

Spokes

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Spring has Sprung

St. Maroon & Friends

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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

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SUBMISSIONS ARE WELCOME

DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the meeting.

MEETINGS

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

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* Members Emeritus



Add Your Name to the MGCC Endowed Scholarship Plaque

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

Frank Stepanik
13 Fiora Drive
Fairport, NY 14450

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

Chairman's Corner

Dan Goodwin

The April meeting of the MG Car Club featured great weather and numerous sports cars in the parking lot. Dare we hope for continued good weather ...at least until after the car show? Let's hope the annual chicken sacrifice is successful this year.

In addition to a festive and well supported basket auction at the last meeting, we presented the Robert Philip MCC Scholarships. George Herschell gave a brief history of the scholarship and offered some personal reflections on his long association with Bob Philip. Kristy Graves, from the Applied Technologies Center at MCC, introduced Saad M. Rassam and Matt M. Cleckner to the club, as the 2010 recipients. Each student will receive a financial award of \$600 and a complimentary one-year membership in the MG Car Club. Both individuals are excellent representatives of the MCC automotive technology program and I hope they will continue on as club members in the future.

My monthly report on the MGA engine/transmission project features some hopeful news. George Haynes indicates the transmission rehabilitation is nearly finished. Master rebuild kits for the SU carburetors arrived from Moss and have been passed on to Al Costich for application to the ailing pair. Inspection of the myriad engine parts and assemblies is sometimes a bit depressing. Fifty years has taken a toll on the mechanical systems and the list of replacement parts is growing much faster than the "it can be cleaned up a bit and reused" list. Having the "A" back on the road in time for the car show is looking doubtful, but at least I'll have a big portion of the project in place by the end of the RIT spring quarter and can devote more consistent effort to the task over the summer. Research is still ongoing for the block and head work.

Enjoy springtime in Rochester!

Dan

MG Bruce

Don McConnell

Well here we are entering May. Time for some great top down driving. I hope by this time next year Bruce will be on the road. I have been able to practice some more with the welder, seems I have picked up on what I am doing wrong (sum what) I hope soon to put in the patches in the front wheel arches then on to sill replacement.

I hope everyone enjoyed our guest writer J Lockrow. I have enjoyed his articles over the years. He says from time to time he will submit an article.

This month we have a travel adventure from Allen Hess along with a birthday for Bill Milliken report and lots of information concerning up coming events, hope you can attend an event.

I am continually scanning everywhere for material that would be useful to you such as how to technical articles or even reviews of new or upgrade parts for our British cars. Feel free to send in articles should you have one. Enjoy your May with the top down. See you at the next meeting. OH ya the sheriff of notenhavedriven. Is still watching



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Activities

By Mary Murray and Susan Goodwin

The April meeting was a huge success thanks to all the people for donating all the wonderful baskets. We made \$407.00 towards the MCCC Scholarship Fund. The lucky winners were Bob Abels, Jim Davis, Larry DiGiovanni, Ginny and John Fowler, Hollis Hames, Allen Hess, Susan Kath, Gil Langswager, Dick Powers, Sean Seeley and Dan Suter. (See Photos on Page 12)

Our next event was The Old Toad with beautiful flowers from Laurie as you entered the door for dinner and entertaining conversation on April 18th. Our Hosts were Dick Powers and Laurie Scribner that made it a wonderful time for all. Pictures and more details the follow by Dick in this Spokes.

The next club event will be the tune-up clinic on May 8, at MCC auto tech center.

Start signing for the up and coming Apple Blossom rallye on May 23rd. Contact Sue & Mike Harrison or Dave Asmuth.

The first Auto Cross of the season is May 30th on MCC Campus, Contact Julie Daykin.

Wednesday, June 2, Stuffing party at the Wilds at 7:00p.m.

***SUNDAY, JUNE 6TH

THE VINTAGE AUTO FESTIVAL*

*****EVERYONE REMEMBERS THIS ONE*****

June 12, Multi-club picnic and in Canada. Sign-up sheet at meeting.

July 17-18 Overnight tour with Mike and Sue Harrison. Contact them and look for articles in Spokes.

August 14 Laps & Lunch at Watkins Glen

MGCC Spring Tune-up Clinic

Saturday May 8th 2010
10 AM to 4 PM

At the Auto Tech shop at MCC.

We've been holding this event for years and it's usually well received.

We have use of several lifts , with "advisors" on hand to assist owners with any task they need to perform.

Coffee and donuts provided.

Sign-Up at the April meeting or anyone can also call George Haynes at 585-872-6536 to preregister.

Apple Blossom Rallye & Tour

May 23, 2010

START 9 AM AT PARKING LOT BY FUNZONE, ROUTE 104 & SLOCUM ROAD, ONTARIO

PRICE PER PERSON \$14.00

FOR MORE INFORMATION SEE APRIL ISSUE OF SPOKES

LUNCH CHOICES: GRILLED REUBEN, CHICKEN ANDRE, FRENCH DIP OR HADDOCK FISH FRY

RESERVATIONS DUE TO SUSAN HARRISON BY MAY 16

315-483-0368 OR mharrison3@rochester.rr.com.

Send checks payable to MGCar Club to Susan Harrison at 6640 Ann Lee Drive, North Rose, NY 14516



MGCC Minutes of the Meeting

By Willard Brown

April 15, 2010

Call to Order – Meeting was called to order at 7:45 PM by Chairman Dan Goodwin.

Acceptance of January 21st Minutes – Minutes were approved as published in the March *Spokes*.

New Members

- Larry Digiovanni – 75 MGB
- Charles Graves – MCC Automotive Dept.

Guest

- Kristy Graves – MCC Automotive Dept.
- Matt Cleckner – Robert Little MCC Scholarship Recipient
- Saad Rasan – Robert Little MCC Scholarship Recipient

Treasurers Report – Frank Stepanik

- Receipts = \$422
- Expenditures = \$672
- Balance = \$10,608

Activities – Mary Murray (See Spokes for details of all events listed)

- April 18th = Swing Into Spring at the Old Toad
- May 8th = Tune-up Clinic
- May 23rd = Apple Blossom Rallye
- May 30th = 2010 Autocross at MCC
- June 2nd = Auto Festival Stuffing Party at Barb Wild's
- June 12th = Multi-Car Club Picnic in Canada
- July 17 – 18th = Overnight Tour in Skaneateles Lake area
- September 9th – 12th = Watkins Glen. George Heissenberger reported that reservations for the Lodge are oversubscribed.

Robert R Philip MCC Scholarship Award

- George Herschell gave an overview of the establishment of the Scholarship.
- Kristy Graves, representing MCC, introduced the award recipients.

- Chairman Dan Goodwin presented the 2010 Scholarships to students Matt Cleckner and Saad Rasan.

Membership – Jim Priestley reported there are 2 new members and 1 membership renewal.

Spokes – Don McConnell request members to continue submitting stories and other relevant information.

Library – Alan Costich reported that MGB Driver Magazines were contributed by George Herschel.

Car Show – George Heissenberger

- Have posters for show available.
- Have show tickets for members to sell.
- Need volunteers to sign-up to man activities.
- After Party will be hosted by George and Peggi Heissenberger.
- Lion's Club 70th Anniversary Dinner will be held at Mickey Finn's in Victor on April 20th. They have requested that some MGCC members attend.
- Bob Tescione requested members volunteer to contact judges.

Website – Leon Zak reported that you can now scan club data for previous year's activities. We now have a face book page.

U.K. Liaison – George Herschell reported that our dues are paid up.

Basket Auction – Mary Murray

- Baskets were contributed by Susan & Michael Goodwin, Mary Murray, Carl Prouty, Barb Wild, Cheryl Baldwin, Betty Langswager, Doreena Hames, Sue &

Mike Harrison, John Murray, Jessica Seeley and Bob & George Abels.

- Winners were Dick Powers, Sue Kath, Dan Suter, Gil Lanswager, Larry Digiovanni, Ginny Fowler, Bob Abels, John Fowler, Allen Hess, Sean Seeley and Jim Davis.
- Amount received from auction for the scholarship fund = \$407.

Old Business - None

New Business – None

Announcements – Wendell Wilbert passed away.

Adjournment – At 9:15 PM

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Meeting Attendance

April 15, 2010

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

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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

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

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The Robert R. Philip Memorial Scholarship

By George Herschell

At the April 2010 meeting we presented The Robert Philip Memorial Scholarships to two students from MCC. The original scholarship was to be awarded to a student in the Auto Tech division but later was modified to include the Machine Tool Program as well which is fitting because Bob was master machinist.

The Robert R. Philip Memorial Scholarship is awarded annually to a student(s) at Monroe Community College by the MG Car Club, Western NY Centre. I felt that this was a good time to give a little background to those not fortunate enough to have known Bob, and how the scholarship named for him came about. For those of us that did know him, perhaps it will bring back some fond memories to reflect upon.

I first met Bob in the early 60's driving home from work one night. He was working on a chassis in the driveway that looked like an MG to me so I stopped and introduced myself and it was a start of a lifetime friendship. We both joined the MG Car Club. That was about 43 years ago. When I first met him he had two MG TD's, He was driving one while working on a COMPLETE restoration of the other. I say complete because it was a frame up restoration and in the early 60's this type of restoration was not as common as they are today. I watched Bob build first a complete new white ash wooden body tub (yes Virginia that is how they are built) and then hammer out all the sheet metal to go over the wooden frame. He made the dash board out of cherry and then decided that a cherry steering wheel would look nice to match. However, seeing as there were no cherry wheels on the market, Bob built his own out of the same wood as the dash. It was Ruth, his wife, that sewed all the upholstery for the car and the paint job was done by Bob in the garage at their home on Kansas Street. When the car was finished, he sold the "driver" and began to look for other MG's to conquer.

His next MG was a brand new 1966 MGB which he still had when he passed away. It was a kept as a completely original car with nothing added that was not on the car originally. This became a help for me when I restored my B as both cars were identical except for the disc wheels on mine. It was a wonderful source of information as to what goes where and what color it should be.

The next MG was a TA that he bought from John Callahan (former chairman of the MGCC) . Again he built a new wooden body frame the same as he did on the TD. This car never got finished however because he found a J-2 and a TF. Somewhere along the way he also acquired another TD from Court Packer (a former member) and later found a Morgan.

He put the TA aside and started to work on the TF doing almost a complete frame up restoration. When it was near completion, he started to work on the J-2. (Bob had a habit

of leaving a car not quite finished so he always had something to do and also had something different to work on for a break in the routine). The J-2 had to be the most ambitious project to date and it really brought out Bob's ability at improvisation. Parts for the J-2 were not as readily available as they were for the other MG's so . . when he needed something, he made it. Being a machinist by trade and having a complete shop in the basement, made it a little easier, BUT. . . you had to see what he made. There were no complete hood hold downs for the J-2, only bits and pieces of all four. Bob took all the parts, figured out how the latches went together and made four brand new hold downs (springs included) out of brass and had them chrome plated. They were a work of art. He also needed the Rudge Whitworth emblem for the knock-off's so he made up a plate with the emblem engraved in it and used it as a die to make up the knock-off's with the correct lettering. The late Gerry Gougen from Abingdon Spares worked out a deal with Bob to use the master for his own cars, so if you were ever able to get to the MG Museum (long since closed) in Westminster Vermont, the knock-off's are his work.

While he was working on the body for the J-2, he came upon some original factory drawings of the body. He had the white ash frame completed and some of the sheet metal done but they were not to the original specs, so . . he started over and did the wood to correct specification and then decided that the body should be aluminum instead, so the entire body is hand fabricated that way using that material. Again, Ruth did the upholstery and the tonneau cover so it was a joint effort. I had a ride in the car after it was finished through the apple orchard across the road and it was a real teeth jarring experience. The next car he restored was the Morgan. He took great delight in taking me for a ride in that car before it was restored, and to say the least, those rides were responsible for at least some of my gray hairs. He drove that car like a complete mad man and enjoyed seeing me hang on for dear life. The restoration of that car was another chapter in what he could do. In fact if you could find enough steel wool I'm sure he could "knit" you a car. He found a brand new frame for that car and again did a complete white ash wooden body frame. Then he started on the sheet metal. Most of the lines on the Morgan body are pretty straight forward but. . there are stiffening indentations that he couldn't figure out how to duplicate. Finally he made a male and female "mold" clamped the sheet metal between and then using a jack with the I beam of the house (he worked in the basement you know) as a top "weight," he "jacked" the indentations into the metal. I defy anyone to tell them from the original. For the spare tire opening, in the rear deck, he drilled a hole in the center of the circle and then using a rod with a cutting tool attached to it he worked that tool around until the hole was cut. Then he brazed a rod on the inside and hammered the metal around that rod to form the "rim". As I

said his ingenuity was amazing and to see what he could do with what, and how, was mind boggling. I needed a brass plug with a Whitworth thread for the oil pump in my TD. Bob made one for me and when I told him it didn't fit but was a bit loose, he came back later with three more of varying sizes and said that one of them had to fit. He didn't know how to say no to people in need. Unfortunately he didn't get a chance to drive the Morgan finished as he was taken ill before it was completed. But the workmanship is by far as good or better than any you will find anyplace.

Bob was a good friend, and we shared many other interests, such as woodworking, antique boats and airplanes, and of course our cars. We had matching TD's, B's, and we both had a TF.

In August of 1965 three MGB's were built with the following serial numbers. GHN 3L 70751, GHN 3L 70799, and GHN 3L 70821. There were 48 cars between the first two numbers and 22 cars between the last two numbers and a total of only 70 cars between these three B's. Two of those cars were sold to Bob and Dick Powers. The third was sold to William Junker who later sold it to me. All three cars were sold in the Rochester area. It is curious to wonder how three cars that close together all came to be sent to Rochester and that all three are BRG with black interiors. Bob and Dicks car had wire wheels and Mr. Junker's car had disc wheels. Other than that all three cars are identical to each other. And all three are still in the Rochester area.

We traveled with Bob and Ruth many times and always had a wonderful time. But, most importantly, he was always there for the person needing his help.

When he passed away the officers of the club decided that something should be done to recognize his love of cars, and his contributions to the club. The idea came up of a scholarship to Monroe Community College in the Auto Tech Department. The scholarship is awarded each year to a student (or students) selected by the school who they feel is deserving of this award. There is a plaque at the school with the names of the recipients and an engraved brass plate that reads:

The Robert R. Philip Memorial Scholarship
Presented by the MG Car Club
Western New York Centre
In Memory of
A Master Craftsman

When Bob passed away the cars were all sold except the TF. Steve kept the car but recently finally sold it.

The TD is still in the club and belongs to Nona Kraus. The TA is now owned by Allyn Wagner a club member. And the MGB is still in Rochester and is owned club members Beth & Chris Sardone. The Morgan went to Georgia to the son of former member Jim Ottman, and was driven to Georgia with no top by the new owner.

The J- 2 was sold to another person who in turn sold it to the Bar Harbor Auto Museum. But the museum was sold and the collection went all over.

I did manage to find a link to the car through the internet and it has been purchased and brought back to the fine condition it was in before it was sold to the museum. The new owner is not only driving it but racing the car (very low key events) and is enjoying it immensely. We had a number of very nice chats and I am pleased to know the car now has a new owner who cherishes it as much as Bob did.

He was a master craftsman, a loyal member, a good friend and a person willing to share his knowledge and ability with everyone who needed it. He was also a very loyal member of the club and many years ago when the club wanted to buy a printing press, the treasury was not healthy enough to do this so Bob co-signed the loan at the bank so the club could buy that press.

Bob may be gone but his work lives on in the cars, he restored and will continue with this scholarship and the students who receive it.

We who knew him can only say,

Thank you Bob, from all of us.

This Years Winners of the **The Robert R. Philip Memorial Scholarship**



From left to right: Kristy Graves of MCC, Saad Rasan, Matt Cleckner and President Dan Goodwin

Basket Auction

Photos by John Murray



Swing into Spring VI A grand time at the Toad!

By Dick Powers & Laurie Scribner Photos by John Murray

Wow, this last Swing into Spring was possibly the largest we've ever had! On a lovely sunny Sunday afternoon, 56 of our MGCC members enjoyed all the fun, food and drink a British Pub is noted for. Mother Nature blessed us with such good weather, that 8 Brit cars even ventured out. MG's were well represented with a TD, A, 2 B's, C-GT and a Midget. We also had a Lotus and my olde Morgan + 4. To help with the Spring Swing, Laurie Scribner had flowers for all to plant in their gardens.

I would like to thank all of you who attended and Mother Nature too, for making this the best Swing into Spring ever!



ABINGDON ALPHABET

by Doug Beagley

The next model that appeared from Morris Garages, Ltd. was the Raworth. Again, some of the most important facts about the car are unknown, but in the opinion of Cec Cousins, this was the first car that could be considered as being an MG. (And who is to argue with Cousins? Any not knowing who this person is will return to 'GO' and will NOT get \$200!)

Kimber order six two-seater bodies from Raworth of Oxford and the cars were built from 1923 until 1924. It is not known when the first one was built, but one was sold in August of that year for £300. It is interesting to note that it was registered as FC 5855. You will recall that "Old No.1" has the registration of FC 7900.

The car, as I have stated, was a two-seater sports type body and was powered with a 1548 cc side valve (flat head) engine of unknown power. It had a 102" wheelbase and a 48" track, with 9" drum brakes at the rear only. It looked quite sporty with two color paint work, body contrasting with the wings (fenders) and wheels. The wheels were artillery steel type. Two features appeared at this time that would stay with the MG for a number of years. The windscreen (windshield) was raked back at an angle, where the Morris of the day was vertical, and one the sides were two glazed triangular panels. Also on the scuttle, ahead of the windscreen, were miniature ventilator cowls. These two features would continue on MG's until 1929. As I have said, this was a sports type car as opposed to a sportscar. Its sportiness was really confined to its appearance rather than to its performance. It is reported that the first probable Raworth did upon one occasion reach 60 mph, but it had rather dire results.

The next model to be introduced was the first of the real famous MG's and was the 14/28. The 14/28 was based upon the current model Morris Oxford and the cheaper version, the Oxford, chassis. The first was built for a Morris Garage salesman and it was registered FC 6333 and delivered March 1924. The car was based upon the famous and well known bullnosed Morris. The bull nose refers to the rounded radiator that was the hallmark of this car for years. In the early days it was brass, but in its final years it was nickel plated. The car was reliable (for its time) and performed well. In 1924, this car was shown as the MG special 4-seater Sports. It looked much like the bullnosed Morris but with the raked windscreen and scuttle ventilators. It had the springs flattened, the steering raked, and more direct steering fitted. The artillery wheels were now covered with "Ace" discs (these were aluminum full discs that completely covered the wheel).

The first cars were open four-seater touring types but through the run two seaters and closed bodies were also produced. The majority were four seaters. The cars were very sharp looking with the aluminum bodies being polished and with no paint work. Later the cars were finished with the upper parts of the body finished in either blue or claret. These were the first MG's that I can remember and I was really impressed with them. I loved the ventilators and the colors and with their lowered body and two color paint job with the horizontal division it made the car look even lower and faster. It did seem that whenever you saw an MG it was being driven faster than the surrounding traffic and they all had a sharp and racy sounding exhaust. Now, much of this is from memory and with the passage of more than fifty years it might be that I have tinted the picture just a little. If I have, I apologize.

From 1924 until late 1926, about 400 of these cars were built and here was the real start, I think, of the MG name and reputation. The cars were a four cylinder side valve engine of 1802 cc. They had a three speed transmission with wet cork clutch. The braking system was improved and four wheel brakes had arrived. The car was a 102" wheelbase and some 108", with a 48" track. The power output of the engine is not accurately known, but the car was quite spritely in its performance and, thanks to the lowered body and modified steering, was pleasant to drive.

It should be noted in passing that in the April 1924 edition of "Morris Owner," a magazine sponsored by the factory, included in an MG advertisement, was a stylized MG motif surrounded by an octagon. It was just as it appears today, and will you please note that thus far we have not arrived at "Old No. 1". However, it was at this time that a Morris Cowley chassis was being modified at the works to Kimber's instructions. The chassis was shortened and lowered and a special Hotchkiss engine was being prepared for the car. It seems to me that many of the older Morris cars were powered with Hotchkiss engines so the choice would have been a natural one. Carbodies of Coventry did not start on the body until March of 1925, and this was the forty-eighth body that they had built for Morris Garages, Ltd. The body was rather typical of the times, with a very narrow body so that in many cases the seats were staggered so that the passenger's shoulder was behind the driver's. I am sure that you have all seen many pictures of the car and without a doubt it was a sportscar and an MG. When complete it was registered as FC 7900, as we all know, but what all do not know is it was finished in "dark shop grey." During the test runs the chassis broke and had to be repaired, but it did work out to be fast and road worthy to such an extent that brought a Gold Medal to Kimber for the 1925 Lands End Trial. The car was sold soon after and then

passed through a number of hands until it was returned to the company in 1932. At this time it was heralded as "Old Number One" and has had that name since. Some features we should notice, I think, are the bolt-on wire wheels and the swept up scuttle. For those who are not familiar with a bullnose Morris should note that this is the round nosed radiator that is found on the front of FC 7900. Also we might note in passing the engine in this car was a push rod overhead valve until and not a side valve engine. Returning to the production line cars, the 14/28 continued and later in the run the artillery wheels were replaced by the bolt on wire wheels.

At the end of 1926, the bullnosed Morris was very dated and so it was discontinued and the "flat rad" was introduced. The flat radiator was a heavier version of the same car and so performance tended to be reduced. However, there were other features that had needed improving and these were updated. The lines of the bodies were smoother, the sweeping out at the scuttle that had been necessary to get a four seater body behind the small radiator of the bullnose was gone.

Up until this time the cars have been referred to as 14/28, but according to those that should know around 1927 MG started to make alterations to the engines, too, and this led to the 14/40 title. It is impossible to say where one starts and the other ends. In 1927, the full title of the car was "14/40 MG Mark IV." In 1926 they had been MG Super Sports. You will see the difficulty. I have said before that the MG company grew like Topsy and I believe that much of this sort of thing was done on a day to day basis without too much regard to what had happened in the past or what would happen next. One might ask, where were Marks I, II, and III?

During the run of the "flat rads" (I do not like the term, but it does differentiate between the models) various changes were made. The sidelights became little streamlined lights and not models of the headlights. The doors were cut down to the frame. The two color scheme remained but instead of polished below the belt line, the body was engine-turned (or curled). There were about 900 of these cars built. They had the same size engine that was found in the 14/28 and it is considered that the engine produced about 35 hp at 4,000 rpm. Still, they had the three speed transmission and wet cork clutch. The wheel base was up to 106½" and the track was still 48", as with the 14/28 model, they came in two and four seaters and closed bodies. As I mentioned above, they had a tough time getting the "flat rad" cars to go faster than the older 14/28's, but otherwise they had much to recommend them.

Recently, I had the chance to go to Reno and took the opportunity so that I could see Harrah's collection. He does not have any MG's of the period we covered here in the

collection, but he has something much akin to it. He has a 1926 Morris Cowley that was the basis for the 14/28. It is also identical to the 1926 Morris Cowley that my father owned and that was known as "Mollie." It has even the same body colors. However, if you are interested in seeing something very much like those very early MG's look the Cowley up. What MG's does Harrah's have? He has a tatty 1931 M and good examples of the TC and TF. I understand that he has a rough TD, but it was not around when I was there.



Come out and Joinn your 5 local MG Clubs once again

4th Annual Multi-club Picnic

Date : Saturday , June 12 2010

Location Queenston Heights Park (Queenston Ontario)

Time : 10:00 am - 4:00 pm

Cost : 5\$ upon arrival at the park

A fantastic warm up to MG2010 in Belleville! Featuring lots of activities including Valve cover Racing, Funkhana, Car Display and Picnicking. This is a great opportunity To come out and enjoy a day out with the family in the scenic Niagara Region meeting new friends from all over the Great Lakes area. The 5 clubs are looking forward to seeing you once again this year!

www.mgtoronto.com www.omgtr.ca www.buffalomg.com www.mgcleveland.com www.mgcarclub.com
www.niagaraparks.com/garden-trail/queenston-heights.html



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

LAPS AND LUNCH



AT THE GLEN

August 14th \$15 for three laps + \$17 for lunch

Daily Drivers in New Zealand

By Allen & Elaine Hess

Ever dream of going back a few years to the time when a MG or other British car was your daily driver? To when highways were two lane blacktop, road races were on real roads and hill climbs ran up real mountains? When everyone *drove* to a car show? If so, we suggest a trip to New Zealand!

We had been told that it was an old Brit car lovers paradise, but our contact in Christchurch was prone to hyperbole so we weren't sure. But when the taxi driver who took us from the airport to the hotel told us he owned a 1937

MG and was restoring a Zepher and a Zodiac, we brightened. Then, as we unloaded our bags a yellow Mini drove by, and on our first walk we saw a Morris Minor. That is when we hatched the idea of articles for SPOKES and that article #1 would be images from our *Best British Car of the Day* series.



Morris Minor in Christchurch



MGB GT in Christchurch



Jaguar in Christchurch



MGB in Christchurch



MGB GT in Timaru



Ford Prefect in Oamaru



Austin in Dunedin



Triumph Vitesse in Dunedin



Morgan in Picton



Mini Clubman in Fairlie



Citroen (Oops! that's French) in Twizel



Wolseley in Pleasant Point

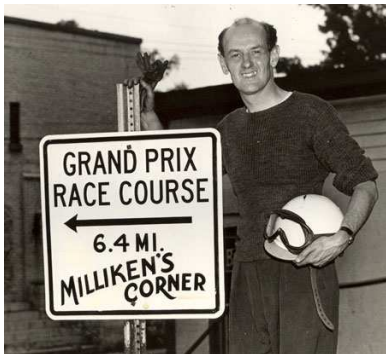
Almost 100 Racing legend, Bill Milliken celebrates his 99th at the IMRRC

By Dick Powers

On Saturday April 17th, the International Motor Racing Research Center (IMRRC) in Watkins Glen, honored racing legend, Bill Milliken, with a 99th birthday party. Many of you may have heard of Milliken because of "Milliken's Corner" on the original through-the-streets course at the Glen. He attained that notoriety, by rolling his Bugatti Type 35A, during that first race at the Glen in 1948. Milliken's Corner is the left hander after the long downhill Big Bend as you come back into town. After driving the original course many times in my MGA when the racers come down from the track, I can see why Milliken may have had trouble with that tight corner. You can gain tremendous speed in the Big Bend and 1948 brakes compounds were marginal at best. If that wasn't enough, the view is spectacular.

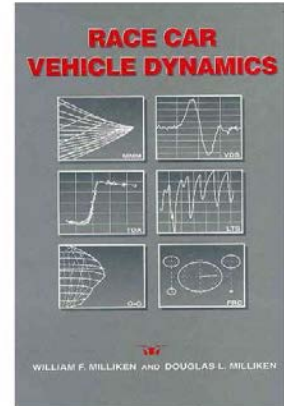


In addition to his "corner", Bill Milliken is famous throughout the world for his aeronautical and automotive work. Bill graduated from MIT in 1934 and worked in the aircraft industry for 20 years including work on the XB-29 and B-17. In 1944 he was Managing Director of the Cornell Aeronautical Lab and in 1948, he was co-inventor of the variable stability aircraft. When he retired, he was head of the Cornell Transportation Research Division, which he founded.



In the early days of SCCA, he was elected to the first Board of Directors, wrote the first SCCA General Competition Rules and served as Vice President. Along with Cameron Argetsinger, Milliken was in the first group elected to the SCCA Hall of Fame. He was also Chief Steward for the Formula One US GP races at the Glen.

Milliken has written many books including: *Race Car Vehicle Dynamics* and his autobiography: *Equations of Motion – Adventure, Risk and Innovation*.



Those attending the party from our WNY MGCC were: John Thompson, Mable Case, the Langswagers, Wilds, Baldwins, Jeff Kath, Joe Tierno and olde Riccardo.



SPORTS CAR & VINTAGE AUTO FESTIVAL

By George & Peggi Heissenberger

Minutes March 25, 2010

Attendance: George & Peggi Heissenberger, Gil & Betty Langswager, Lane Boughton, Jim & Dawn Priestly, Arnold Vandenberg, Chris Williams, Tim Paul, Dave & Barb Wild, Jim Swan, Jeff Swan, Ted Brewerton

Show Field/ classes

- (Arnold Vandenberg) Showed sample field sign- discussed field layout to maximize space. Talked about parking trailers expected to arrive if AACA members attend in an off site lot and using shuttle buses to ferry people to and from the show field.
- Dave Wild reported Classes finalized for 2010 at 65 classes last year. 65 sets of trophies ordered.
- Tim Paul still looking into sources for sponsor plaques- he showed a sample at the meeting.

Registration

- (Priestly's) Need volunteers to help at registration and pre registration.

Grounds

- (Ted Brewerton) The field is reserved, Golf Carts are ordered from a different vendor- same number as last year but less expensive. Porta potties discussed and same number as last year ordered.

Car Corral

- (Pete Pegoni) No report but we will need additional volunteers besides Pete from the car club.

Vendors

- (Lane Boughton) No one signed up yet, but Leon is working on getting vendor sign up on website.

Food

- (Jim Swan) Lions will have Pizza in addition to Hamburgers and Hot Dogs but Pizza will be in its own tent to help alleviate long lines.

Website

- (Leon Zak) No report but show entry is up and running.

Advertising / PR

- (Jeff Swan) Working on press releases and getting mailing list from Dick Bottorf.
- Chris Williams set up phone line again- new recording on for 2010- no messages so far.
- Accommodation packages set with Victor Chamber of Commerce and Finger Lakes Tourism. Their Logos will be included on posters as branding.

Printing

- (John Baum) George H reported for John -T Shirts ordered, about the same number as last year, but enough for extra for AACA class.
- Dash plaques ordered- will need a check from treasurer Cathy Ford.
- Need posters and brochures prior to April 18th early ford V8 show.
- Cut down to 4 pages in brochure. Will need mailing list from Priestlys.
- Priestly's need costs for windshield cards.
- Handing out tickets to members in 10 packs for \$25 to sell

Program/ sponsorships

- Several sponsors signed up- still selling program sponsors- Auction direct , Swift Lift , McGhans.
- Peggi H will coordinate sponsor and program ad list.

Other/ Misc

- Lions club 70th anniversary dinner at Mickey Finns Victor 4/20. Prime rib dinner \$18 each- need head count by 4/10.
 - Chicken sacrifice diner 6/1 at Mickey Finns
- See you at the next meeting Thursday 4/22/09 Dennys in Victor!

JULY 17-18 OVERNIGHT TOUR

RESERVATIONS DUE BY JUNE 15 TO

SUSAN HARRISON, 6640 ANN LEE DRIVE,

NORTH ROSE, NY 14516 OR EMAIL TO mharrison3@rochester.rr.com

We plan to tour in the Finger Lakes region with a Sightseeing Boat Tour on Skaneateles Lake and lunch in Skaneateles at the Sherwood Inn, followed by tour to Auburn, NY.. Dinner in Auburn at Curley's Saturday night and tour to Seneca Falls on Sunday with a stop at the Womens Rights National Historical Park.

Rooms are available at Days Inn, Auburn. To reserve your room, call Days Inn at 315-252-7567 and ask for one of the rooms being held in the name of Susan Harrison for July 17, rate is \$80.95 plus tax. Deadline for this rate is June 18. Price for the Boat Tour and Lunch is \$30.00 per person, payable by check to MGCar Club, sent to Susan Harrison by June 15.

Dinner at Curley's can be ordered from the menu with separate checks per couple and the Menu can be seen online at www.curley'sauburn.com.

Admission to the Womens Rights National Historical Park is FREE.

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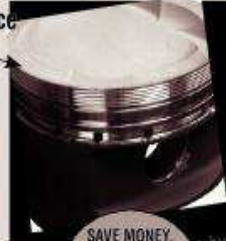
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We coat your piston domes with our exclusive **Swain TBC Ceramic™**. It's a permanent insulating barrier...heat can't reach the piston metal, no hot spots, no burned pistons. Reduces detonation and makes more power. Pistons last longer with fewer tear-downs.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



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

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



More power from stock ported heads

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".

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**
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Up coming Events



British Car Week

Saturday May 29th to Sunday June 6th

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



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

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

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



Several of us reserve flea market spaces to sell leftover parts.
We can also take other club members' parts with us to sell, or look for a part someone needs.

We leave Thursday, May 20 to get setup and return Sunday afternoon.

Dave Chase reserves rooms at a local Super 8 motel,

If someone wants to join us and requires a room for any of those dates. Call DAVE at: 585-334-6826.

Car Show Stuffing Party

Wednesday June 2nd 7:00pm

Come help "stuff"
The Car Show "goodie bags",
Assemble trophies
and snack

Dave and Barb Wild's
166 Loud road
223-1065

(Loud Rd is at the 2nd traffic light East of
Perinton Sq Mall on Rt 31,
Opposite Egypt Fire Dept.)
Fairport, NY

Light Refreshments Served

MAY 8 – SATURDAY

ROCK'N THE DOME

INDOOR CAR SHOW & CONCERT

Sponsored by Cool 100, BC Voice &
Cruisin' Buddies Car Club

Concert Entertainment:
Jay and The Americans
The Vogues 6 PM to 10 PM

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

CLASSIFIED ADS

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

For Sale: '71 Triumph TR6 parts:

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

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

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

Misc. parts -

rear turn signal lenses, .new condition, Lucas alternator

side marker lights, misc. Gauges, weird stuff

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

John Walsh @ (585) 738-8009

walsh@whcc.com

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

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

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

Contact: Dick Powers at 410-4500

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

Call Larry Rausch 455-1147 or

stonywoods840@rochester.rr.com

FOR SALE: 1957 TR3 SMALL MOUTH.

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

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

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

Jerry Fursch 585-494-1660.

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

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

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

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

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

FOR SALE: Six (6) new **Bosch air filter** elements for 1975 thru 1980 MGB with single Zenith-Stromberg carburetor. These are

\$12.95 each in Moss catalog; Selling for \$7.00 each. Call George at 585-872-6536

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

Call George at 585-872-6536 for Engine.

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

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

Please inform the Editor when ads should be removed.



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15th Annual

October 10, 2010

Willoughby Farm, Middleburg, Virginia
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For more information contact us at: HuntCountryClassic@mgcarclubdc.com



NORTH AMERICAN MGB REGISTER

19th ANNUAL CONVENTION

"MG 2010"

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

June 23 - 27, 2010



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!

MAY BIRTHDAYS

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

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

Matthew Cleckner & Tabatha Behr
 57 Curtice Road
 Rochester, NY 14617
 585-489-5990
 1991 TOYOTA MR2 TURBO T-BAR.

Saad Rassam & Dawn Mahan
 141 Lakeview Drive
 Honeoye, NY 14471
 585-474-3726

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

CONGRATULATIONS!**JUNE ANNIVERSARIES**

2 William & Margret Brorein, Jr.
 2 Dan & Rosemary Burke
 2 Leroy & Harriette Hokenson
 5 John & Mary Murray
 7 John & Margaret Cook
 9 Jim & Gail Colegrove
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 16 Will & Karen Salisbury
 16 Norman & Charlotte Wright
 17 Bruce & Cindy Austin
 20 George & Karen Lucas
 21 Gil & Betty Langswager
 22 Jeff & Janice Zorn
 29 Dick & Marlene Rzepkowski
 30 Chad & Lisa D'Angelo

CONGRATULATIONS!**JUNE BIRTHDAYS**

1 Joan DiGiovanni
 2 Gracie Ott
 2 Annabelle Tescione
 6 Latty Goodwin
 10 Janet Lemesis
 10 Patricia MacDonald
 11 Charlotte Wright
 12 Ben Barlow
 12 Ted Hershey
 13 Rosemarie Stepanik
 14 Anne Hoehn
 15 Chad D'Angelo
 15 Julia Daykin
 20 Helen Willis
 23 Garrett Hoehn
 23 Carl Prouty
 24 John Baum
 24 Robin Fake
 25 Eileen Williams
 26 Gene Dinkel
 27 Tony Makepeace
 29 Scott Fake
 30 David Asmuth
 30 John MacDonald
 30 Valerie Zoltner

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 Rochester, NY 14617
 585-544-3243
 1975 MGB.

Official Regalia



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

Mg Car Club Western NY Centre

Sticker, Black/Silver \$1.50
50th Anniversary Sticker \$1.50
MGCC Mug \$5.00
Car Badge \$20.00
Badge Clip \$5.00
Patch embroidered \$2.50
Key Fob, large leather \$4.00
Pin, cloisonné \$3.00
Dash Plaque, 40th Anniv. \$2.00
Sticker, front adhesive \$1.50
Sign, magnetic (10") \$15.00
Bumper Sticker \$1.00
Name Badge w/MG \$15.00
Vehicle Log Book \$5.00
Fire Extinguisher \$15.00



**Magnetic Sign
for the car or
Frig**

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

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

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

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

Name Birthday
Spouse Friend Birthday
Home Phone Work Phone Wedding Anniversary
Address City
State Zip+4 Today's Date New ☐ or Renewal ☐
Cars owned & Year
Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐
Other hobbies, etc.
Occupation E-mail address
Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

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

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469



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Rochester, N.Y.
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ADDRESS SERVICE REQUESTED

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

For the Latest information visit our Web site mgcarclub.com

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

Next Meeting
May 20, 2010 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

