

Spokes

Official Publication of the MG Car Club Western New York Centre

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The MGA's of Bucher & Decker exiting the final turn in the 1958 Collier Cup Memorial Race

The MGA's of Bucher & Decker

MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: www.mgcarclub.com

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

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

MEETINGS

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

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Eighth Page	3.6 x 2.3	\$11.00	\$44.00

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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

If you are a fan of hot, dry weather, you loved the month of July this year. We had sunshine almost every day and plenty of opportunities to put the top down. Kinda makes up for the ultra-wet spring. Lots of summer events left on the calendar. "Laps and Lunch" at Watkins Glen is scheduled for 27 August. Check out the notice in this issue of Spokes.

I spent a day at the Syracuse Nationals last month. The number of cars at this three-day show is staggering (estimated at 8,000) and the custom paint and bodywork is amazing. Although the attendance dipped a little...80,000 compared to 82,000 in 2010, it was still a great event. Over the course of the day I managed to find one MGA and three MGB's. My favorite vehicle on display was a hot rod constructed from a US Postal Service delivery van. I guess the owner was trying to address the problem of "snail mail."

Although it is only August and January 2012 is still five months away, I would like to invite interested club members to consider running for positions on the board. The current board has served for the last two years and will turn over at the end of 2011. According to the club by-laws, nominations take place at the October meeting and elections follow at the November meeting. If you are interested in any of the executive offices or the activities director position, please contact me or one of the other board members. We have a great club and lots of enthusiastic members who contribute their time and talents to our many activities.

Take advantage of this beautiful summer weather and get out on the road!

Cheers,
Dan

MG Bruce

Don McConnell

Welcome to August. I don't even want to think what is next September !! That means winter is not that far away. I will try not to think about that any more. Hope all are enjoying the top down weather, but not getting burnt while you did. There are still car shows and Cruise in events and even Watkins Glen Vintage weekend to attend before the cars get put away. There are more club events in September and October too. That is like extending the summer!! OH YA!!! Of course all that is good if you have a car (Sportscar) to drive.

Speaking of cars to drive, I do have to report that I had a little time to work with some of the patches that need to be installed in the front left wheel arch. A quick try of a tack weld to hold one of these patches in place resulted in a not so good tack. My head hurts from scratching it. This will be a continuing short story.

Hopefully you have begun collecting photos of our female members behind the wheel of their British Car. These would be for the 2012 calendar. You may begin to submit them any time.

It is coming up to thee time to think about being an officer in the MG Car Club. I took this position not knowing anything about putting together a publication or how to use a publishing software. It has been fun and I have learned a lot. So if I can do it, so can you do something as an officer.

Enjoy your month of August and see you at the picnic / meeting.

Happy Top Down

Don

Laps and Lunch at Watkins Glen - Saturday August 27.

Cars meet at East view mall 10AM, and caravan together so we arrive at Watkins Glen International by 11:30 AM.

Three laps of the race track and lunch for a Total of \$32.00 for one person with one car (\$17.00 per person for lunch and \$15.00 per car for laps). \$49.00 for two people in a car. Lunch in the club house after our laps.

Please RSVP to George at gheissenberger@rochester.rr.com or sign up at the July or August meetings.

Activities

By Mary Murray and Susan Goodwin

The weekend of July 23rd and 24th was a full filled weekend with activities for club members; there was the Multi Car Club Picnic and the Wagner Vineyards drive and luncheon.

Barb and Leon Zak attended the Multi Car Picnic on July 23rd in Queenston Ontario representing our club. Even though the hot heat keep many away, according to Leon it turned out to be a nice day with lots of activities. Leon's valve cover car "Pee Wee" won the valve cover races, and the US reclaimed the title. Way to go Leon!

Cindy and Doug Jack hosted a touring trip through the hills of the Finger Lakes on Sunday, July 24th. The weather was on our side. The tops were down and we made it to the delicious lunch at the Ginny Lee Restaurant without anyone braking down. After lunch we went next door the Wagner Vineyards, either to do some tastings or visit the gift shop. Some of us split up then to make our way home but not without a few more stops at the nearby distillery or other wineries. Some even checked out places to stay in September for the Vintage Weekend. Thank you, Cindy and Doug for a wonderful day.

Make sure you're all signed up for the Picnic Club Meeting August 18th. The last date to sign up for

picnic is August 10th. The cost is \$10 per person, contact Susan or Mary if you plan on attending, and send your check payable to MGCC to: Susan Goodwin 8 Harmony Circle, Rochester NY 14624, or Mary Murray 2408 Scottsville Munford Rd., Scottsville NY 14546. Picnic dinner starts at 6:30pm with the club meeting following at 7:30pm.

On Saturday August 27th Peggi and George Heissenberger have arranged Laps and Lunch at Watkins Glen Race Track. The cost is \$32 for one person with one car, and \$49 for two persons with one car, \$17 for the Laps and \$15 per person for lunch. There is a thirty-person minimum required to hold the event according to Watkins Glen. Contact Peggi and George if you have any questions.

The big Watkins Glen Vintage Racing weekend is approaching September 8th -11th.

Remember that September's Club Meeting is on **Tuesday** September 13, 2011. This is followed by the British Invasion Car Show September 16th-18th in Stowe VT; many of our members attend this event. Sunday September 18th is the British Car Day at Bronte Creek Provincial Park near Toronto Ontario.

MG CAR CLUB PICNIC MEETING

Thursday August 18th 2011

Cost: \$10 dollars per person

Deadline to sign up will by August 10, 2011

Dinner at 6:30 PM Meeting at 7:30 PM

Contact and send check payable to MG Car Club to

Mary Murray
2408 Scottsville Mumford Rd
Scottsville NY 14546
marymurray@frontiernet.net
(585) 5384430

or

Susan Goodwin
8 Harmony Cir
Rochester NY 14624
mrgoodwin@frontiernet.net
(585) 889-2646

MGCC Minutes of the Meeting

By Willard Brown

July 21, 2011

Call to Order – Meeting was called to order at 7:37 PM by Chairman Dan Goodwin.

Acceptance of May 19, 2011 Minutes – Minutes were accepted as reported.

New Members and Guest

- John Vay
- John Crow - Guest

Treasurer's Report – Frank Stepanik reported club accounts' balances and that we are now paying expenses out of the reserve fund while awaiting receipt of funds from the Car Show. Finance meeting is to be scheduled with the Lions Club for disposition of Car Show receipts.

Activities – Dan Goodwin for Susan Goodwin and Mary Murray

- August 18th Meeting/Picnic will start at 6:30.
- August 27th Laps and Lunch caravan to Watkins Glen will meet at Eastview Mall at 10 AM. Members can sign-up for activity at August Meeting. Driver/car cost is \$32 and other participants lunch cost is \$17 per person.
- August 21st UK Car Day sponsored by the Rochester Triumph Touring Club at Genesee Valley Park. Contact George Haynes for further information.
- See page 5 of this, August 2011, issue of *Spokes* for Activities Directors' report.
- See individual activity announcements throughout *Spokes* for upcoming events. Also see back page of *Spokes* for 2011 Calendar of Events.

Membership – Jim Priestley

- Seven (7) new members and 14 new memberships have been added.
- New Membership List/Roster and Roadside Help List are available for members.

Regalia – Doug Scribner

- For this meeting there are new clothing additions on the rack. Remember the clothing-for-sale rack will be on display every other meeting month.
- Have vintage car show posters for sale from approximately 1995 forward.
- Vintage car show dash plaques from prior years are also available.

Spokes – Don McConnell

- Would like to have photos of kids involved with MG's/sport cars for a future issue.
- Will be reprinting articles in future *Spokes* from past editions.

Old Business – Decision of the club's practice to honor deceased members was found in the August 2005 meeting minutes. The decision was to make a contribution to the MGCC Scholarship Fund in the person's name, acknowledge the contribution in a letter to the member's family and to place their nameplate on the Endowed Scholarship Plaque.

New Business

- Will not have an Auto-Cross because the activity must support itself financially. There is a cost of \$150/day for use of the MCC facilities (\$600 for 4 days).
- All presently serving elected members term of office will expire at the end of this year. Members are also asked to think of persons whose names they would like to put into nomination to fill the elected executive board members positions.

Adjournment – At 8:18 PM

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Service – Randy Ames & Tom Abbott

We've had some interesting work recently, including both British and German sports and touring cars:

2- MG Midgets - 5 speed & Weber carb conversions, replacement transmission, clutch and water pump, king pin replacement, carb rejetting. E-Type cooling system rework, carb rebuild, Pertronix ignition, e-brake repair. XJS reawakening from storage. Porsche 930 Turbo & 3-911's – Reseal for oil leaks, repair ignition faults, tune Webers, solve elusive charging system fault, fix brake squealing. Mercedes locking system and BMW charging system repairs, plus many small jobs on everyday Japanese and American cars.

Restoration & Customizing – Justin Raymer & Steve Reyes

Lately we've done some crash repair – Ford Focus and Honda Civic, plus more restoration. A '94 Toyota Supra and '99 BMW Z3 received extensive paint work. A VW GTI is receiving paint customization. An early Mustang completed full body restoration. We added an experienced new employee, Steve Reyes.

Sales, Owner and Manager – George Leopard

I'm a life-long car nut (see CarNutzTales on our website) and am trying to emulate the small sports car operations I enjoyed working with in my earlier days. I try to buy low mileage, well kept cars suffering from inadequate use, and return them to excellent condition for the enjoyment and investment of educated enthusiasts.

We are available to service just about anything you bring us, at reasonable prices, by honest and intelligent technicians you can talk to directly. Some clients have saved thousands since we do our best to understand the problem before we try to solve it - Give us a try.

Pick-up & Return by enclosed trailer is available

Check our web site – AutoLinc.US – for cars for sale and a current list of used parts available. We are always interested in buying good cars in need of some clean-up/ fix-up and adoption by a new owner.

Meeting Attendance

July 21, 2011

Bob	Abels	Jeff	Kath	Barb	Wild
Georgean	Abels	Don	McConnell	Dave	Wild
Carl	Baxter	John J.	MacDonald	Allyn	Wagner
Linda	Bethune	Rhonda	Rizzo	John	Vay
Bill	Bethune	Tim	Rizzo	Bob	Tescione
Willard	Brown	Vivienne	Rizzo	Barb	Zack
Dave	Chase	Wally	Roworth	Leon	Zack
Alan	Costich	Rod	Rodman		
Dave	Engdahl	Doug	Scribner	Guest	
Gene	Faust	Frank	Stepanik	John Crow	
Anne	Faust	Lyn	Smith		
Joe	Fazio	Chuck	Schaefer		
Dan	Goodwin	Becky	Schaefer		
Roger	Gunther	Dan	Suter		
Leroy	Holkenson	Tom	LeStrange		
Hollis	Hames	Mary	LeStrange		
Betty	Langswager	John	Thompson		
Gil	Langswager	Jim	Priestley		
George	Haynes	Bob	Tescione		
Ted	Hershey	Mike	Panthum		
Geroge	Hershel	Carl	Prouty		
Doug	Jack	Dick	Powers		

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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

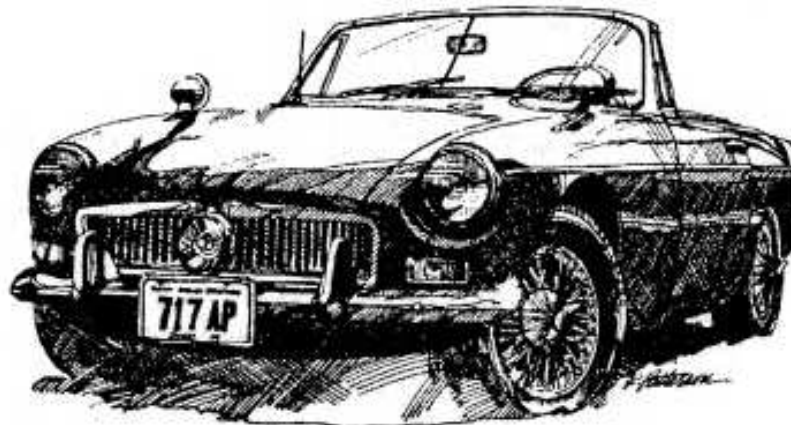
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GRTTC & MGCC Lunch Cruise

Photos by Mary Murray



URGENT SEMA ACTION NETWORK ALERT

The Bonneville Salt Flats Are Being Destroyed – Help Save the Salt!

The history of the Bonneville Salt Flats is well known. Since 1914, racers have gone to Utah to set land speed records and achieve personal best times. In addition to its professional racing programs, Bonneville remains at the heart of every racer's dreams. For decades, the Salt Flats have decreased in size, strength and thickness because salt has been removed by an adjoining potash mining operation.

Preservation of the Salt Flats is under the authority of the Bureau of Land Management (BLM). The BLM has conducted multiple studies to confirm that salt is being removed and not adequately replaced by the mining operation. However, the BLM has failed to stop the destruction and institute a permanent solution. Originally 96,000 acres in size, the Salt Flats are now about 30,000 acres. The BLM is "studying" the problem -- again -- and set to issue an "environmental assessment." The assessment must call for a permanent salt replenishment program.

We Urge You to Contact BLM Director Robert Abbey and Demand That He Protect the Bonneville Salt Flats.

- The Bonneville Salt Flats (BSF) is central to the history of motorsports. Scores of world land speed records have been set on the Flats. The area is a "National Landmark" and an "Area of Critical Environmental Concern." The BLM is responsible for protecting lands that have these two designations.
- We are seeking an assurance from the BLM that the upcoming Environmental Assessment will require the mining operator to implement a permanent salt replenishment program, that will require that salt be replenished with the same or more salt than is removed from the mining operation.
- The salt must be of the same or better quality, and the replenishment program must occur over a period of many months so the salt is dispensed throughout the BSF basin and the underground aquifer is replenished.
- No salt should be removed from the BSF region for commercial sale.
- The program must be permanent and verifiable.

DON'T DELAY! Please contact the Bureau of Land Management Director (contact information below) to urge a permanent solution for protecting the Bonneville Salt Flats! Please e-mail a copy of your letters to Stuart Gosswein at stuartg@sema.org

The Honorable Robert Abbey
Director, Bureau of Land Management
U.S. Department of the Interior
e-mail: director@blm.gov
fax: 202-208-5242

Saga of a Restoration Part III

By John Spagnoli

Had I screwed up the distributor? The carburetors? or something else? The experts, Jay and Jim Snyder were called in for consultation. However Jay noted that "we should be thankful that there was no fire with all the gas blowing out the carbs." Wait, gas isn't supposed to blowout the carbs under any condition. Could the timing be that far off? After a week of checking, calling Carl in Albany and the engine rebuilder, it was concluded that the cam and crankshaft were out of sync. Momentary panic relief, until it was realized what was entailed in the fix. Panic came back along with anger, questioning why I started the project, etc. Back to disassembly again. Off came the grill and radiator, horns, radiator supports, water pump, generator, stabilizer link, etc. Now to the timing chain cover. It would not come off.

The one piece seal on the front of the crank holds the cover in place. This means the oil pan had to come off. (reread rule # 8) Drained the oil and pulled the pan. Timing chain cover came right off. Now I counted the timing chain links. According to the shop manual there is a mark on the camshaft and crank pulleys. Correctly synchronized there are 15 links between the marks on the right side and 13 on the left. With the assistance of Bill Hain, who was soon to have his shoulder operation, the chain was repositioned, cover replaced and pan reinstalled. Not a pleasant job under the best of circumstances on ones back on a cold garage floor. I am embarrassed to tell you that when I was cleaning up the tools and thanking Bill for his help, I noticed the oil thrower, an important washer-like piece that assures even lubrication of the timing chain lying under the manual. You guessed correctly, we disassembled everything again, attached the oil thrower, again buttoned everything up and replaced all the parts. I was now back to where I was several months earlier. The engine started with the first crank! Relief, euphoria and arrogance returned. The crowd of experts who convened to see if it would start all congratulated each other and said that given enough time they were sure the problem would be resolved.

As fall colors became dull I got a phone call from John Salemo who was to fabricate and install the interior and side panels. John Salemo indicated that he had room in the shop for the car and would work on it over the winter as time allowed. This also meant that I had a warm, bright place to continue

working on the car. With a milk crate for a seat and a piece of plywood under my feet, I drove to John's shop. Here I spent another wonderful winter doing all the small jobs necessary prior to finishing the interior and installing the remaining body parts. At this point I installed the seats which were done by my friend in Albany, Mike Mascelli. Mike has been doing interior work for a lot of the show cars in New England and volunteered to do a piece of the project.

This was also the period I started the chrome. I decided to do as much of the chrome as possible. I brought the old chrome pieces to a shop where the owner said he could strip off the old chrome. I would then polish the pieces and return them for plating. If you have ever thought about restoring chrome, don't. It is cheaper and less frustrating to buy it or have it done. For example I had a very delicate piece, the chrome bezel from the instrument panel that I had polished for about 1 hour. I finished it and it looked beautiful. I noticed a tiny blemish. Back to the wheel, too much pressure and presto a bronze pretzel. (Reread rule # 7;) I did this trick two more times, some people never learn.

The floor and tunnel parts were a bit difficult to install but after a bit of cutting and filing all went together reasonably well. John's interior went in great and looked marvelous. His fabrication and installation looked easy but if you ask him, he'll show you the cuts and bruises. By this time it was February, Jerry had finished painting the wings and running boards so I started to install the body panels. Since I could not purchase cream colored piping in the U.S. I went to a vendor in England (who surely believes all Americans are wealthy). With piping in hand and newly painted wings and neighbor Dennis Mill who asked if I needed a hand (and regreted after) we started to install the body. Nothing was easy but the parts went together reasonably well. Bolt holes never aligned well, but neither were they far off. A little push here and a little pull there, a few homemade alignment tools and a patient friend all added up to a reasonable fit of wings. The gas tank was a horse of a different color. The tank lines up easily but the straps were short. Carl Meyer cautioned me that the tank installation would try my patience. He was absolutely correct. One would think that realizing that the tank was strapped and the straps were attached to a threaded rod for tightening, that the folks at Abingdon would have made the rods long enough to easily attach to the frame and accept a nut. No such luck. Squeeze, cajole, cuss and press forever and the nut would barely catch one thread.

Hours later, with C clamps, wire and advice from whomever dropped in John's shop we finally got the nuts started and attached. In the event you are waiting for the "other shoe to fall," it did. While installing the side plates on the tank with four chrome plated brass bolts, I broke one. We took the tank off, removed the broken bolt and, with experience as a teacher, replaced the tank in under two hours. The bonnet and side panels went on fine with lots of fitting and adjusting.

By May the TF was starting to look like a car and I brought it home from the interior shop. When it arrived home I noticed some liquid leaking from behind the carburetor's. "O God, please no more surprises." Remember Rule # 8. things got worse. What I saw was anti freeze. Instant depression. What was I facing this time? Cracked head, bad gasket or bad soft plugs? What may have been the biggest mental effort since starting the project, I took the carbs off. Not a small job when everything is hooked up. After dismantling the intake and exhaust system, I examine everything and found a bad soft plug. The shop that milled the head said they replaced all plugs but I guess someone forgot something. I replaced the 3 side softplugs. The plug on the rear of the engine is almost impossible to replace without pulling the engine. After looking at it I assumed it was all right. (Wrong assumption, we will get to that in a minute.) Painted the new plugs and replaced the intake and exhaust system. (By the way, I was not able to buy two small soft plugs locally, but could get a box of 24. If anyone needs 22 small soft plugs let me know.) Started the engine, no problems. Now I was riding high again. The car was almost done. All that was needed was to do some final chrome installation, make and install two small lengths of piping near the grille, put in the new headlights, do some wiring and **THE CAR WAS DONE!** Sharon and I decided to have a formal Christening / Bris party (depending on your religious preference) for the car. We invited all the T cars in W.NY. and indicated that they could bring their

owners if they wished. The Christening was a resounding success. The Reverend Jay Lockrow, Rector for the Abingdon church of the Weak Crankshaft officiated anointing the engine with sacred 1OW -40 oil and cut off 1/2 inch of the tailpipe. The day was wonderful. Twelve T series cars attended and lots of passers-by, crashed the party. The day was wonderful until Dennis Mill noticed a tiny pool of green stuff under the engine. Euphoria to despair. I'll give lessons to anyone cheap. Sure enough, the rear soft plug, the one most inaccessible was leaking and apparently had not been replaced either. Sometimes enough is too much. Gratefully fall was here so I decided to spend the winter recharging my batteries and psyche and leave the final attack for the spring of the New Millennium. Fear not fellow enthusiast, it is January as I write my tale of woe but spring renews the earth and spring will renew my spirits.

The chap who did the engine has committed to doing the repair of the rear soft plug. He removes the rugs and somehow goes in through the bottom of the firewall. He said he has done it before. With this fix I should silence the Gods of Abingdon. They have laughed enough and should move on to some other poor soul restoring a T car. After five years, more money than my wife knows about, despair, remorse and almost a visit to Dante's four rings of hell, I'm almost done. I guess if you are very lucky and have good friends you can get there from here. T's forever!

Many other friends helped in the restoration but they are either normal or did not add to the confusion. To those unnamed I would like to protect your anonymity and support your plea for innocence in the project.

More Than A Cup Racing With The Collier Brothers

By Dick Powers, Drawings By George Herschell

I'm sure most of you know about the Collier Cup Race for all MGs we have every year at the September SVRA Vintage Races at the Glen. In 1985, SVRA and the Collier family, created the Collier Vintage Cup and race. The Collier Cup doesn't go to the driver who is first across the finish line, but to the driver who receives the most votes from his fellow competitors. The vintage Collier Cup honors the memory of the Collier brothers, Sam and Miles.

Sam, Miles and a third brother Barron Jr. were the children of Barron and Juliet Carnes Collier. Their father was a self-made man through his railway advertising and real estate development interests. By 1899, Barron was already a millionaire, so the Collier family was well off and the brothers traveled to Europe and became interested in road racing. The family estate, Overbrook, was large enough for the brothers to create their own road course using the various service roads and driveways that were on the grounds. They and their friends made makeshift racers and had fun "racing" around Overbrook.



Sam



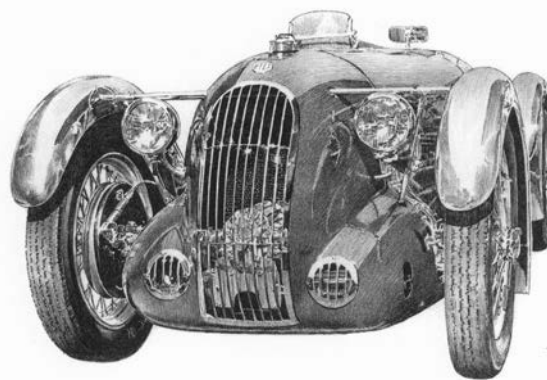
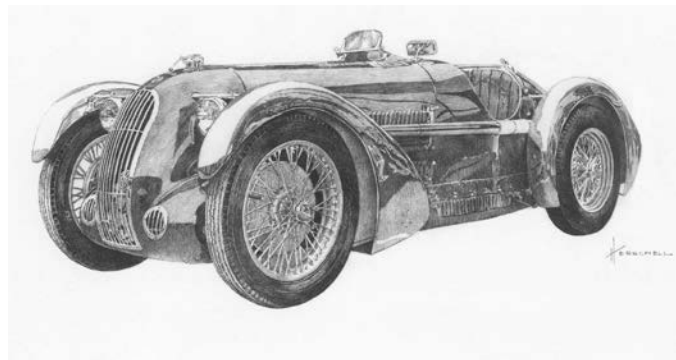
Miles

In 1932, Barron Jr. and his fiancé, Barbara, traveled to England where she took a fancy to the MG J2 Midgits she saw there. She bought one for him as an engagement present. Barron Jr. raced it at the Overbrook events and some say that's the first MG to come to the US for racing. Racing at Overbrook and other locations began to grow and because of it, they formed the Automobile Racing Club of America (ARCA). After WWII, this club would become the foundation for the Sports Car Club of America (SCCA).

In '33, Sam went racing in Europe with his Auburn 12 Speedster in the Coupe International de Alps, finishing 3rd in class. He and George Rand also raced a K3 MG (owned by Sam and Briggs Cunningham) in various GP races in the UK and Europe. In 1934, Sam and Miles formed the MG Sales Company and so became the first MG dealers in the US.

In '35, Miles purchased an MG PA that was originally part of George Eyston's "all-girl" team that won its class at LeMans. This car was named Leonidis and was raced by Miles in ARCA events and also driven on the streets of New York City. During one of those drives, a cab hit it so hard that the MG body was destroyed. Possibly a good

accident as a new all-aluminum, streamlined single-seat body was fabricated. You may have seen this car at the Glen or as one George Herschell's outstanding drawings. In 1939, Miles entered Leonidis in the 24 hours of LeMans. While running well, the gas tank split and they had to retire.



In 1940, the US was not officially in WWII and the ARCA held many races in the North East with their last one the "World's Fair Grand Prix". This race was held as part of the World's Fair in Flushing Meadows, NY. During this race, Miles drove Briggs Cunningham's BuMerc (Buick-Mercedes) and retired after hitting a lamp post. Sam did better, finishing 5th in his MG. This was the last race the ARCA would organize.

After WWII, Sam and Miles first race was at the Glen in 1948. They both raced MG TC's with Sam finishing 4th and Miles 5th. At the Glen in '49, Miles won the Grand Prix in the "Ardent Alligator". Sam finished 15th in a supercharged TC.

In 1950 the Collier brothers convinced Briggs Cunningham to go racing at LeMans. Time was short so they entered a

“custom” bodied Cadillac along with a standard 2 door sedan. The Colliers finished 10th overall in the sedan and ahead of Cunningham. Unfortunately later that year, the Grand Prix at the Glen would not end that well. Sam was driving Cunningham’s 166 Ferrari and on the second lap, passed Bill Milliken’s Type 54 Bugatti to take the lead. At the right hand bend just past the train bridge and before the entrance to the State Park, the Ferrari lost grip on loose gravel and went off the road. Sam later died of his injuries. In 1954, Miles died of Polio.

To honor the Collier Brothers, SCCA established the Collier Brothers Memorial race. This was a race run at the Glen for MG’s. It stayed that way till 1960 when SCCA opened it to all “F Production” cars. Possibly the most famous of these races was the one run in ’58 when Bob Bucher and Sherm Decker raced their MGA’s side by side during the last lap with Bucher, in “029”, gaining the slightest advantage coming out of the last turn to win the race.



At the location where Sam crashed on the old course, a memorial to the Collier brothers was placed in 1954. Possibly the next time you are at the Glen and driving the old course, you’ll give a thought to the Collier brothers and remember all they did for road racing in the US and that they were MG guys too.



Miles with BuMerc Worlds Fair Grand Prix Oct 1940



Miles with Leonidis at LeMans, 1939



Miles with Ardent Alligator Watkins Glen September 1949

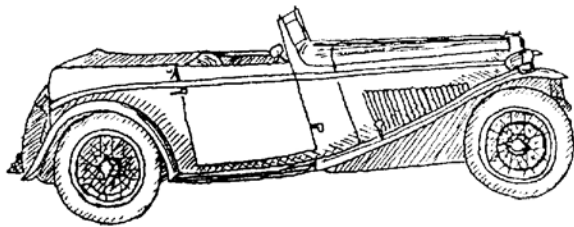
The author would like to thank, Greg Prehodka, Joe Tierno, George Herschell and the Tesciones for their help.

ABINGDON ALPHABET, part 8

By Doug Beagley

Some time ago we discussed the F type or the first of the Magnas that was equipped with the small six-cylinder engine that was popular at the time. We now have flowing from the factory at Abingdon the midgets with engine of around 750-850 cc and the sixes that were 1271 cc. In late 1932 a new car was introduced which was a six-cylinder 1086 cc powered version. You will appreciate that there was an immediate problem what to call it. This was soon resolved with the introduction of the "Magnette" name, which was about the most famous name associated with MG and the one that rang around the world. When the car was at the zenith of its career every car enthusiast in England and the majority of the rest of the car world was familiar with the proud title.

Before going further, a word of explanation about the odd introduction dates of MG's and care in general. You will have noted that cars have been introduced fairly regularly as "late 1932." This is simple to understand when you recall that the Motor Show in London was held in the fall. It was here that most manufacturers introduced their new models. It was held then when sales tend to slump and it helped to get the factories over this normally quiet period of the year. It should be noted that some cars were introduced at times other than "late." This is because MG did not always wait until the Motor Show to introduce a new model. They were sufficiently flexible, with their small plant and small production runs that they could introduce two cars a year. This changing around continued for many years as you have studied the variations within the TD, for instance.



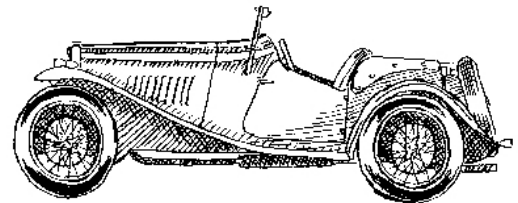
Cecil Kimbers' MGK1 Supercharged
Body by Corsica

doug

As noted, the new 1086 six-cylinder model was made available in a four seater, four door saloon (sedan) version. The engine was an improvement upon the preceding six, with a cross flow head and very large ports. It was equipped with three SU's (what fun for the tinkers) and a BTH magneto. The transmission was a Wilson type ENV pre-selector box. This was to allow the advantages of the synchromesh transmission without the weaknesses of those boxes in those days. There was a selector lever and shifting gears took two motions. To select the next gear

required shifting the lever and then pushing an operating pedal, like a clutch, that affected the change. Gears could be changed as fast as the selector could be moved and the pedal punched and, in consequence, these gear boxes were much favored in racing cars until the 1950's. They did, however, tend to 'creep' and in consequence of this the cam timing for the first K's was quite mild and the idle was very slow.

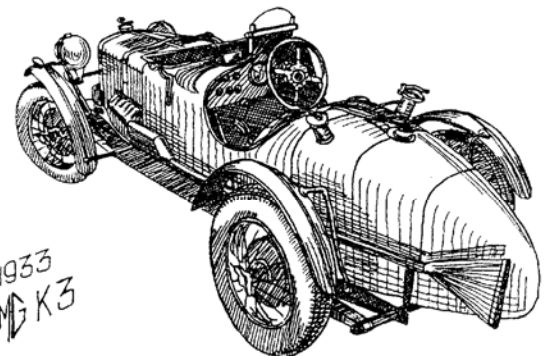
The body of the car was a four door and was unusual in that it was a pillarless saloon. This meant that there was no door pillar between the doors and the doors latched into the floor and roof structure. This design was not unique with MG, other manufacturers used the same idea. The cars sat upon a 108" wheelbase and was very well appointed. An open four seater was also available. This looked like most of the open MG's of the day, but did not have the slab tank at the rear, but the spare tire lived back there, as usual. Like so many other open four seater by MG I get the feeling that the handling would really suffer when the two rear seats were occupied. With the weight that far to the rear of the center of the car I can see no solution to the problem.



MG "K2" 1933

doug beagley 1996

In early 1933 the K2 was introduced, this being the open two seater. This was a very rare bird. The K2 and the four seater open K1 were equipped with KB engines, which meant that they had the normal MG valve timing and normal fourspeed gear box. The engine fitted to the saloon was the KA unit with slower timing, as described.



1933
MG K3

Doug

In late 1932, the immortal K3 was introduced and one of the greatest of sports racing cars was born. Basically it was a super charged version of the K2. The valve timing improved and the supercharger added between the front wheels was driven off the front crankshaft. The power of the KB engine was put at 41 hp, but the K3 unit could produce almost three times that amount, and so the performance was terrific. The cars looked all business and were one of the best looking affairs I know. With their supercharger out front and the outside exhaust, it did not need much to convince people that it was all go and very little show. Its racing performances bear this out, and I believe that I am correct in expressing the opinion that this was the finest car of its type ever built.

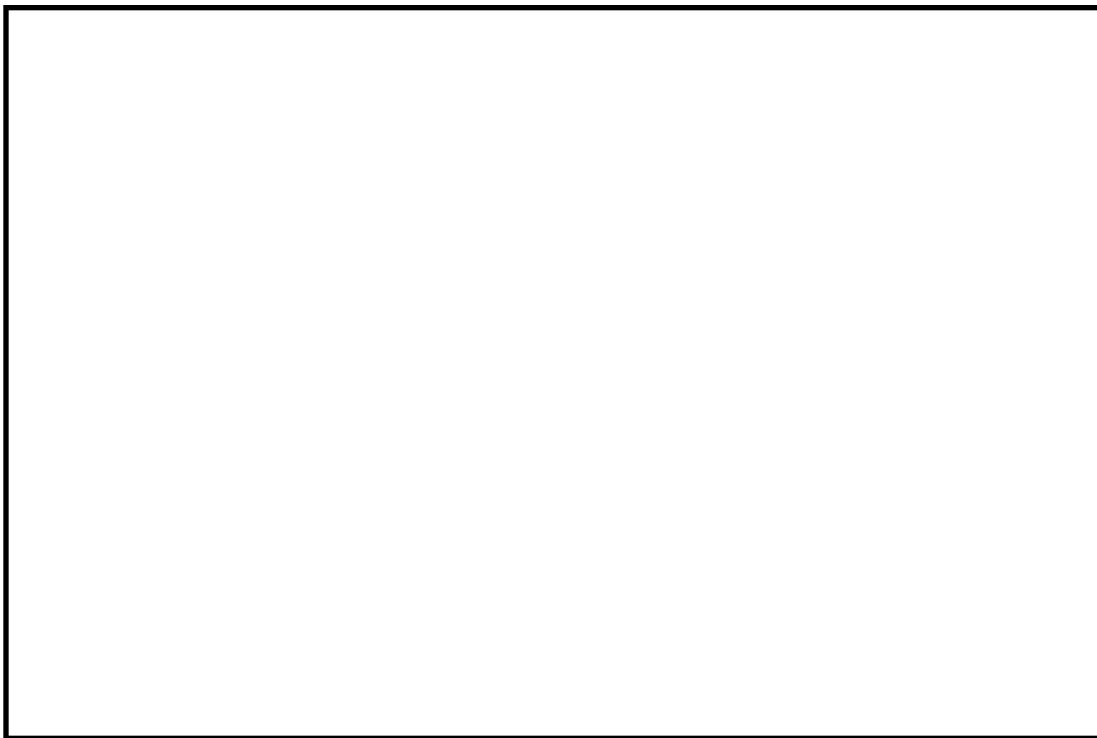
The original models were equipped with Powerplus superchargers which, although they supplied plenty of "urge," presented a problem due to the tendency to oil plugs. In 1934, the unit was changed to a Marshall and the problem was eliminated. At the same time the slab tank on the rear changed to the boat tailed shape. This was introduced to increase the capacity of the tank and blended fuels were brought used with the corresponding increase in consumption.

In mid-1933, the engine was changed in the K1 and K2, being called the KD engine. The capacity increased to 1271 cc and twin carbs were fitted and coil ignition, in place of the magneto. This permitted a power increase of about 25%, which was welcome in the saloon with its greater weight. Also, the "creep" was eliminated from the

transmission and the faster valve timing could be used.

Whilst all this was going on a new range of cars was added. In late 1934, the N type was introduced and, with it, a new engine (more on that later). You may run into some confusion as to the capacity of this new unit. There seems to be some problem, but it appears it was about the same as the KD unit, or 1271 cc. However, the engine was completely different and more powerful and so it was introduced into the "K" Magnettes. There were only 201 built and they were all saloon models and were called KN's. You can be sure they were called "hot stuff" and were driven accordingly.

I hope that all this account has not too confused you. If it hasn't, then you have not been paying attention. I have to constantly refer to the reference material I have around to be sure what I am talking about when I get into the K series. It is demonstrative, I think, of the flexibility of the MG Car Company at that time, to be able to switch around and introduce models at short notice. I do wonder who was responsible for ordering parts and assemblies. He must have had nightmares every night trying to know where he was and what he was supposed to do next. Further, to make the point, from the introduction of the K1 in late 1932, to the dropping of the last K series, the KN, in late 1935, the following models were in the factory: F, J1, J2, J3, J4, L, PA, NA, NB, NE, Q, and R!! It must have been an interesting time to be employed there and what more fun than to have the chance to drive all of them?



Noted Authors Lyons, Kirby and Lynch Helping to Celebrate Watkins Glen F1 Anniversary



WATKINS GLEN, NY – The International Motor Racing Research Center is proud to announce that three celebrated motorsports authors are adding their expertise and experiences to the Center's on-going celebration of the 50th anniversary of the first Formula One race at Watkins Glen.

On Aug. 27, Pete Lyons will speak about covering Formula One in Europe in the mid-1970s for Autosport and AutoWeek magazines.

On Oct. 8, the actual anniversary of the first U.S. Grand Prix at the Glen, Michael T. Lynch and Gordon Kirby will take the podium to salute America's World Champions, Phil Hill and Mario Andretti.

The talks will begin at 1 p.m. on both dates. There is no admission, and all are welcome.

"It's a great honor for the Center that these writers have agreed to share their knowledge and insight with us and our friends," Center President J.C. Argetsinger said.

"Throughout this year-long celebration of the debut of Formula One at Watkins Glen and the ensuing 19 years of the U.S. Grand Prix here, we have been committed to offering programs that not only educate but also entertain. So far, we have met that goal with some memorable events," Argetsinger said.

"We know that Pete Lyons, Michael Lynch and Gordon Kirby will continue in that vein and that our supporters won't be disappointed," Argetsinger said.

Lyons is returning as a Center presenter, having been the speaker at the October 2008 annual open house.

Lyons is known as the preeminent Can-Am scribe and the top American writer on Formula One.

His Can-Am book series includes "Can-Am," "Can-Am Photo History" and last year's release, "Can-Am Cars in Detail." That book won the 2010 Dean Batchelor Award presented by the Motor Press Guild.

Lyons' newest book "FAST LINES, Memorable Moments in Motorsports, by Pete Lyons from Vintage Racecar Magazine," will launch at Monterey on Aug. 19.

The Oct. 8 anniversary program of dual speakers will be the highlight of the year's calendar as the Center honors America's champions.

Lynch, co-author of "American Sports Car Racing in the 1950s," will focus on Phil Hill, champion in 1961. Kirby will speak about 1978 champion Mario Andretti, subject of his "Mario Andretti: A Driving Passion."

"American Sports Car Racing in the 1950s," co-authored with William Edgar and Ron Parravano, is known as the definitive work on the era. The book has won numerous awards, including the Dean Batchelor Award.

Lynch is noted for his work on the history of Ferrari race cars and is a contributing editor to Cavallino and a

regular contributor to Forza, both Ferrari-specific publications. He has written for many other motorsports magazines and motorsports event programs. Online, his work is often seen on VeloceToday.com, a site specializing in Italian and French collector cars.

Kirby, too, is a winner of the Dean Batchelor Award, for his Andretti biography. The book also won the Independent Publishers Book Award in the sports/recreation division.

Other drivers about whom Kirby has written books include Bobby Rahal, Rick Mears, Greg Moore and the Unser family. With Emerson Fittipaldi, he wrote "The Art of Motor Racing."

Kirby is the U.S. editor of Motor Sport and a contributing editor to Road & Track. He is the American editor of Autocourse and former American editor of Autosport.

For more information about the International Motor Racing Research Center and its programs, call (607) 535-9044 or visit the Center's website at www.racingarchives.org.



Up Coming Event

Sunday, September 4, 2011

The Buffalo Octagon Association will be hosting its 28th Annual Autumn Sports Classic car show and picnic for sports cars and fine touring automobiles. This family oriented event will be held at the Como Lake Park Casino, 2220 Como Park Blvd, Lancaster, New York, 14086.

There will be over 20 separate classes. Cars may enter the field starting at 9am. Judging is by popular vote and will start at noon. Dash plaques will be given to the first 125 entrants and trophies will be awarded by 4pm.

The show is free to the public, although there is a fee for those entering a car. There will be food and beverages available, as well as games and door prizes for children and adults alike. We also have a 50/50 split raffle and a Chinese auction you have to see to believe!!! Bring the whole family for a day of fun!

Each year a portion of the proceeds from our show are donated to local charities.

Please come out and join in the fun and games, and at the same time see some of the best classic sports cars in the area!!! For more information or to pre-register for the show, please call 632-9001 or go to www.buffalomg.com.



Robin Hood Rally

Submitted By Alan Costich

For those members who like to Rally here is an interesting Rally Thanks Al

The Robin Hood Rally , a Reality TV Show that gathers amateur racers to compete at high speed on Closed Public Roads, is pleased to announce that it will hold an Open Tryout and a Closed Public Road Race Event at the Eagles Nest Resort in Banner Elk, North Carolina on October 21st-23rd. At stake during the Open Tryouts and Race Event is a Grand Cash Prize of \$6,000 going to the Winner of the event, Second Prize is \$3,000, Third Prize is \$1000, and Fourth Prize is Steak knives. Also at stake is a chance to be chosen as a Participant for the Robin Hood Rally Season 2 (RHR2).

This Race Events are open to all amateur racers and drivers of all walks of life. Please see www.robinhoodrally.com to sign up and for details about the race event.

If you think that you have the driver skill, courage, character, and panache to race on a closed public road for cash prizes totaling \$10,000, and want to showcase your skills for a television audience, this is your chance to Sign Up. We received over 1400 applicants last time, and this event is limited to 250 seats. Open Tryout and Race Event applicants pay a fee of \$495 for a three day track event on a closed public road with money at stake for the fastest time. That means multiple races on each day. Spectator tickets will also be available. Currently the Robin Hood Rally is being considered for airing by a number of major networks via Michaelson Productions. Jay Michaelson is a ground breaking independent producer of movies and television. Warner Bros. just released his film "Ex-Terminators" and he just sold his western "The Legend of Hell's Gate: An American Conspiracy" that is due out in theaters this fall. He is also prepping his directorial debut on "ONE" that is set on the backdrop of NASCAR. Some of his past credits include, "Dead Mans Walk," "Rough Riders," "U.S. Marshalls," "Camp Charlie," "Finding North," "Party Girls," "75 Degrees In July," " Holiday In Your Heart," and "Still Holding On". A few of Jay's commercial credits include, Dr. Pepper, American Airlines, Chevy, Direct TV, and Doritos.

For those of you that have followed Season 1, we have had incredibly exciting racing events, great competitors, a really fun and diverse group of cars, and we have helped and touched the lives of terrific people in a number of communities in the Northeastern United States. The racers represent a wide socio-economic mix limited only by their imagination and raw talent. The Season 1 racers are competing in their own equally diverse cars on closed public road courses. These road courses consist of 3-4 mile loops closed road courses similar to the Nürburgring in Europe and Watkins Glen or Virginia International Raceway here in the US.

For the Season 1 Trailers, Photos, Cars, Crashes, and details on how to Sign Up for this event please visit www.robinhoodrally.com .

The Robin Hood Rally Team

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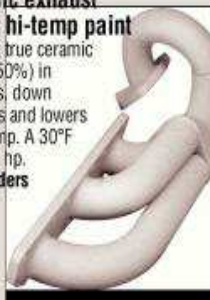


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711

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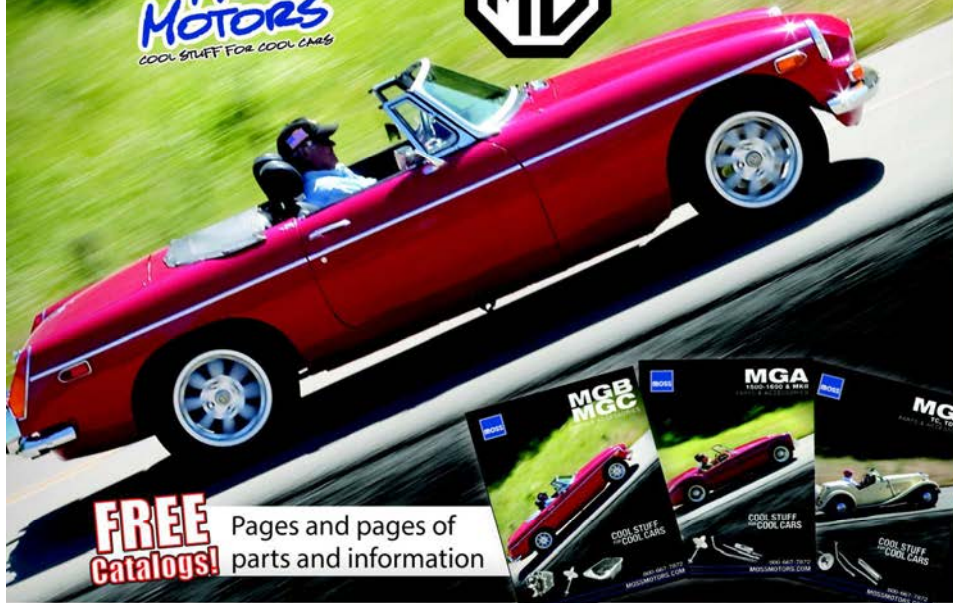
Digital video clip of engine running also available.

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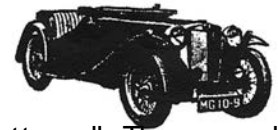


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Bury Me in an Old Mowog Parts Box

By Jay Lockrow August 2011



A few weeks back I was checking my email and had progressed to the spam folder which often I just delete, about halfway down the list was a name and after it "Holland Hill Climb." Now most people today are unaware of the Holland Hill Climb and when it took place. Even more obscure today is the Glenwood Hill Climb which was before the Holland venue and was run in about 1951, 1952 and 1953. This was a very early attempt at putting on a little competition for area SCCA club members and was a very casual, low key affair. In fact I can clearly recall that the first year it ran my dad gave me raffle tickets to sell on a bottle of whiskey so they could make a little money. I never did find out who won the bottle but I had fun that day going around looking at all the interesting machinery and peddling raffle tickets. I also remember a rather odd coupe, looking a lot like a Cisitalia, on an MG TC frame and running gear. I later owned that car and the frame is now on my TC. I have no idea whatever happened to the body.

Anyway the Glenwood Hill Climb was held on Murray Hill rd off route 240 just a little past the town of Glenwood. I haven't been up the road in years and unless I am mistaken it is what is considered a "seasonal road" which means it is not plowed in the winter so don't try to use it regardless of what your GPS might tell you.

As I said earlier I believe the Glenwood Hill Climb was held 51, 52 and 53. I may be wrong on this but I don't recall any cars later than that on the grid.

The first year it ran they would wait until there were about half a dozen cars at the top of the hill and then they would bring them down as a bunch. This was a bit

of a bother but it did work out pretty well. The second year it was run I can recall that a local member brought a Nash with the beds in it. They had put down the passenger side and had made up a bed and painted AMBULANCE on the side just in case it might be needed. Sadly it was and as they were bringing a batch of cars down the hill one of the drivers got a little carried away and rolled his MG TD. (I won't divulge his name but he is still around and I bet he remembers, Bobby Deull knows him well.) He was taken to the Springville hospital but he was not hurt badly.

The following year Bill Milliken ran the Butterball which was a Steyre Tank engined special built in England by Archie Butterworth (hence the name) especially for hill climbing. This year they let the cars go around on public roads and back to the start finish probably a distance of several miles.

The Butterball I believe had no trouble taking fastest time of the day so it was the obvious winner. The following year the hill climb venue moved to Holland and that has been written up previously in the organ.

You must remember that in the early 1950s this sort of thing was quite common. You can no longer do this sort of thing on public highways. Many of the contestants were not holders of any sort of competition licence so most anyone could bring a car and run it. I do recall one of the years there was a hotrod or two that came and ran the hill. Today you would wind up in the slammer for even thinking of such a venue. It was much fun and very casual but times change.

Southeastern Fall Gathering of the Faithful

Foundry Park Inn & Spa

Athens, Georgia October 14-16, 2011

Beth Ehrie, Chairman

Southeastern Fall GOF Mk XVI

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Woodstock, GA 30188

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AUGUST BIRTHDAYS

2 Marianne Gielow
 4 Johnny Fahner-Vihtelic
 6 David Engdahl
 7 Mary Costich
 8 Mary Isselhard
 8 Penny Schroeder
 9 Jeffrey Kath
 11 Karen Salisbury
 14 Elaine Hess
 14 Marlene Rzepkowski
 16 Wendy Dakin
 17 Patti Schulz
 19 Gail Schipper
 21 Ken Heusler
 22 Jay Lockrow
 25 Linda McConnell
 25 Julie Paulsen
 29 Joe Tierno
 29 Anne Faust
 ? Paula Burkhardt
 ? John Strawway

AUGUST ANNIVERSARIES

3 Wm Stinson & Tina Della Stua
 4 Tom & Mary LeStrange
 5 Al & Mary Isselhard
 6 Carl & Marianne Gielow
 7 Jay & Beverly Lockrow
 7 John & Patricia MacDonald
 9 Rick & Barb Bruder
 9 Scott & Robin Fake
 9 Gregg & Grace Gleba
 16 George & Peggi Heissenberger
 17 Harold & Christine Rodman
 18 Richard & Ann Coleman
 18 Peggy & Ed Haefner
 19 John & Colleen Vay
 20 Johnny & Mary Fahner-Vihtelic
 21 Peter Hepper & Debbie Frah
 29 Lane & Kathy Boughton
 29 Tim & Rhonda Rizzo
 29 Tim & Joan Wright
 30 Ned & Julie Paulsen

CONGRATULATIONS!**SEPTEMBER BIRTHDAYS**

1 Marguret Larsen
 2 Michael Hale
 2 Vivienne Rizzo
 5 Charles Bauder
 5 George Leopard
 5 Gary Newman
 7 Daniel Goodwin
 7 Michael Goodwin
 12 Richard Shineman
 14 Irene Searles
 16 John Borycki
 17 Rick Bruder
 19 Linda Fazio
 23 David Avery
 23 Gayle Schneider
 25 Allyn Wagner
 25 Jessica Seeley
 27 Lia Glanville
 27 Christine Rodman
 28 Ken Blakeslee
 28 Rhonda Rizzo
 30 Joe Cameron III
 30 Julia Hess

HAPPY BIRTHDAY EVERYONE!!**HAPPY BIRTHDAY EVERYONE!!****SEPTEMBER ANNIVERSARIES**

2 John & Valerie Zoltner
 5 Suzanne & John Cordeiro
 9 Richard & Bethel Powers
 12 Allen & Elaine Hess
 12 Peter & Joyce Pegoni
 13 Dan & Mary Ellen Suter
 15 Leon & Barbara Zak
 19 Ben & Carolyn Barlow
 25 Joseph & Joeanna DeBlaere
 25 Hollis & Doreena Hames
 29 Bob & Terry Welch

CONGRATULATIONS!**Watkins Glen Vintage Weekend****September 8-11**

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



Car Badge
 Sticker Patch

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
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 Bloomfield, NY 14469



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MG Car Club Western New York Centre -- Calendar of Events 2011

For the Latest information visit our Web site mgcarclub.com

January 6 Board Meeting 20 MGCC Meeting 30 Wine & Cheese, Valve Cover Races	February 17 MGCC Meeting 27 Bowling Party	March 3 Board Meeting 17 MGCC Meeting 27 Steak Roast & Auction	April 21 MGCC Meeting\ Basket Auction 17 Swing into Spring
May 5 Board Meeting 7 Tune-up Clinic 15 Beer Tasting Party 19 MGCC Meeting 20-22 Carlisle TBA Autocross	June 1 Stuffing party 5 Vintage Auto Festival 16 MGCC Meeting 12-18 MG 2011	July 7 Board Meeting 10 GVAC Car Show (RIT) 21 MGCC Meeting 23 Multi-club Picnic 24 Wagner Vineyards / Ginny Lee Restaurant	August 18 MGCC Meeting / Picnic 21 UK Car Day 27 Laps & Lunch
September 1 Board Meeting 8-11 Watkins Glen 13 MGCC Meeting (Tues) 16-18 Brit. Invasion Stowe 18 British Car Day, Toronto	October 9 Fall Foliage Tour 20 MGCC Meeting 22 Garage Tour TBA Halloween Party	November 3 Board Meeting 6 Yacht Club Brunch 17 MGCC Meeting	December 3 Holiday Party No Meeting

Next Meeting
August 18 2011 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



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