pittenger
 5 Stacey Van Denburgh
 10 Al Fink
 11 Lane Boughton
 12 John Cook
 12 Thomas Glanville
 13 Mike Harrison
 14 Terry Welch
 17 Dave Chase
 20 Bruce Austin
 20 Gene Faust
 20 Robert Keppeler
 22 Laurie Scribner
 23 Kathy Boughton
 24 Carl Baxter
 25 Dennis Costich
 27 Susan Kath
 29 Joseph DeBlaere
 30 Karen Paul
 31 Sue Harrison

HAPPY BIRTHDAY
 EVERYONE!!

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
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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



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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 TBA Tune-up Clinic TBA Apple Blossom Rallye 20 MGCC Meeting 21-23 Carlisle 31 Autocross -tentative date	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) 19 MGCC Meeting 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 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
February 18, 2010 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



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