

# Spokes

Official Publication of the MG Car Club Western New York Centre

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*Happy Holidays*

*The Manger of Friendship*

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## MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

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#### SUBMISSIONS ARE WELCOME

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

#### MEETINGS

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

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Eighth Page 3.6 x 2.3	\$11.00	\$ 44.00

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Frank Stepanik  
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Fairport, NY 14450

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

## Chairman's Corner

Dan Goodwin \_\_\_\_\_

The past two years have passed very quickly. It was an honor to have served as Chairman of the Western New York Centre of the MG Car Club during that time. I would like to thank all of the club members for their support and to offer special thanks to my fellow board members and appointees. Mike Goodwin, Vice-chairman; Willard Brown, Secretary; Frank Stepanik, Treasurer; Lane Boughton and Hollis Hames, Trustees and Susan Goodwin and Mary Murray, Activities Directors all did a great job. Thanks!

The November club meeting featured elections for the 2012 board. The new executive officers are as follows: Mike Parthum, Chairman; Dave Chase, Vice-chairman; Mary Murray, Secretary; Mike Goodwin, Treasurer and Dan Goodwin and Dan Suter, Trustees. We are still looking for an Activities Director(s). Don McConnell will stay on as Spokes editor.

The upcoming year will offer an opportunity to consider changes to the annual car show. In early November we received a letter from the Victor Lions Club informing us that they will no longer be able to support the car show. Declining membership in their club and difficulty in managing their portion of the show led to this difficult decision. Lions Club president, Jeffrey Swan indicated they enjoyed the past 40 years of partnership with MGCC and wish us all the best for the future. There is an announcement in this issue of Spokes asking members to consider options for the future of the show. This will be discussed at the January club meeting.

I wish everyone a happy holiday season and look forward to the upcoming club events for 2012.

Cheers,  
Dan

## MG Bruce

Don McConnell \_\_\_\_\_

As so we close a year and ready for a new year. Our thoughts are on the upcoming holiday. I hope everyone has a Safe and Happy holiday. Our British cars are resting in their storage places waiting for a spring day to return to the sun & road. Maybe those cars need some maintenance. This is a good time to get that done.

The new board begins its session in January. I myself will remain as editor for another 2 years at least. I have had a good time in this position, learned a lot, made mistakes but enjoyed it just the same. A big thank you goes out to the others involved with putting this newsletter out to the membership. It could not be done without them. Thank you to all who have submitted articles too.

The calendar is well under way and coming along nicely. I have had some fun doing the theme hope you like it too. Remember to submit any dates that should be on it. I think the cutoff for those should be the 16<sup>th</sup> of December.

I hope to steal a couple of minutes, between now and Christmas, to practice welding on Bruce. I really want him on the road next driving season, in order to do that I have to get really serious.

Enjoy you Holidays  
Happy top Down

## Activities

By Mary Murray and Susan Goodwin

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We would like to thank the club membership for supporting us throughout the last two years as Activities Directors, either by planning or attending club events. The events would not have been as successful if it wasn't for your participation.

Our closing event for the year was the Annual Holiday Party at the Green Lantern Inn. We would like to thank all of you who brought hats and gloves to the Holiday Party for donation to the Rochester City Schools. Thanks again, Bob and Annabelle Tescione for gathering up and distributing the hats and gloves to the schools in need.

We would also like to thank all the members who donated door prizes each month at the club meetings during this austerity year.

After hearing the news about the Car Show disbanding with the Lyons Club, we would like to thank all of you who worked diligently throughout the years in organizing this event.

Congratulations to all the new Board Members and to the Board Members who are changing hats to new positions.

Of course, we still have the position of Activities Director/Directors open. Until we have the position filled and the new director to coordinate activities events, one can still organize an event for the club members. Organizing an event for the club is fairly easy. You will need to:

- Plan the event
- Make the ad for the event and submit it to

Spokes

- Talk the event up at meetings
- Make sign up sheets
- Collect money ahead of time if needed

If you have any questions with organizing an event, anyone on the Board will be happy to help you.

Once again, thanks to everyone for all your participation this year.

Remember the first event of 2012 will be the Valve Cover Races at Finn Park in Webster January 22.

Mary and Susan

## Dues for 2012

All memberships must be renewed by 12/31/2011 or you will not be considered a voting member of the MG Car Club of Western New York Center, as per our by-laws.

Any delay in renewing will postpone your "Spokes" delivery, events eligibility, voting rights and all other member benefits.

Please renew on our website ([mgcarclub.com](http://mgcarclub.com) -- must use Pay Pal), send check as per our Membership Application on inside back cover of "Spokes".

# MGCC Minutes of the Meeting

By Willard Brown

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## November 17, 2011

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

**Acceptance of October 20, 2011 Minutes** – Minutes were accepted as reported.

**New Members and Guests** - None

**Treasurer's Report** – Frank Stepanik reported that we are solvent.

**Activities** – Susan Goodwin and Mary Murray

- December 3<sup>rd</sup> - All set for the Holiday Party at the Green Lantern Inn.
- January 22<sup>nd</sup> – Get cars ready for Valve Cover Races.
- See page 5 of this, November 2011, issue of *Spokes* for Activities Directors' report.
- See individual activity announcements throughout *Spokes* for upcoming events. Also see back page of *Spokes* for the Calendar of Events.

**Membership** - Jim Priestley

- Club membership dues are due by the end of the year (December 31st).
- Sixteen (16) members renewed tonight.

**Regalia** – Doug Scribner

- Full "For Sale" clothing rack is on display tonight.
- There are still prior years car show posters available at \$1 each.
- There are dash plaques from previous car shows available at 3 for \$1.
- There are only 3 MG car club hats left for purchase.

**Spokes** – Don McConnell

- If members are knowledgeable of national event dates please submit them to Don.
- Submission deadline for the December issue articles is November 25th.

**Car Show** – George Heissenberger and Dan Goodwin

- Lion's Club has informed us they can no longer support the car show with us because of their

declining membership. They thanked us for the good years of our working together.

- The remaining show seed money will be split between the clubs.
- We need to determine what the status of the car show will be next year.
- George will develop the future of the show recommendations for the new Board.
- We will announce in the December *Spokes* what the show options are and at the January meeting make a decision on what we want to do.

**Librarian** – Al Costich

- George Leopard contributed a book on the Franklin that was co-authored by Mark Chapman.
- Can order book They Started in MG's by Carl Goodwin on line for \$35 at [www.mcfarlandpub.com/book](http://www.mcfarlandpub.com/book). It is about the MG TC, an affordable, lightweight car suitable for racing that launched the sports car scene in America. It features interviews and stories from eighty sports car drivers and a wealth of period photographs.

**Trustees** – Hollis Hames and Lane Boughton

- Cathy Volkers, widow of Mark Volkers, sent a message that her son, Evan, can be contacted for auto parts online at [britishauto11@gmail.com](mailto:britishauto11@gmail.com)
- Lane and Hollis extended thanks to the outgoing club officers for their service and contributions during their time in office.

**Election of 2012 Club Officers/ Board Members** –

Following persons were elected by the club members present with the exception of Dezi Benet who was not present to accept her nomination as Activities Director:

- Chair – Mike Parthum
- Vice-Chair – Dave Chase
- Secretary – Mary Murray
- Treasurer – Mike Goodwin
- Trustees – Dan Goodwin and Dan Suter
- Activities Director – Dezi Benet was nominated but not present to accept.

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## 2012 Budget Proposal

- The present account balance was presented with a listing of the projected major expenses for the year.
- With no car show income there will be a small balance left in the treasurer at the end of the year.
- The “Rainy Day Fund” is not a separate account but rolled into the balance reported above. The proposed 2012 budget will result in an end of year balance below prior years agreed upon “Rainy Day Fund” level.
- Recommended that the new officers/Board review the budget and give consideration to a new dues structure for strengthening of the club’s financial footing.
- There was a lively discussion on alternatives for the publication and distribution of Spokes that is a significant portion of the clubs projected expenses.
- It was agreed that there should be a survey put in *Spokes* asking the membership for input on the future of the Car Show and the distribution of *Spokes*.
- A motion was made, seconded and passed for acceptance of the proposed budget.

**Old Business** – The status of the Auto Cross Trailer will be put in the *Spokes* with a request for a volunteer to register and store it. If there is no volunteer within one month of the posting, it will be advertised for sale by auction.

**New Business** – Until a new Activities Director has been elected, all persons who are coordinating events must take full responsibility for all aspects of the function to include collection of any cost to members.

**Announcements** - George Herschel reported that Jim and Gail Colgrove’s house recently was destroyed in an explosion and they are both in the Erie County Hospital in Buffalo. Their condition has been upgraded from critical to serious. No flowers are allowed and family members only are allowed visitors.

**Adjournment** – At 8:50 PM

## Auto-Cross Volunteer Needed

The club is seeking a volunteer willing to take on the responsibility for storing the auto-cross equipment and trailer. Depending on club interest and financial status, auto-cross events may be reinstated. The most immediate need is for a temporary storage location for the trailer. Please notify the Spokes editor if you know of such a location. If there is no interest in reviving the auto-cross events, the club may be forced to put the equipment / trailer up for auction.



## Minutes Attendance

October 20, 2011

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John	Baum	Tom	LeStrange	John	Thompson
Chris	Baum	Betty	Langswager	Allyn	Wagner
Bill	Baldwin	Gil	Langswager	Dave	Wild
Cheryl	Baldwin	Mary	Murray	Stacey	VanDenburgh
Lane	Boughton	John	Murray	Arnold	VanDenburgh
Willard	Brown	Paul	Osborn	Leon	Zak
Dave	Chase	Don	McConnell		
Alan	Costich	Jim	Priestely		
Jim	Davis	Mike	Parthum		
Ann	Faust	Tim	Rizzo		
Gene	Faust	Rhonda	Rizzo		
Alan	Fink	Rob	Shrader		
Dan	Goodwin	Dick	Rzepkowski		
Mike	Goodwin	Marlene	Rzepkowski		
Susan	Goodwin	Laurie	Scribner		
Roger	Gunther	Doug	Scribner		
Ted	Hershey	Dan	Suter		
George	Haynes	Art	Salo		
Hollis	Hames	Steve	Sangster		
George	Heissenberger	Pat	Sangster		
George	Herschell	Jessica	Seeley		
Jeff	Kath	Sean	Seeley		
George	Leopard	Frank	Stepanik		
Jim	Lyons	Bob	Tescione		

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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](mailto:dlgipk@rit.edu)

Hollis: (585) 271-7754

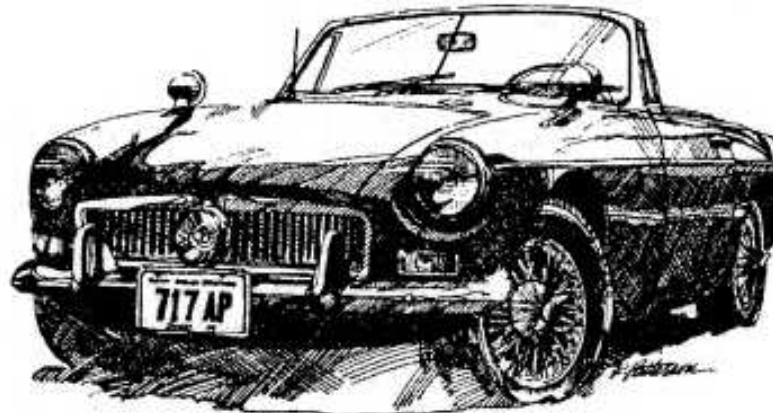


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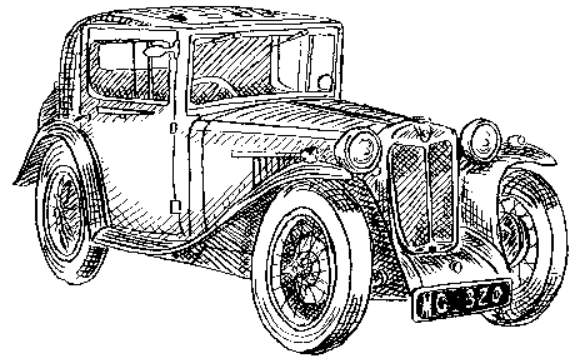
## ABINGDON ALPHABET, part 9

By Doug Beagley

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Those of you who have been following the peregrinations of this scintillating series will be aware that at the point in time at which we have now arrived there are issuing from the Abingdon works three basic types of cars: the Midget being the smallest, then the Magnette series, and the largest, the Magna. you will recall that the engine capacities were 847 and 746 cc for the J's, and 1271 cc for the F Magna's. Further, if you had read the last of these pieces that dwelt upon the K Magnette," it was pointed out that mid-1933, the KD was introduced and this engine was enlarged (the stroke was lengthened) and brought up to 1271 cc. It will now be seen that really this transformed a K from a Magnette to a Magna, as the two had the same capacity, but, let it be noted, not the same engine. I make this point to aid you in the confusion that follows. The F Magna was now becoming old in the tooth, and the real problem was the fact that its 1271 cc engine was only producing 37.2 hp while the engine of the same capacity of the KD was up to 54.5 hp in the later models. So it was that in early 1933, the L series was introduced. This series was not built in large numbers, but it has always been popular and well liked. It had a good turn to speed and its road holding was good, but maybe not as good as the Midgets and Magnettes of its day (I feel I am going to get into trouble with this statement). Its track was rather narrow and so it was at a disadvantage. The wheelbase was 94" and the track was 42", and the engine was 1086 cc. You will now be aware of the reason for my discussion of engine sizes in the first paragraph, because now we have the situation where the Magna has 1086 cc and the Magnette 1271! If you like, the Magnette is the larger and the Magna the smaller. Who else but the MG Car Company could come up with a situation like that? The L1 was available as a four seater open or closed car and the L2 was the two seater sports. The car was very attractive in that it looked and was longer than its stable mates. The added length emphasized the beautiful sweep of the fenders and the whole car was pleasant to look upon. The L1 saloonette was a little high looking but was doubtless more practical than some of its forbearers. It was at this time that Kimber introduced one of his bigger flops. I must admit I have always liked the looks of the car from the day I first saw it or illustrations of it. But that only proves what a poor art critic (or something) I am. I am referring to the L1 Continental Coupe. This car was a fixed head coupe with dark hood and trunk and light cab part of the body. The cars I recall all seem to have been black and cream, but I would not to swear to that as the passing times do something to our memories of colors, I find.

Anyway, Kimber ordered these cars into production and I am afraid that it took a great deal of time before they were gone from the factory. It was not often that Cecil Kimber made an error, but this was one of the times and it haunted

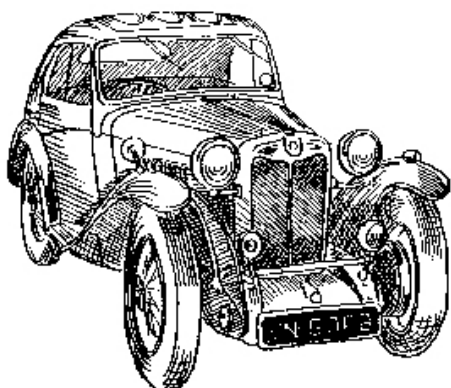


MG L1 Continental Coupe 1933

doug beagley 1996

him for some time. It was during this time that Abingdon began to lose its independence. It was still in the empire controlled by Lord Nuffield, as he would finally become, and he was a businessman - a successful one, but nonetheless, a businessman through and through. He was, therefore, interested in the profits of his various interests and he was not at all interested in the racing program that MG was involved with during this period. Starting with the M types, the company had become more and more involved in the racing scene and a strong racing department was thriving at the factory. It must be born in mind that we are talking about the time when many companies were quietly disappearing from the scene due to the impact of the depression years, and yet MG was doing bigger and better things in their racing program. I am not inferring that the company was making bigger and bigger profits each year. It was not, but it was able to remain in business and maintain the racing program that was much the part of Cecil Kimber's plan. As I have said, this was kept going in spite of, rather than helped by, Lord Nuffield. We are now moving through the alphabet and we have recently discussed the J's, K's, L's and of course we could not use the M again, so the next logical type would be the N' right? Wrong! Once again, the MG Car Co. did it by introducing the PA just a few weeks ahead of the NA in March of 1934. You would have thought that it would have been easy to keep the alphabet straight, but why worry about something like that? The PA was a Midget and was on a 75" wheelbase (I have always omitted the fractions as I do not think the 3/16" too important) and the old 42" track. The engine was a single overhead cam four cylinder 847 cc. with the cam drive up through the generator as before. The engine produced 34.9 hp at 5,600 rpm. We are still in the days of the manual 'crash' gear box, which meant that all gear synchronizing was in the hands of the operator. No synchromesh was provided. (PA) The body style was a two

seater sports, very similar to the later J2's with the swept wings, but they were delivered in two tone paint jobs, light and dark read, and green with blue being available. Also there was introduced the "Airline Coupe" that is so popular today and looks just right. The Airline was a 'fast back coupe' in today's language and must have been one of the first GT coupes. Some of the panelling was in aluminum which helped reduce the weight, of which the PA had a little too much. The engine in the PA was not a continuation of the J engine, but was new and was in fact an NA unit with the rear two cylinders omitted, It, however, looked much like the earlier engines.



MG "PA" Airline Coupe 1934

aug bagley 1996

As I have mentioned, the PA was a good sturdy car but it either had too much weight or lacked power. At this time there were a number of competitive cars that would outperform the PA and, in consequence, sales suffered and some improvement had to be brought about. One of the outstanding competitors was the Singer Nine "Le Mans" which sported a 970 cc engine, so the reply from Abingdon was to bore the engine and finally leave the 57 mm bore and go to 60 mm. This increased the capacity to 939 cc and raised the power to 43.3 at 5,500 rpm and the result was a vastly better performing car. The remaining PA's hung around for a while until finally, in desperation, the engines were removed from 27 PA's and they were modified to PB specifications to get rid of them.

As I have said, the PB was a far better vehicle than the PA and this car has been considered by many as the high point in MG engineering as we will see when this Midget was replaced by the TA it was with a push rod engine and this was considered to be totally unacceptable by true MG enthusiasts. It took longer for it to be accepted than the steel wheels on the TD! Before passing on, I would like to suggest that you reread this story and the preceding one and think about the changes that the factory has wrung. I have only talked about the switching around of engines and I have not touched the subject of chassis, brakes, axles, and

the like. If the track of two cars was alike it was most probably due to the factory continuing to use the same axles, and if the brakes were the same diameter, they were simplifying their storage problem. I have read it described as the period when the MG factory played "Meccano" (for the uninitiated, read "Erector") with parts and it takes a real expert to be able to keep the history of the cars and their origins straight. Nonetheless, it was a great period and some of the finest cars were put upon the road and the marque MG was firmly established around the world, although the cars were only built in small numbers. One final story might help illustrate the point. On one occasion Lord Nuffield travelled to Germany and was introduced as the man who produced the great line of Morris cars. There was silence, as apparently no one was familiar with the name. Then someone whispered that he also controlled the MG Car Company and immediately everyone recognized the name. I wonder how his Lordship felt after that!



# Yacht Club Brunch

Photos By Dick Powers & Cheryl Baldwin

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November 6th turned out to be a beautiful sunny day for a trip to the Rochester Yacht Club for Brunch. Several members turned out to enjoy some good food and great scenery.



# The Sports Car Diet

By George Bennett

---

Look out Jenny Craig, out of the way Dr. Atkinson, move over Weight Watchers, your toast L.A. I've just come up with the newest, fastest, most guaranteed diet of the century.

It's called the "Sports Car Diet". This diet is about as easy to follow as breathing, no diet books to buy, no points to count, no special foods to buy, no weigh ins to attend, it guarantees plenty of exercise, and it's even environmentally friendly. Lots of great claims you say? Well let me explain.

First let me tell you how I came up with this revolutionary idea.

While on vacation during the Christmas I New Years holidays, I was looking through pictures taken at last summers' sports car shows and meets and I noticed that just about everybody in the pictures was at least middle aged. I also noticed that almost everybody could stand to drop a few extra pounds, me most of all. If your one of those people who have managed to reach maturity without gaining weight, stop reading now, and go get some ice cream or pizza, you lucky so and so. Anyway, like I said it was New Years and everybody knows that's time to make those resolutions that we do every year, and then forget about on Super Bowl weekend. Losing weight is re-

ported to be the number one resolution made and broken every year, until now! So here goes.

Start this diet by getting out of bed the first weekend after New Years Day, (see how easy this is, you already get a couple of extra days to eat) and go out in the garage and take a good hard look at that project car you've been meaning to get started on for so long. Well today is the day! What? You say you don't have a project car in the garage? Are you sure you're into cars? Okay, okay so this is the opportunity to justify that sports car you've always wanted, to your mate or significant other. After all you are finally going to lose that weight that both of you wanted gone. All right, you're in the garage, and you see the car that's going to help you become the person that you always see in the mirror of your mind.

First thing to do today is to make a list of all the things that this car needs. Jack the car up and examine it thoroughly, top to bottom (see this is the exercise part, and don't worry you will be getting lots of this). Take a good look at that list and estimate the cost and time needed to complete your project car (now multiply by four to get the real numbers).

Finally! You're finished. Your weight is down due to all those snacks and junk foods you skipped,

## Steak Roast

Sunday March 25, 2012.

Save the Date  
More info to follow



# The Art of Racing

**Speed, Equipment, Technique, Natural Skill all revealed at the IMRRC**

By Dick Powers

A number of us, past and present, in our MGCC have mastered the art of racing, or at least we think we have. But few have mastered the Art of Racing. In the early days, the Art of Doris Britt graced the covers of Spokes. Doris was also a good racer and in the late '50's, after hearing Bill Baller complain about how slow his MGA was at the Glen, she jumped in his car and cut a few seconds off his "best" time. Possibly Doris is our only club member to capture the Art of Racing on paper and pavement. Two other accomplished Artists in our club are Jeff Langswager and Sue Keppeler. Unfortunately we don't see very much of their artwork.

Our resident artist, for at least the last 40 years, has been George Herschell. You've all seen his Art in Spokes and on the posters for our SC&VAF. George has printed many of his world class drawings on quality paper suitable for framing and they are for sale. I am the proud owner of his drawing of the Dan Gurney "Eagle" Formula 1 racer. When I talked to Gurney at the Glen a few years ago, he said he loved this rendering and all the detail George captured.



This past November 19<sup>th</sup>, the Art of Racing adorned the International Motor Racing Research Center. Six artists were there as part of a panel discussion to tell us about their art, technique, materials and how they became interested in the Art of Racing. Of the 6, two you may be familiar with are Robert Gillespie and Steve Oosterling. Both are outstanding artists that have forever captured moments in racing history from the Glen and other locations.



I'm sure most of you have seen the work of **Bob Gillespie**. You almost can't miss it as you enter Watkins Glen, as he's painted 2 murals depicting historic Glen racing moments. During the discussion, Bob talked about doing the murals (Phil Walters '54 Glen victory in the Cunningham C4R and Bill Milliken in the Bugatti 35A). He projected an image of his original artwork on the wall and painted each section with donated Valspar exterior trim paint. Bob's done more than paint murals (see info@glenspeed.com).



One of his works depicts the battle Jimmy Clark (Lotus) and Graham Hill (BRM) had in the '60's at the Glen. In the background, Bob included the little bend before the old "90" (now Turn 1) and placed himself in the crowd, because he was there. He's also done a few MG paintings. Possibly the most famous depicts the race long MGA battle of Bob Butcher and Sherm Decker.



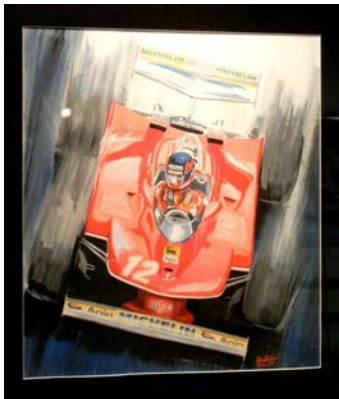




All of you have seen the work of **Steve Oosterling**, but possibly some may not realize it. For the past 2 years, his work has adorned the posters for our SC&VAF. I really like his rendering of Roger Gunther's MGA we used in 2011.



At the IMRRC, Steve had a number of works on display including 2 paintings of a Ferrari 312, one showing Niki Lauda at the '76 Monaco GP and the other showing the spectacular drive Gilles Villeneuve had in the rain on his way to winning the '79 USGP at the Glen. Racing in the rain requires special seat of the pants skills and Villeneuve had them all; the other F-1 drivers weren't even close. Steve's painting captures the skill of Villeneuve in the rain at the Glen. To see more Steve Oosterling art, go to: [www.facebook.com/pages/...Stephen-Oosterling](http://www.facebook.com/pages/...Stephen-Oosterling)



Along with my Herschell "Gurney Eagle", I have a Gillespie: "Seneca Cup 1952". This painting shows John Fitch in a C Type Jag at what is my most favorite spot on the Through - The - Streets course, the section from the

Stone Bridge through the State Park. I have driven this many times in my MGA during the Friday Downtown Fest racecar reenactment, although not as fast as Fitch in the 120-C. When I look at this painting, I can feel the rush of the wind, hear the sound of the open exhausts, see the Fall colors all around, and know that like me, John Fitch had to be thinking of that nasty decreasing radius turn just ahead at the top of the hill.



I also have a Steve Oosterling: "Jim Clark '67 Lotus 49". When I first saw this painting, it took me back to my days as a corner worker during the US GP races at the Glen. I remember well Clark and all the other international drivers and teams that would come to the Glen and all the spectacular racing they brought to this little quiet village on Seneca Lake.



For me, The Art of Racing possesses as much power as being at the races or racing itself, possibly more. Along with olde me, other WNYMGCC members, Dave Wild, Al Isselhard, Bill Baldwin and Bill and Sandra Barkley posed for a picture with Steve Oosterling and his Art of Racing.





## 2011 Car Show Final Report

By George & Peggi Heissenberger

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As many of you heard at the November Car Club meeting, we were informed by the Victor Lions that they held a vote at their November meeting and have decided they are not going to be able to participate in the annual car show after this year. They have a smaller club than ours and several dedicated volunteers have passed away recently, or were going to step down from their positions on the committee. They have also had to rely on the help of the Bloomfield Lions and other Lions for the tents and volunteers for parking help day of show. They contacted me directly to share the news and sent us a very gracious formal letter outlining their decision. The field has not been reserved for 2012 yet, and we can't make any reservations until at least January 2012.

At our final car show financial meeting between the two clubs we discussed the issues we are all facing, the rise of plentiful free cruise nights throughout the summer, coupled with declining attendance at paid car shows, increasing age of members and difficulty obtaining volunteers for events, as well as high costs associated with putting on a show of our caliber. Above all is always the wild card of weather affecting the financial outcome of the show. If the expenses are too high, the financial risk can be heavy for a small club in a bad year. We have seen that given good weather and conservative finances, we can have a successful show, and we have also seen how devastating bad weather can be on all our plans.

The seed money budget for next years show will be dissolved and each club will receive approximately \$6000. We can put this to our club and decide what next steps to take.

As of now we do not have a chair for next years's show committee.

Moving forward we have several decisions to make.

Do we continue to put on a car show?

Do we have a show next year?

Do we have the show at the same venue or look for another location?

Do we have the same kind of show?

If we have the same kind of show- we will need 12- 20 more volunteers from our club or another co-sponsor club to replace the Lions.

Do we have a smaller show similar to the Triumph Touring Club all British show?

Do we partner with a local restaurant and host a cruise night in the summer selling raffle tickets to raise money similar to the Webster Shrine Temple?

Dan Goodwin announced at the November meeting he plans to turn this over to the 2012 club board of officers to discuss all these ideas and put it to the club at the January 2012 meeting.

### **The MG Vintage Racers**

Focus event

August 17-19 2012

at Grattan Raceway.

### **Pittsburgh Vintage Grand Prix**

Schenley Park

July 21-22 2012

Celebrate MG as  
Marque of the Year

## CAR NAME MEANINGS

Provided By George Heissenberger

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Here are the meaning of auto names as were presented by George Heissenberger at the October meeting

		<b>MERCEDES</b>	My Expensive Race Car Emits Dense Exhaust Smoke
		<b>MOPAR</b>	Mostly Old Parts And Rust
<b>ACURA</b>	Always Catching Up, Rarely Ahead Always Made Crap	<b>NISSAN</b>	Need I Say Something About Nothing
<b>AMC</b>	Always Under Diagnostic Inspection	<b>PORSCHE</b>	Plenty Of Repairs Service Can't Help Everything
<b>BMW</b>	Big Money Wasted	<b>SAAB</b>	Swedish Automobiles Always Breakdown
<b>CADILLAC</b>	Company Always Denies Its Lawful Liability After Collisions	<b>SUBARU</b>	Stupid Urbanites Bumbling Around Rural Areas
<b>CAMARO</b>	Cash Always Miniscule After Retail Overpricing	<b>TOYOTA</b>	This One You Oughta Tow Away
<b>CHEVY</b>	Cheapest Heap Ever Visualized Yet	<b>VOLVO</b>	Very Odd Looking Vehicular Object
<b>CHRYSLER</b>	Company Has Recommended You Start Learning Engine Repair	<b>VW</b>	Virtually Worthless
<b>CORVETTE</b>	Costly Ordinary Repairs, Very Expensive Transmissions Tires Etc		
<b>DODGE</b>	Drips Oil, Drops Grease Everywhere		
<b>FIAT</b>	Fix it again, Tony!		
<b>FORD</b>	Found on road dead		
<b>GM</b>	Generally Malfunctions		
<b>GMC</b>	Garage Man's Companion		
<b>HONDA</b>	Had One, Never Did Again		
<b>HUMMER</b>	Huge Ugly Mother, Mostly Eats Resources		
<b>HYUNDAI</b>	Here's Y U Never Drive An Import		
<b>JEEP</b>	Just Empty Every Pocket		
<b>JAGUAR</b>	Just A Guess U Are Rich		
<b>KIA</b>	Keep It Away!		
<b>LOTUS</b>	Loads Of Trouble Usually Serious		
<b>MAZDA</b>	Must Always Zoom Down Asphalt		

# Racing 'Round the Houses

By Gil Langswager

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The "Gathering of the Faithful" of the New England MGT' Register was held in Alexandria Bay, NY.. Betty and I have attended many "Gatherings" through the years and have enjoyed every one of them. This one featured a re-enactment of the round-the-houses auto races that were held there back in the 1930's. The group that organized these races was the Automobile Racing Club of America (ARCA), spearheaded by the Collier brothers. The first race was in 1936 had 9 entries, of which 3 were MG's. They continued through 1940. Two of the cars that raced there back then were at this re-enactment. One was an MG TA raced then by Tome Dewart, now owned by Dick Little. Incidentally, Dick lived across the street from us in Greece for a while back in the '60's. The other car was an Amilcar/Ford, raced by Rand/Wharton in 1938, now owned by Tom Ellsworth.

Betty and I drove the TD up on Thursday and got there in plenty of time to register and renew acquaintances. We entered the early bird car show, also called the great unwashed car show. Some of the race cars were also entered. We had dinner that night with Bob and Jan Jeffers; Bob is an ex-member of our club from way back. And, of course, socializing for the rest of the evening.

Friday morning we headed off on an ambitious tour. It was called "Hands Across the Border Rally and Tour". It took us to Kingston, Ontario, then back to Clayton, NY via a couple of ferry boats. We met Steven and Judy Brown, our members from Oswego at the ferry dock. They had got there in their TD in time to join the tour. There was plenty of sights to see if you only had the time. By the time we left Clayton it started to rain. That was the only bad weather of the weekend. When we got back to Bonnie Castle, George and Nancy Herschell and Dave and Barb Wild were there. Chet Holmes, our member from Messina, was also there with his son, John. Chet brought his racing TD to run in the Re-enactment. Al and Phyllis Wagner came in on the spur of the moment and stayed at a "different" motel Thursday night. The rain stopped in time for the "Pit Stop Competition". This was for the race entrants. The driver and his "mechanic" drove their car to the "pit" where they had to shut off the engine, remove number one spark plug, hold it up high, re-install it, get back in the car, start it up and drive away. The quickest was the winner. Of course, this was great fun to watch and a photo op too. The next fun event was the cocktail cruise aboard the "Bonnie Bell". By then the weather

had turned perfect. John Russell, the General Manager of the Bonnie Castle, was our host and narrator on the cruise. He's a native of the area and old enough to remember the original races. He's also a wealth of information about the islands, so we learned a lot as cruised among them. After that we spruced up and went to dinner and a silent auction. This was in lieu of Dick Knudson's famous auction. We were disappointed, but it went well.

Saturday was the big day! Up early for a buffet breakfast, we then headed for the flea market. Betty continued to look for fleas while I got the TD over to the car display and shined it up a bit. What a sight it was! Over a hundred cars arrayed on a lawn with Boldt Castle across the river for a background. We did our balloting for our favorite cars and photos and had a quick lunch. Then we got in line for the parade lap of the original street course. A police car lead and we were supposed to follow, keeping the car ahead in sight. Being a polite gentleman, I motioned a guy in a Y sedan to go ahead of us. Big mistake! He didn't keep up. He didn't know the route. Fortunately, there were plenty of spectators along the way who kept pointing the way. So there were two parades, the one lead by police and the other half of us bungling along behind Curt. At the hairpin turn we saw Henry Kron and Sue Ryan, Al and Phyllis Wagner along with the Herschell's and Wild's who hollered for us to come back and watch the race with them. When the parade ended I ignored the flagman and continued on the course to where they were. Several people were trying to tell me where to park, I ended up in front of a store so the TD would be in a background for pictures. Then came the RACE! Well it was a group of race cars lead by a police car going 30 m.p.h. But it was fun to watch twenty-some cars come down the hill and around the hairpin turn and buzz off past the houses. They did get an extra lap without the police car. There were at least ten pre-war MG's in the race along with the Amilcar. The rest of the field was made up of TC's and TD's, with fenders removed or out and out race cars. After the race we had to look for an ice cream store to get our fix for the day.

We found our way back to the hotel and got ready for the awards reception and banquet. After dinner came the usual speeches and introductions. There was also a special tribute to Frank Churchill, co-founder of the register, who was recently killed in a car accident. Then came the awards. Each of the race car drivers received a participation award from the register and one from the newly formed Tarheel

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Chapter from North Carolina. Of course our member, Chet Holmes went up to proudly receive his. When they came to the car show awards, I was pleased to receive one for the TD. Bob Jeffers took a third for his TD so I guess I was fourth. We congratulated every all around, did some more socializing, then retired for the night.

Sunday morning, the Wild's the Wagner's and us went over to Boldt Castle. What an interesting and beautiful place that is! Then it was time to head home after a fantastic adventure.

## **If Your Feet Get Cold .**

By Joe DeBlaere

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If your feet get cold put on a hat. This was a lesson learned in the Boy Scouts . Your body loses 90% of its heat through the surface of your head. So if you put on a hat, you lose less heat and your feet warm up. "What the hell is he talking about?", you ask yourself. This is a convoluted discussion, at best. Sometimes it is not so obvious what the root cause of a problem is (especially with an MG). Hear me out...

When I tried to start my B/GT at Watkins Glenn, the starter turned very, very slowly but the car usually started. When we took a couple of laps around the old race course my throttle jammed wide open going up the hill by the state park. I never put the two together (slow cranking & jammed throttle cable) until last week.

After getting the starter rebuilt (it did need a solenoid) it still cranked over very slowly with a fully charged battery. This time, however, I happened to have the hood open and noticed my throttle cable would smoke profusely every time I turned the key to "start". I am not making this up. I mean that cable was cooking. The car finally started and the throttle jammed wide open again—I turned off the key. That's right, the throttle cable was glowing red & almost on fire!!! What's that got to do with the starter????? Answer is---the throttle cable was acting as a ground path for the starter. This happened on my roadster once too. The ground strap between the engine block and the frame (at the front motor mount-drivers side) had rusted and was no longer making a good circuit to ground. The current was going through the path of least resistance, my throttle cable. The outer cable covering had melted onto the inner cable thus the throttle sticking wide open. I cleaned the rusty nut, bolt, the motor mount and put in a star washer for insurance then put it back together. The starter turned over great- no smoke from the cable. The car started right away. Sherlock Holmes would have been proud. EURIKA!!!!

Now I needed a throttle cable assembly that doesn't stick, and it was the night before the Fall Foliage Tour. Fortunately, I had just read George Hershell's article, "MG(S)miles" on what spare parts he recommended to carry in an MG. One part he mentioned was a throttle cable assembly-- I called him and asked to "borrow" his spare. He agreed (Thank you, George) and 2 hours later I had the new cable installed.

So, remember, if your feet get cold, put on a hat. In the case of an MG: if your throttle sticks, or your starter turns very slowly, fix your ground strap.

For those who want to know about a valve cover racer here is one. This is **Bob II**. All info supplied by Don Harmer of the Southeastern MG T Register. Build yours using this as inspiration.

Bob arrived in Atlanta Wednesday, Oct. 12, from Fruita, Colorado, on the first leg of his World Tour. He was transshipped to the Foundry Park Inn in Athens, Georgia, Thursday in the Club trailer along with the other items for the Southeastern Fall GOF Mk II. He traveled in style, being escorted by 2 TDs and a TF in addition to Detroit iron.

On unpacking, Friday, it was discovered that Bob had suffered a sideways jolt in his special transport case, which held the wheels fixed but had no side cushioning for the body. As a result the wheels on the right side had slipped off the axles. He was repaired using the tools in his tool kit included in the traveling case and put on display until the race. Well over one hundred viewed Bob and commented on his spectacular appearance. The most frequent expressed admiration for the workmanship and said: "there is someone with too much time on his hands".

On Saturday, before a throng of attendees, Bob made his first race against a more conventional opponent. The Valve Covers are run two at a time down an 8-foot, two-lane ramp to level ground for 20 feet to the finish line. Each pair is run several times swapping lanes to eliminate lane bias. The winner of the most runs move on to run against other winners of other heats in single elimination fashion. Warm up laps are provided to get acquainted with the track. On the first race, Bob, in the right lane, strayed into the left lane on the ramp and collided with the other car. It appeared that Bob had not been placed at the starting gate at a proper angle, so it was rerun successfully. In subsequent heats Bob performed well and thundered down the ramp and across the 20 foot run on asphalt to the finish line and his catcher, Josh Sewell. In his final run, Bob was in the left lane. After a fast start, Bob veered left and fell off the ramp and crashed, resulting in a bent axle, fender and other small problems. He is under repair now. In spite of his crash, after multiple heats Bob finished second in the Southwest Fall GOF Mk XVI "Valve Cover Grand Prix". He is looking forward to the next stop on his "Grand Tour".



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

**Sunday January 22nd 2012**

**Location Finn Park, Maple Drive, West Webster NY**

**Time: 1PM**

Bring hours d'oeuvres or desserts to pass; your own wine or beverage of choice and your own place setting.

Coffee, tea, and hot chocolate will be provided.

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

The Board has placed a \$2.50 charge per person for those attending to cover the cost of the facility. This will be collected the day of the party.

For more information contact: Ted Hershey ( [THershey@frontiernet.net](mailto:THershey@frontiernet.net)) or 585-727-9000

## Valve Cover Rules

### The Cars:

- 1 The cars shall have no power source. All motive force is provided by gravity.
- 2 Cars shall be based on actual rocker box (cover) or cam cover from an MG or British made automobile engine.
- 3 Wheelbase shall be no more than 24 inches. Note: The staging lane is only 24 inches long.
- 4 Wheel Track shall be no more than 14 inches.
- 5 Cars must have 4 wheels each no more than 6 inches in diameter.
- 6 Cars shall weigh 12 pounds or less
- 7 Car design should allow the front wheels to touch a 2 inch high starting gate.
- 8 Any car changed during the race is subject to inspection

**Big Bore** - Cars that have the Valve Cover mounted to a platform and the wheel attached to the platform itself. The platform is larger than the dimensions of the valve cover.

**Small Bore** - Cars which have the wheels attached directly to the valve cover or a frame that is no larger than the dimensions of the valve cover.

### The Course:

- 1 The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
- 2 Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area.
- 3 The official "Starting Line" shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, shall be provided.
- 4 The Run out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
- 5 The finish line shall be marked 20 feet from the front edge of the launch incline.

### The Races:

- 1 Cars will run in heats of 2 cars each.
- 2 The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going further within its lane wins.
- 3 If the wheels of a car should touch a lane marker, or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
- 1 The winner of the round is the first car to win 2 races.
- 2 Lanes are alternated between races.
- 3 Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double-elimination to the finals. A car is eliminated after losing 2 rounds.



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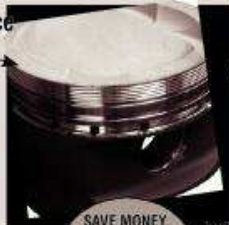
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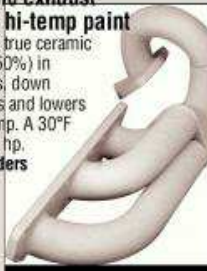
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count for MGCC members. Storage facility is a pole barn  
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tery, some TLC and trunk lid repainted. Owned by MGCC  
member Wally Roworth for many years. Must sell. Asking  
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911

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

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

*Please inform the Editor when ads should be removed.*

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

Here are the answers to the Car Trivia questions provided by Willard Brown they appeared in Grand Living Magazine.

- 1) The Chevrolet Impala best selling car in the US during the 1960's
- 2) The Buick Skylark, the Oldsmobile Fiesta, and the Cadillac Eldorado of these three the Skylark was the most successful
- 3) In November 1982 the first American-produced Honda Accord rolled off the assembly line in Marysville Ohio
- 4) There is some debate over the answer but most people agree it is the Ford Mustang
- 5) The original Porsche 911 (1964) had an impressive 130hp. The 2005 Porsche 911 Turbo S had 444 hp @ 5700 rpm

Hope you had some fun with this.



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## MGA Reunion Set For Amelia, Sebring



Sebring, FL -- Nine known surviving factory team MGAs will reunite in Florida next Spring to commemorate the 50th anniversary of the last MGA teams that participated in the 1962 Sebring 12 hour race.

Participating cars include a 1957 MGA 1500 roadster, a 1959 MGA Twin Cam coupe, the entire 1960 team trio of Twin Cam roadsters, the entire 1961 two-car team of 1600 Mk I Deluxe coupes and a pair of the surviving 1962 Mk II Deluxe coupes.

The commemoration activities kick off at the Amelia Island Concours d'Elegance on March 8-11, where a special ex-Sebring MGA class will be featured. The major event with seminars, auctions, auto tours and

automobilia sales, culminates on the golf course with the Sunday concours.

The cars and their owners will then head to Sebring International Raceway for events surrounding the 12-hour endurance race weekend March 14-17. One or more of the MGAs will be on display at the Sebring Gallery of Legends display at the circuit, and the remaining cars will be pitted together in the vintage racing paddock. Some of the cars are also slated to compete in the SVRA historic races scheduled during the weekend. Enthusiastic owners will be on hand with the cars at both events to share their cars' histories with fans and friends.

Additional information regarding the MGA reunion will be posted as it becomes available at the website of the North American MGA Register: [www.NAMGAR.com](http://www.NAMGAR.com).

Tickets for both Florida events can be purchased at: [www.ameliaconcours.org](http://www.ameliaconcours.org) and [www.SVRA.com](http://www.SVRA.com).

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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.

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**Check our web site – [AutoLinc.US](http://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.



**DECEMBER BIRTHDAYS**

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

**HAPPY BIRTHDAY  
 EVERYONE!!**

**DECEMBER ANNIVERSARIES**

17 Mark & Lisa Costello, Jr.  
 19 Mike & Sue Harrison  
 26  
 26  
 28  
 30

**JANUARY BIRTHDAYS**

2 Ginny Fowler  
 4 Tony Cataldi  
 4 Gregg Gleba  
 6 Dan Suter  
 9 Jeffery Langswager  
 11 Jim Dix  
 13 Lloyd Potter  
 14 John Vay  
 14 Paul Wheeler  
 15 Tim Wright  
 15 Leon Zak  
 15 Joeanna DeBlaere  
 16 Susan Potter  
 17 Margret Brorein, Jr.  
 18 Mary Fitch  
 20 Roger Gunther  
 21 Cindy Jack  
 22 Ben Trout  
 23 Arthur Salo  
 30 Paul Osborne  
 31 Rob Shrader

**HAPPY BIRTHDAY EVERYONE!!**

**JANUARY ANNIVERSARIES**

11 Charles & Nancy Bauder  
 30 Mark Chaplin & John Strawway

**CONGRATULATIONS!**

**FEBRUARY BIRTHDAYS**

4 Lindsey Short  
 5 John Kelly  
 8 Mary Ellen Suter  
 9 Willard Brown, Jr.  
 11 Douglas Jack  
 11 Barb Wild  
 12 Allen Hess  
 12 Sandra Barkley  
 13 Ned Paulsen  
 14 Fran Calkins  
 16 Ed Haefner  
 17 James Franzen  
 17 Cheryl Baldwin  
 17 Debbie Frah  
 21 Henry Kron  
 21 Gil Langswager  
 21 Lisa Costello, Jr.  
 22 Scott Schipper  
 23 Bill Baldwin  
 24 Barb Bruder  
 27 Jeff Zorn

**HAPPY BIRTHDAY  
 EVERYONE!!**

**FEBRUARY ANNIVERSARIES**

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

**CONGRATULATIONS!**

**Official Regalia**



### Mg Car Club Western NY Centre

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



Car Badge  
Sticker Patch

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

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

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

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

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

Name \_\_\_\_\_ Birthday \_\_\_\_\_

Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Wedding Anniversary \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New ☐ or Renewal ☐

Cars owned & Year \_\_\_\_\_

Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐

Other hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_ E-mail address \_\_\_\_\_

Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

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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](http://mgcarclub.com)

<b>January</b>  6 Board Meeting 20 MGCC Meeting 30 Wine & Cheese ,Valve Cover Races	<b>February</b>  17 MGCC Meeting 20 Bowling Party	<b>March</b>  3 Board Meeting 17 MGCC Meeting 20 Steak Roast & Auction	<b>April</b>  17 Swing into Spring 21 MGCC Meeting/ Basket Auction
<b>May</b>  5 Board Meeting 7 Tuneup Cliic 15 Beer Tasting Party 19 MGCC Meeting 20-22 Carlisle	<b>June</b>  1 Stuffing Party 5 Vintage Auto Festival 16 MGCC Meeting 12-18 MG2011	<b>July</b>  7 Board Meeting 10 GVAC Car Show (RIT) 21 MGCC Meeting 23 Multi-Club Picnic 24 Wagner Vineyards / Ginny Lee Restaurant	<b>August</b>  18 MGCC Meeting/ Picnic 21 UK Car Day 27 Laps & Lunch
<b>September</b>  1 Board Meeting 8-11 Watkins Glen 13 MGCC Meeting (Tues) 16-18 Brit Invasion Stowe 18 British Car Day Toronto	<b>October</b>  9 Fall Foliage Tour 20 MGCC Meeting 22 Garage Tour TBA Halloween Party	<b>November</b>  3 Board Meeting 6 Yacht Club Brunch 17 MGCC Meeting	<b>December</b>  3 Holiday Party No Meeting

Next Meeting  
January 19 2012 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, New York



I'D RATHER BE DRIVING  
MY SPORTS CAR!