

# Spokes

Official Publication of the MG Car Club Western New York Centre

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This 1979 MGB is hoping for Spring soon !!!

*MG Magazine & Friends*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

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

Web Site: [www.mgcarclub.com](http://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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### SUBMISSIONS ARE WELCOME

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

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Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

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## Add Your Name to the MGCC Endowed Scholarship Plaque

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

Frank Stepanik  
13 Fiora Drive  
Fairport, NY 14450

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

## Chairman's Corner

Dan Goodwin

MARCH...the calendar says that spring will arrive on the 20<sup>th</sup> of the month. As most of us know from experience, Rochester seems to be on its own unique seasonal schedule and we are not likely to see "top down" weather any time soon. In the meantime, we can enjoy our club events, as we await the first signs of spring. The Daytona 500/Valentine's party at the Distillery on Valentine's Day was a success; in spite of a rogue pothole (maybe it escaped from Rochester and headed south??). The March Steak Roast and Silent Auction will at least offer a hint of the summer cookouts and outdoor activities to come.

I would like to thank Dan Suter for his summary report on the 2009 Finance Survey, published in the February issue of Spokes. Thanks also to Jim Priestly for crunching the raw survey numbers and producing the spreadsheet for analysis. The information in the report will be very helpful to the board in strategizing the future budgetary directions for the club.

My MGA engine/transmission rebuilding project continues. George Haynes reported that initial examination of the transmission found it to be in reasonably good shape. Not bad for 123,000 miles. The SU carbs have been handed over to Al Costich for inspection and repair. The engine is nearly disassembled. I continue to be amazed at the engineering of the MGA. There are virtually no parts or components in the mechanical or body assemblies that do not absolutely have to be there...a very straightforward approach to design. Soon the real fun will begin...putting together the list of all the parts and assemblies that will need to be replaced and getting the orders ready for Moss, British Auto, etc. All in all, my MG has been a solid performer with only a couple of major projects along the way. I did a body and interior restoration in 1979 and rebuilt the cylinder head in the early 80's. I'm still hoping to have it running for the car show.

I look forward to seeing everyone at the steak roast and the March club meeting!

Dan

## MG Bruce

Don McConnell

It is March, the calendar says spring (the first day of is the 20<sup>th</sup>) our thoughts turn to preparation of our cars (those who have one ready for the road) for a season of driving. That also means the sheriff of notnovedriven will be watching for the sports cars not being enjoyed. Speaking of seasons as in the past I will be trying to supply information in each issue for events that might need extra time for making reservation. Check on the "Up Coming Events" page for information.

Over the past few weeks there has been a lot of talk of recalls of various Toyotas models. It has got me wondering about technology in the automobile. This leads to a question. Has the technology progressed to fast? I understand technology needs to progress but how about at a slightly slower pace. There are some updates to my MGB that make sense examples: the ignition and another would be the fuel pump control. Maybe further discussion on this matter is due. Enough discussion for now.

As we begin our new driving season lets per mote Safe Driving and Safe Operation of our Classic British Autos. Have a great March and see ya at one of our events or the meeting



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A stylized line drawing of a classic Mini car, shown from a front-three-quarter view. The car has a distinctive rounded shape with large headlights and a small grille. The words "MINI CITY LTD." are written in a small font above the car.

## Activities

By Mary Murray and Susan Goodwin

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February's Daytona 500/Valentine's Party at The Distillery was well attended with thirty-four members. Many of us were dressed in some form of red to celebrate Valentine's Day, as we sat around tables with HDTV's in view waiting for the Daytona 500 to start. As we sat with good friends we had good conversation, we ate bar food snacks had drinks, and we cheered on the race as we celebrated Valentine's Day.

There were two delays in the Daytona 500 to fix a pothole on turn two of the track, totaling two hours. The first delay gave us the opportunity to do Pub Quiz with quiz master Mike Goodwin spouting out fourteen questions about the Daytona 500 and Valentine's Day. We had two winning teams with eight correct answers and the losing team with four correct answers, every other team somewhere in-between.

We all had to go home to finish watching the race to find out the winner. The winner was Jamie McMurry winning his first Daytona 500 holding off Dale Earnhardt Jr. on the final lap. The Daytona International Speedway is scheduled for a complete repaving in 2012 at the cost of 20 million dollars. Speedway officials said they would be reinforcing the pothole with a concrete patch until the repaving schedule date in 2012. Maybe the pothole happened due to all the unusual cold weather the South has been experiencing.

The next club event is the Steak Roast March 14<sup>th</sup> at Eyer Park in East Rochester. You can start signing up for upcoming events at the club meetings or contact event organizers. April 15<sup>th</sup> is the Basket Auction. We need baskets. Contact Mary Murray or Susan Goodwin ASAP if you plan on making a basket, we will also need a name for the basket. April 18<sup>th</sup> at 4pm is the Swing into Spring at The Old Toad. Contact Dick Powers or Laurie Scribner. May brings us the Tune-up-Clinic on May 8<sup>th</sup> at MCC's Auto Tech Center. Contact George Haynes. The Apple Blossom Rallye will be on May 23<sup>rd</sup>; more details to come. Thanks to Julie Daykin, our first Autocross of the season will be May 30<sup>th</sup> on the MCC campus.

Mary Murray marymurray@frontiernet.net

Susan Goodwin mrgoodwin@frontiernet.net

### 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.

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

#### Entertainment

Silent Auction :

The original Movie  
"Italian Job"

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



# MGCC Minutes of the Meeting

By Willard Brown

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## February 18, 2010

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

**Acceptance of January 21<sup>st</sup> Minutes** – Minutes were approved as published in the February Spokes. Comment good job by Willard with much thanks for support and input from Mike Goodwin and Don McConnell.

**New Members and Guest** – None.

**Activities** – Mary Murray and Susan Goodwin

- Had super turnout for Daytona/Valentine's Day Party.
- March 14<sup>th</sup> Steak Roast on March 14<sup>th</sup> with sign-up at today's meeting. See announcement in Spokes for details and sign-up information.
- April 15<sup>th</sup> Basket Auction at meeting. In addition to car parts, please contribute good condition/appealing items. Items not sold will be returned to contributors at the end of the meeting.
- April 18<sup>th</sup> Swing Into Spring at the Old Toad. See Spokes for details.
- May 8<sup>th</sup> Tune-up Clinic.
- May 23<sup>rd</sup> Apple Blossom Rallye.
- Dave Wild reported June Races at Watkins Glen will be shared with the new Vintage Race Group headed by Bobby Rahal. The Lake to Lake Ramble has 45 entrants to date.
- September 10<sup>th</sup>–12<sup>th</sup> Watkins Glen. The reservations for the Seneca Lodge were due to Dan Suter on February 20<sup>th</sup>. Dave Wild reported that the Watkins Glen Vintage Weekend Auction and Reception may take place at the Track and not the Research Center. The Glenora Run, to date, has 133 entrants with a long wait list. The Tour de Mark has 41 entrants and the Honor Car is the Alpha Romeo honoring its 100<sup>th</sup> Anniversary. The Concourse d'Elegance has 7 entrants. The Knapp Rallye has 72 entrants.

**Treasurers Report** – Frank Stepanik

- Received \$770 for Spokes Ads and \$744 in membership dues.
- Expenditures = \$2,126.
- Balance = \$11,250 +/- (approximate to date)

**Vice Chairman** – Mike Goodwin recommended that we look into the Highway Adoption Program to adopt a portion of some roadway within the county. This would require getting member volunteers together 2-3 times a year to clean-up the adopted area. A show of hands indicated there is enough interest to move forward to gain more details about the project.

**Membership** – Jim Priestley requested, if your dues for the year have not been paid, please do so as soon as possible.

**Regalia** – Doug Scribner

- Have merchandise available in all sizes – Small to XXL.
- Great selection of hats.
- Fire extinguishers are available.
- Spend \$20 for merchandise and receive a free MGCC Log Book.
- Don't forget the selection of our unique combination left hand/right hand mugs.

**Spokes** – Don McConnell extended thanks for the inputs for the February issue and would like to have submissions for future publications from folks who ride in the "passenger seats".

**Car Show** – George Heissenberger

- Working on revision of numbering system for the Field to facilitate registration.
- Will limit the number of dash plates to the first cars being registered (number TBA).
- Vendors will not be allowed to sell firearms or firearm type weapons.
- There will be a limited number (4-6) of major sponsorships for the show.
- There will only be 1000 tickets for sale with new requirements for members selling.
- Full report on plans will be published in the forthcoming issue of Spokes

**Trustee** – Hollis Hames reported that we have a DVD on SU Carburetor rebuild.

#### **Old Business**

- Bruce and Cindy Austin are still working on their TD Restoration.
- Jim Priestley offered a bag of old MG parts to whoever wanted them.

**New Business** – Doug Scribner is researching the gasoline ethanol content situation and will publish the results in a forthcoming issue of Spokes. Pep Boys and Auto Zone have additives that will help prevent

“phase separation”. Kwik Fill service stations have gasoline with no ethanol content.

**Announcements** – Door prizes were won by Dick and Marlene Rzepkowski, Barb Wild, Elaine Hess, Jim Priestley, Dave Wild, George Heissenberger, John Baum, Lane Boughton, Bob Welch, Bob Tescione, Allyn Wagner, Betty Langswager and Don McConnell.

**Adjournment** – At 8:18 PM

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



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

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

More details to follow as some of our members attend



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## Meeting Attendance

February 18 ,2010

Dave	Asmuth	Allen	Hess	Dave	Wild
Bruce	Austin	Jeff	Kath	Leon	Zak
Cheryl	Baldwin	Betty	Langswager		
Bill	Baldwin	Gil	Langswager		
Chris	Baum	Aldis	Lemesis		
John	Baum	Tom	LeStrange		
Lane	Boughton	Don	McConnell		
Willard	Brown	Mary	Murray		
Dave	Chase	John	Murray		
Alan	Costich	Dick	Powers		
Jim	Davis	Jim	Priestley		
Al	Fink	Carl	Prouty		
John	Fowler	Bill	Rampe		
Ginny	Fowler	Rhondo	Rizzo		
Carl	Gielow	Tim	Rizzo		
Susan	Goodwin	Wally	Roworth		
Mike	Goodwin	Marlene	Rzepkowski		
Dan	Goodwin	Dick	Rzepkowski		
Hollis	Hames	Doug	Scribner		
Mike	Harrison	Frank	Stepanik		
Sue	Harrison	Bob	Tescione		
Gerge	Haynes	Allyn	Wagner		
George	Heissenberger	Bob	Welch		
Elaine	Hess	Barb	Wild		

# Gardeners' Upstate Journal

For upstate gardeners  
By upstate gardeners

*Available at fine garden centers  
or by subscription*

upstategardenersjournal.com  
585/538-4980

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

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

Contact:

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

Hollis: (585) 271-7754



**Danger this may be Your  
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## CarNutzTales #3

By George Leopard

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### Early Porsche Experiences - Germany

In early spring of 1970 I arrived at Frankfurt am Main, Germany, having sold my E-Type Jaguar before shipping out from the States. I was assigned to a headquarters company based right in Frankfurt, and worked as a clerk typist processing out GIs being transferred or separated from the Army. Life was boring – I couldn't type, but was still overqualified for the job. The typical routine consisted of record processing duties by day, and eating pizza, drinking very strong German beer and/or smoking hashish most of the rest of the time. We even had guys drinking "hash tea" while they worked. The high alcohol content of the beer led to some pretty bizarre behavior – one guy tried to fly off the roof of the mess hall. His relaxed state and positive attitude helped him survive the fall with only a few broken bones. The smokers were more docile, sitting around the dorm talking and laughing too much. I tried this a bit early on, but stopped after I ran into some potent stuff, had to crawl down the hallway from the group session to my room, and then couldn't figure out how to operate the lock to get in.

The American Express Office, near the Hauptbahnhof (train station), was a big gathering point for Americans living in and passing through Frankfurt. This is where all the car-for-sale ads were posted. Old Porsches were considered just used cars then, and I found a ruby red 1958 356A Porsche for \$550. It was in pretty good shape with minor rust, so I bought it. Rein-Main Air Base had a well equipped auto hobby shop for use by the GIs, and this became my retreat. Almost every night I'd drive the 12 miles or so there, work on cars, pal around with the guys, and drive back to HQ Company late at night, moving fast through the empty streets. One friend sold me a rough '58 Porsche Speedster project for \$500, and I almost bought a Carrera 2 engine to go in it, but it needed work beyond my capabilities.

I hooked up with the Germany Region of the Porsche Club of America and got involved in several rallies and gymkhana competitions (the early form of auto-crossing). At one gymkhana I tried racing tires on the back of the 356 to reduce its tail happiness going

around the cones. This just made the car want to go straight with severe under steer when I cranked in a hard turn. I had brought only the four tires on the car to the competition, and I reasoned that putting the race tires on the front might solve this under steer problem. Maybe I could flip the tail around easily on the hairpins and still control it on the other turns. On the first turn I spun so fast I almost snapped my neck – a good lesson in early Porsche dynamics.

Touring the countryside with the PCA was great fun and took me to beautiful places and great small inns with terrific food. I remember coming around a turn on the autobahn and seeing a real version of the fake Disneyland castle way up on the side of a mountain. Several of the guys (officers) had new 911S Porsches, so keeping up on the autobahn was out of the question. My car topped out at 165 kph (99 mph), but would do that all day and still get 30-35 mpg while doing it. Even at that speed, it was necessary to keep an eye out for cars moving up behind at much faster speeds. On the way to Heidelberg one day I was cruising at top speed when a diesel taxi came up from behind and flashed his lights impatiently for me to get out of the way.

Besides Heidelberg, a favorite place was Rüdesheim am Rhein, a small wine making center. An Army buddy and I initially went there to sample the white wines and in the process discovered large festival rooms where everyone would sit together at long tables to eat simple food and drink wine. Like Oktoberfest, the apple wine festival was great fun with music and everyone intoxicated and happy. Fortunately the 356 had fully reclining seats and we would just push a lever and lean back to sleep it off before attempting to drive home.

The high speeds tolerated in most of Europe at that time, legal or not, made it practical to travel significant distances on weekends away from work. A trip to the Nürburgring gave me a chance to get within 20ft of race cars pushing 200 mph. On one three day weekend a friend and I drove to see the Italian Grand Prix in Monza, Italy. It was summer, yet we found snow as we passed through the Swiss Alps. In Monza, the night before the race, we bought wine,

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cheese, sausages and bread, ate well and slept in the car. The next morning there was this horrible stench of dirty feet in the car. Neither of us would admit our guilt for this. As our heads cleared we realized that the heat had significantly ripened the cheese during the night. We saw the race and headed back; this time planning to cross into France. When we reached the border we discovered that my friend had lost his identity papers. I had to dig deep to my poor high school French to communicate with the border guard (having learned French and Latin at the same time resulted in a badly scrambled memory). This seemed to work pretty well. Ten minutes of back and forth language confusion earned us a frustrated shrug and a wave to enter France.

By late summer I had 2 weeks leave coming to me so I decided to tour Scandinavia. Hitchhiking was safe and popular then. Major entries to the autobahn would frequently have several people waiting for rides. I picked up a young German and discovered he was also starting a Scandinavian tour. By the time we got to the ferry which crossed the inlet to the Bering Sea, separating Germany from Denmark, we had agreed to stick together for the trip. He had an older Danish artist friend living not far from our route, who we decided to visit. Because of crossing delays we didn't reach the friend's house until 2am, but we were enthusiastically welcomed, given a good meal and a place to sleep.

After our visit we drove to Copenhagen. We visited Tivoli at night and took a tour of the Tuborg brewery the next day, in addition to exploring the city. We slept in the car and ate from the wonderful coin-op vending machines which were fixtures of the time. Bakeries would put their left over goods (real Danish pastries) in vending machines located outside their doors at night, and restaurants would do the same with smørrebrød, the delicious Danish open faced sandwiches. They were much cheaper than restaurant food, and were a great deal for us. Next we drove to Stockholm and again stayed with my passenger's friends, but Sweden was far too expensive so we left the next day without seeing much, for Norway. Just before leaving Stockholm for Oslo, I called my parents in the States and learned my

best friend had been killed by "friendly fire" in Viet Nam, on his third tour as a pilot. This was the reality of what was going on then. I was numb.

Driving to Oslo I was in shock, and remember little of the hours spent passing through dense pine forests on two lane roads. I do remember, however, a very aggressively driven Porsche 911 coming up rapidly from way behind, nailing it into the passing lane then braking hard back into open slots in traffic, and scaring the hell out of oncoming cars.

I had been drawn to Oslo by hearing of the freshly caught shrimp cooked on the fishing boats as they arrive at the docks in Oslo harbor, and made this the first stop – it was just as good as I had imagined. We found a bed & breakfast for a couple nights, met some girls and had a couple good days of touring the town. At this point we said good-bye, and I began my return to Army life. Driving through a twisty, hilly section of the autobahn very late on a dense black night with mixed snow and rain starting to fall, I just caught a momentary glimpse, a blur as a dim red reflector passed much too close to the side of my car. A stopped car? A bicycle? I still have the vision in my mind, and what could have happened, and bless my luck that that is all I have to remember.

## 2010 autocross 3 Part -Series

May 30th  
August 15th  
October 3rd

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

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

\$10 Member, \$20 Non-Member

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

### **\* PRIZES \***

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## NORTH AMERICAN MGB REGISTER

### 19th ANNUAL CONVENTION

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in Belleville, Ontario, Canada

**June 23 - 27, 2010**

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

# 15<sup>th</sup> Annual



Popular Vote Classes

## October 10, 2010

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

For more information contact us at:  
[HuntCountryClassic@mgcarclubdc.com](mailto:HuntCountryClassic@mgcarclubdc.com)



## L' Alfa Romeo Centenario, The Road Cars

By Dick Powers

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Like Morgan in 2009, Alfa Romeo celebrates its 100<sup>th</sup> Anniversary in 2010. Also, Alfa for its first 42 years, was a specialty car maker and made only 12,000 cars. Unlike Morgan, Alfa made different types of cars, with many of them being the best of their type in the world. Alfa also competed, very successfully, in top forms of international racing including the Targa Florio, Mille Miglia, LeMans and Grand Prix racing. With this diversity, I'll discuss the founding of Alfa and road cars here and the racers in the next article.

Alfa was founded on June, 24, 1910, with the purchase of a facility near Milano, Italy that made the French Darracq. Lombardi investors bought the facility and formed the Lombardi Automobile Manufacturing Company or in Italian: *Anonima Lombarda Fabbrica Automobili* or A.L.F.A.

From the beginning, ALFA cars had that unique emblem with a medieval red on white cross and a crowned serpent swallowing a person (ouch!). They later added ROMEO after Nicola Romeo became manager of the firm in 1915.



In 1910, ALFA hired Giuseppe Merosi away from Fiat and he designed the 24 HP model, a very modern, for the time, touring sports car. With the start of WWI, in 1915, ALFA began making vehicles for the war effort. By 1920 they were producing sporting cars again including the fabulous RL. This car was one of the best in the world and the Targa Florio model had a top speed of 120. In total, ALFA made 2,639 RL's from 1921-1927. This model was the first to "save" Alfa, as the financial times after WWI were not good. Most of Alfa sales, at the time, were to heads of state, government leaders and prominent families. The RL models were so fantastic that they had to be seen in them!

In 1923, Enzo Ferrari, an Alfa works driver, visited Fiat to persuade Vittorio Jano, an outstanding automotive engineer, to join Alfa. He did and Jano developed many World Championship GP cars and the 6C 1750 Super Sport and 6C 2300 B and 8C 2900 B Mille Miglia street Alfas. The 6C 2300 was the first of the "Superleggera" (super light) bodies built by Carrozzeria Touring for Alfa. The construction used small steel tubing covered by an aluminum skin, a very advanced design for 1937. The 8C 2900 took this a step further by using a version of the Alfa GP racing engine and suspension. The 8C 2900 was so advanced that a 1938 model won the 1948 US GP at Watkins Glen.



After WWII, Orazio Satta, an aeronautical engineer, was hired to design new Alfas. Alfa realized that it could no longer cater to the rich and famous if it wanted to stay in business. In 1950, the 1900 was introduced. It was the first mass produced Alfa and used unibody construction. This car appealed to the European emerging middle class and was nick-named "the family car that wins races".

As good as the 1900 was, I doubt that Alfa would be around for its 100<sup>th</sup> if it wasn't for the Giulietta and those that followed (the Giulia, 2600, GTA, GTV, Duetto/Graduate, Milano and 164). In 1954, there wasn't anything else made like the Bertone bodied Giulietta Sprint. This was truly the first GT car for the masses, but I'm not sure Alfa realized this when they designed it. In Europe it was a fast, reliable and economical 2+2 for those long weekend trips on the Continent. The Sprint, along with the Spider, were the first Alfas to have major sales numbers in the US. Here was an affordable sports car with DOHC motor, that handled beautifully, was comfortable and, in Veloce form, could do well over 100. And this was in 1956!

All the Alfas that followed only improved on this formula, especially the cars of the 60's and 70's. By 1995, the only Alfa you could buy new in the US was the Pininfarina styled 164 sedan. This was the last of the Alfa line, for a while, in the US even though Alfa continued to make cars.

It may surprise some that there have been many Alfa owners in our MGCC, even back in the 50's.

Giulietta-Giulia Sprint & Spider/2600: Bill Hackman, Bruce Norton, Dave Elder, Barry Budlong (he held the lap record at the Glen with his), Doug Scribner (for 6 hours) and sold to John Forester, Ted Hershey, Dave Schantz, George Leopard, Chuck Woodworth, Joe Tierno, Dick Powers.



Duetto/Graduate/Spider Veloce/GT Jr./GTV/MilanoVerde: Woodworth, Tierno, Hershey, Bob Abels, Dick Giambra,.

Since 1987, Fiat has owned Alfa (along with Maserati and Ferrari). In 2008, through some Maserati dealers, Alfa reentered the US market with its 8C Competizione Coupes and Spiders. These cars sell for between \$230,000 and \$300,000 (100+ have been sold). For that you get an Alfa like no other that will easily do 180.



In 2009, Fiat bought Chrysler, so I am sure in a few years you will see less expensive new Alfas in the US. That said, I don't think I'll be able to go to the new Alfa parts guyzz and get something for my '58 Sprint. I'm sure they won't even know what it is. Ciao!



The 24HP



The 1900 Super



The GT Junior

# GOF Central Mk XXXII

July 1-3, 2010

Sawmill Creek Resort  
400 Sawmill Creek Drive  
Huron, Ohio 44839

Hosted by the Ohio Chapter, NEMGTR



Yes, it's GOF Central, Ohio style, on wonderful Lake Erie. A few highlights include a Lake Erie sunset dinner cruise and an enjoyable drive around historic Marblehead Peninsula on our scenic rally/tour. Just down the road from world famous Cedar Point, the 235 acres of the Sawmill Creek Resort will be GOF Central headquarters for 3 days of fun by the lake. This is also the North American Triple-M Register's annual focus event, so, those colorful 1930's MG's will be visiting in abundance with their Fabulous Triple-M Bibulous Gallimaufry Shenanigans.

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

Make it a whole week of MG FUN in 2010!

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

**Picture your MG on Lake Erie in 2010!**



## HELP NEEDED

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

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

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

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

### Swing Into Spring VI

**Sunday April 18 2010, 4PM start time.**

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

Deadline for food request: April 12, 2010

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

#### Menu:

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

Bangers & Mash: \$13.00

Shepherds Pie: \$10.00

Vegetarian Shepherds Pie: \$10.00

Chicken Tika Masala: \$10.50

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

Beef & Yourkshire Pudding Dinner: \$11.00

Soup & Half Sandwich: \$8.50

Prices Do Not include tip and tax.

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



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

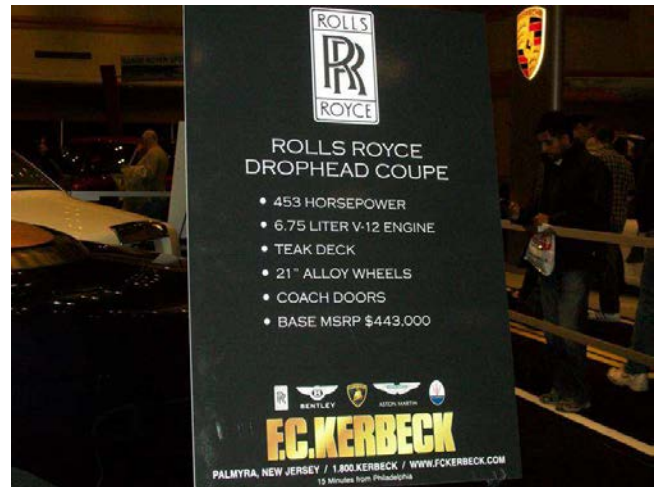
# The Philly International Auto Show

Photos By Alan Costich & his nephew

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A Corvette



I believe this to be a Mercedes



Do I need a caption here



Not a show unless you have the old favorite.





# Sports car and Vintage Auto Festival 2010 Committee Minutes

By George Heissenberger

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Minutes January 28,2010

Attendance: Carl Prouty, George Heissenberger, Gil & Betty Langswager, Lane & Kathy Boughton, John Baum, Arnold Vandenberg, Allen Hess, Tim Paul, Dave & Barb Wild, LeonZak

## Show Field/ classes

- (Arnold Vandenberg) Allen Hess, Tim Paul and Arnold V. presented their revision to use a new numbering system on field. Will have new numbered signs made for classes (similar to political signs, polyboard with hoop stakes). Numbers will be assigned to classes based on position on field using "sections". Numbers assigned to classes may change up to day of show. Approved by all members great job guys.
- Dave Wild had class committee meeting after last MG club meet and proposed classes were discussed. Tentative list passed out to show committee. Classes with few cars merged into larger classes. Some new added, some dropped. 65 classes so far compared to 69 last year. Planning on one more meeting and should have final list by February car show meeting.
- Agreed to limit dash plaques to first 500 cars. Will purchase enough plaques for 500 cars plus three trophies each class. (about 700?)
- Tim Paul agreed to look into sources for sponsor plaques- cost was very high for less than a dozen small name plates in 2009.

## Grounds

- (Ted Brewerton) No Lions present

## Car Corral

- (Gil Langswager) Pete Pegoni will help day of show but Gil will attend show meetings and contact Pete with information updates.

## Vendors

- (Lane Boughton) Fees same as last year. Looking at contacting some possible food vendors- popcorn, coffee, etc. Motion made and approved not to allow BB guns or firearm sales at flea market after incident last year with young boy who bought loaded BB gun and could have caused problem on show field.

## Food

- (Jim Swan) No Lions present Website

- (Leon Zak) Will have vendors as well as show application online this year. Will put up form as soon as classes are final.

## Advertising / PR

- (Jeff Swan) No Lions were present

## Printing

- (John Baum) Discussed keeping brochure the same number of pages and size for 2010, probably one color due to cover car being black. Quantity about the same, posters about the same quantity as last year. Tickets will be numbered and handed to MG members in packs of 4 for \$10. Quantity last year was approx. 1300 tickets split between Lions and MG club. Anticipation that requiring \$10 for four packs will result in less MG members taking stacks of tickets but more \$\$ brought in. About 1000 tickets will be available for 2010.
- Showed car art courtesy of Steve Oosterling. All approved. T shirt will be two color- black car and maybe red letters- color of shirt TBD- Grey/ Green? Order less T-shirts than 2009. Betty to decide on how many per size.



Program! sponsorships

- Carl will follow up on selling program sponsors- Auction direct, Swift Lift expected to repeat.

Other/Misc

George will follow up with Chris Williams about phone line for 2010. See you at the next meeting Thursday 2/25/09 Dennys in Victor!

During our Holiday party in December  
The award for Driver of the Year  
was presented to Bill & Cheryl Baldwin

Congraduations to the Baldwins



### ***Smartest English car builders use coatings for more power & durability***

*Ceramic is insurance against seizing, burning & engine failure*

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

#### **Melt-down proof\* race & street pistons**

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



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

#### **Slippery skirts make more power**

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

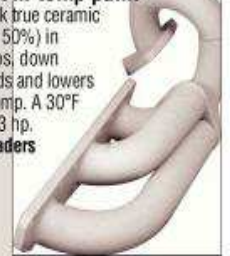
#### **More power from stock or ported heads**

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#### **Real ceramic exhaust coating-not hi-temp paint**

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



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

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[www.gromoore.com](http://www.gromoore.com)

## Up coming Events

---

### **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.

If you plan to donate a basket  
please call

Mary Murray (585)538-4430 or

Susan Goodwin 9585)889-2646

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 don't bring a basket, bring  
money to bid

### **British Car Week**

Saturday May 29th to Sunday June 6th

This week has been designated as drive your British car to Work week.

Plan on driving your British Car to your work place.

### **Spring Tune-up Clinic**

**Saturday May 8th 2010**

Watch here for further details

### **Apple Blossom Rallye**

**May 23, 2010**

Watch here for further details

## CLASSIFIED ADS

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### **For Sale: '71 Triumph TR6 parts:**

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

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

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

Misc. parts -

rear turn signal lenses, .new condition, Lucas alternator

side marker lights, misc. Gauges, weird stuff

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

John Walsh @ (585) 738-8009

walsh@whcc.com

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

Call Joe Fazio @ 585-248-8117

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

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

Contact: Dick Powers at 410-4500

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

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

Call George at 585-872-6536 for Engine.

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

**Vehicle Storage.** Store your car for the winter season at 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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## 1936 Stainless Steel Ford

Supplied By AL Fink

*This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is 1 of only 4 in existence and is the only one currently in running & in road worthy condition. The car is in exceptional condition, with the interior and even the frame looking great. All 4 cars each had over 200,000 miles on them before they removed them from service. These cars were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honor of being able to drive them for one year. The v-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet. I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year. FYI, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars.*

*We were also told that the dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.*



Can you imagine doing this to an MGB or Midget.  
Watch out John DeLorean.



## MARCH BIRTHDAYS

2 Jon Richter  
 2 Wally Roworth  
 2 Lyn Smith  
 4 Bill DeVos  
 5 Richard Powers  
 5 Stacey Van Denburgh  
 10 Al Fink  
 11 Lane Boughton  
 12 John Cook  
 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

## MARCH ANNIVERSARIES

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

CONGRATULATIONS  
 TO ALL!!

## APRIL BIRTHDAYS

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

## APRIL ANNIVERSARIES

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

HAPPY BIRTHDAY  
 EVERYONE!!

HAPPY BIRTHDAY  
 EVERYONE!!

## WELCOME BACK

**Bill & Sue DeVos**  
 237 Rockingham Drive  
 Rochester, NY 14620-2409  
 585-461-3113  
 1968 MGB, 1968 MGB GT

## WELCOME NEW MEMBERS

CONGRATULATIONS  
 TO ALL!!

**Carl & Marianne Gielow**  
 30 College Greene Drive  
 North Chili, NY 14514-1253  
 585-594-9061  
 2001 MAZDA MIATA SE

**Julia Hess & Joe Grogan**  
 1612 Pine Street, Apt. 4  
 Philadelphia, PA 19103  
 321-652-4359

**Official Regalia**



## 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

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



**Magnetic Sign  
for the car or  
Frig**

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

All items are available for purchase at our monthly  
Meeting, or delivery can be arranged.  
**Contact: Laurie Scribner 585-8725133 (weekdays).**

## MG Car Club Western New York Centre, Inc. Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

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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Bloomfield, NY 14469



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

For the Latest information visit our Web site [mgcarclub.com](http://mgcarclub.com)

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

Next Meeting  
March 18, 2010 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, New York

