

Spokes

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March 2011



Valve Cover Racing
Always a hit to begin the New Year

St. Moritz & Surroundings

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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SUBMISSIONS ARE WELCOME

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

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* Members Emeritus



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 _____

Spring is just around the corner...somewhere...probably not here! However, this is a great time of year to start the planning process for all those car projects that have been on hold for the last several months.

Club events are off and running, literally, with the wine and cheese/valve cover races held at Finn Park on 30 January 2011. Hollis Hames and I were fortunate to take first place for a third time. **Roadkill** still leads the pack, but the competition is gaining with each edition of the annual "down-ramp" event. This year featured some new entries, an unusually large number of rogue wheels and some very imaginative designs.

Just a reminder that the MGCC steak roast in March will feature a return to the traditional auction format, providing an opportunity for members to clean out their excess auto-related items from basements and garages and also provide the club treasury with some added funds. Check for details in Spokes.

Work on project B continues. I am currently searching for the connecting fuel hose, between the filler neck and the inlet to the gas tank, for my father's 1976 MGB. This hose does have a bend in it, but we don't have the old one to use for comparison. The gas tank is a hand fabricated replacement (supposedly accurate in size, etc.). Moss does not have the hose and I have had no luck with British Auto. We would welcome any suggestions for a source or a work-around.

Think spring!

Cheers,
Dan

MG Bruce

Don McConnell _____

Ahhh March, that means the warm weather is close by. It also means it is time to prepare your car for the up coming driving season. Change the oil, the plugs ect. I am still hopeful Bruce will be ready for the road sometime this driving season. I know the wire harness will be ready. The sills are the big question.

Hopefully as you take trips in your car this driving season you will remember to take notes and share your experience others would like to hear about the trip. With the warm weather comes car shows an as you move about at these shows you hear people say "I remember when I had one of those". If you had a sports car that was near and dear to you why not tell a story about it. We can share it with others here in SPOKES.

This newsletter is a communication tool. We share stories about the autos we drive. We share information on how to fix our cars or about club members and MG people.

As editor I am here to arrange the information I receive. Consider submitting some information (how to, experiences, stories about MG's). The due date for articles is one week after our monthly club meeting.

It is time to work on my car. Have a great month off March and as always

Happy Top Down
Don

Awww - you didn't have to do that!

Thanks so much for the trophy the club gave to George and I for 2010 events. It WAS a busy year for us, and all fun (except for the sign tragedy.) We enjoy the club; members and events. So many people put their talents to use for us to make it interesting year after year. It was a quite a pleasant surprise when George brought that home... means a lot to be appreciated.

Peggi Heissenberger

Activities

By Mary Murray and Susan Goodwin

On Sunday January 30th we held the Valve Cover Races at Finn Park. There were thirteen valve cover racers competing and we had thirty-six spectators/racers in attendance. Thanks to Bill and Cathy Rampe for arranging the facility. Thanks to John Murray for loaning us the scale to weigh all the cars. Our line judges were George Haynes, Jeff Kath and Hollis Hames. Our race starters were Brooks Schneider, Hollis Hames, and Mike Goodwin who also played a dual role as the event announcer and official. Allen Hess was our photo finish photographer. Thanks to every one who brought goodies to share; desserts, hors d'oeuvres, soup and chili.

This year we had a new arrangement of the room with a seated spectator section next to the track for easier viewing of the races. Betty Langswager had a complete make over of her car, The Red Hat Lady, and improved her final standings and came in sixth place. Way to go, Betty!

Awards were given for 1st place to Dan Goodwin and Hollis Hames racing Road Kill, 2nd place went to Bill

Baldwin racing Lotus, and 3rd place went to Brooks Schneider racing Patina Express. The People's Choice was awarded to Tony Makepeace for his car Siroco. See photos on page 10

The bowling Party at Empire Lanes will be February 27, 2011. We have seventeen bowlers signed up.

The annual Steak Roast/Auction is March 27, 2011 at Eyer Park in East Rochester. The deadline to sign up and pay will be at March 17, 2011 club meeting. There will be live auctioneers to auction your belongings. All proceeds will go to the MCC Scholarship Fund.

Swing into Spring will be April 17, 2011. See Spokes page 13 for details.

The Basket Auction to benefit the MCC Scholarship Fund will be at our April 21, 2011 club meeting. See ad in spokes or contact Mary Murray or Susan Goodwin if you wish to contribute a basket.

MG Car Club Steak Roast & Auction

Sunday March 27, 2011-Noon until ?
Eyer Park in East Rochester

Directions: Take Lincoln Rd. off Fairport Rd (Rte. 31F),
turn right on Chestnut St E, follow it to the park.

Bring a dish to pass: A-G dessert, H-R appetizers,
S-Z salad or vegetables. Bring your own place setting
and drinks. Please do not bring dishes that need to be
plugged in. Coffee and tea will be provided.

Price: Steak \$8/person Hot Dog \$1/person

Advanced sign-up is required so we know how much to buy. Sign up at or March
meeting or send check payable to MG Car Club to: Susan Goodwin, 8 Harmony
Circle, Rochester NY 14624

DEADLINE – March 17th

MGCC Minutes of the Meeting

By Willard Brown

February 17, 2011

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

Acceptance of January 29th, 2011 Minutes – Minutes were accepted as reported.

Guests and New Members

- Kent Macafee – Guest
- Pru Costich-Schmidt – Guest
- Art Salo - Guest

Treasurer's Report – Frank Stepanik = reported the balances in the club's accounts.

Vice – Chairman – Mike Goodwin

- This will be his last meeting before his Appalachian Trail hike.
- Will return mid – late August.
- Progress/activities during the hike can be found on the net at *melandmike.com*

Activities – Mary Murray/Susan Goodwin (see Spokes for details of all events listed)

- Congratulations to Mary Murray and Susan Goodwin for a great job in coordinating the January Wine and Cheese Valve Cover Races.
- February 27th = Bowling Party at AMF Empire Bowling Lanes. Today's meeting is last day to sign-up for it.
- March 27th = Steak Roast and Auction. Cost to members for steak is \$8 and \$1 for hot dogs. Auction can include items other than car parts, "old fashioned". Auctioneers will be Ted Hershey, Doug Scribner and Jim Priestly.
- April 17th = "Swing into Spring". Will be at the Irish Pub in Fairport. Starts with social hour at

4:00. April 13th is last day for sign-up. Dick Powers is the coordinator.

- April 21st – MGCC Meeting and Basket Auction for MCC Scholarship Fund.
- May 15th = Gill and Betty Langswager will sponsor a beer tasting party at their home.

Watkins Glen – On February 26th, racing historian Bill Green and motorsports author Michael Argetsinger, for the first Center Conversations of 2011, will set the stage for Formula One racing with a look at Formula Libre and then focus on October 8th, 1961, the date of the first Formula One Race at Watkins Glen. The International Motor Racing Research Center is celebrating the 50th Anniversary of the inaugural Formula One Race at Watkins Glen.

Membership – Jim Priestley = to date, membership renewals are at 65%.

Member's Dues Recommendation Committee Report = Jim Priestley, Ted Hershey & Leon Zak

1. All memberships run from January 1st to December 31st.
2. The membership fee is currently \$30 per year.
3. "Spouses and/or partners of members will be considered full members with voting privileges" per MGCCWNYC By-Laws, Revision 3/1/1995, Article 5 Membership, Item #6.
4. "Dues paid by **New** members on or after September 1st will be paid for the balance of the current year and the entire following year" per MGCCWNYC By-Laws, Revision 3/1/1995, Article 5 Membership, Item #3.
5. Special car show membership = full membership is offered to **New** members for \$15, only at the car show. Membership is good for the rest of the calendar year.

6. Our liability insurance coverage for our members at events, provided by J.C. Taylor, covers:

- Current full members of the MG Car Club and their family including children under the age of 18.
- Guests that attend our events to include adults and children under the age of 18, as long as each adult pays a fee for a one day \$5 Associate Membership.

7. All current members, expired members and guests that attend our meetings are covered by liability insurance provided by the Burgundy Basin Inn.

Therefore:

1. All full memberships must be renewed by December 31st, in any given year or you are not considered a full member in good standing.
2. Your subscription to the *Spokes* Newsletter will expire on December 31st, along with your membership privileges (voting, etc.).

3. Expired members must either pay a one day \$5 membership fee per person or renew their membership for \$30 before attending an event.

4. **For this year only, 2011** – all 2010 memberships will expire at the March 17th meeting.

Regalia – Doug Scribner

- A few 2011 color calendars are left for \$12 each.
- At March meeting will have a special clothing rack clearance sale.

Spokes – Don McConnell

- Our newsletter was mentioned in a recent edition of the Safety Fast Magazine of the MG Car Club of England.
- Need for members to continue submitting articles/stories.

Library – Al Costich = Newest addition is a MGB parts and accessory book from Germany printed in English.

Old Business – See Member's Dues Recommendation Committee Report above.

New Business – None

Adjournment – At 8:37 PM

House Approves SAN Supported Measure to Suspend EPA E15 Program; Senate Action Next

The U.S. House of Representatives has approved a provision to prevent the U.S. Environmental Protection Agency (EPA) from using agency funds to permit an increase in the amount of ethanol content in gasoline to 15% (E15). The provision is part of a larger bill to fund the federal government during fiscal year 2011 which must also be approved by the U.S. Senate. The SEMA Action Network (SAN) requested this action and worked hard to secure the vote. When signed into law by President Obama, this timely legislation will protect automotive enthusiasts and consumers from misfueling and other unnecessary harm.

Meeting Attendance

February 17, 2010

Bruce	Austin	Gil	Langswager	Leon	Zak
Cheryl	Baldwin	Tom	LeStrange	Barbara	Zak
Bill	Baldwin	Dave	Leete	Wally	Roworth
Lane	Boughton	George	Leopard		
Willard	Brown	Don	McConnell		
Alan	Costich	Mary	Murray		
Wendy	Dakin	Paul	Osborne		
Jim	Davis	Mark	Pohlman		
Al	Fink	Dick	Powers	GUEST	
Linda	Fazio	Jim	Priestley	Pur	Costich-Schmidt
Joe	Fazio	Carl	Prouty	Art	Salo
Johnny	Fahner-Vihtelic	Rhondo	Rizzo	Kent	Macafee
Dick	Giambra	Tim	Rizzo		
Susan	Goodwin	Marlene	Rzepkowski		
Mike	Goodwin	Dick	Rzepkowski		
Dan	Goodwin	Doug	Scribner		
George	Herschel	Frank	Stepanik		
Ted	Hershey	John	Thompson		
Hollis	Hames	Bob	Tescione		
Allen	Hess	Allyn	Wagner		
Doug	Jack	Barb	Wild		
Jeff	Kath	Dave	Wild		
Betty	Langswager	Penny	Schroder		

Gardeners' Upstate Journal

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By upstate gardeners

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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

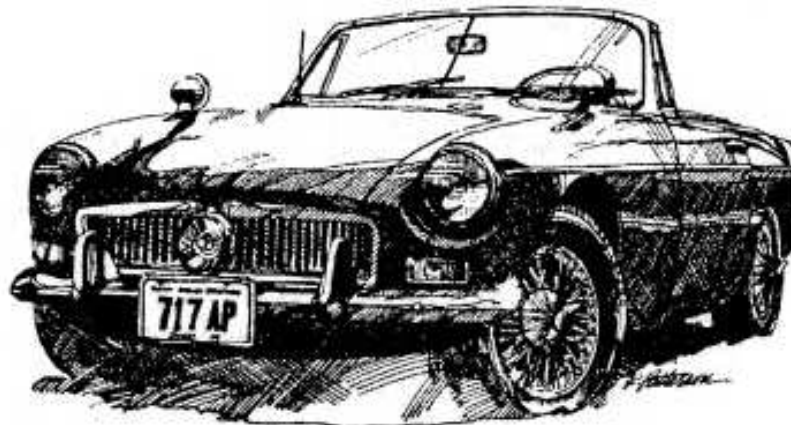
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Valve Cover Racing

Photos By Mike & Sue Goodwin



Tech inspection



Competitors Pit area



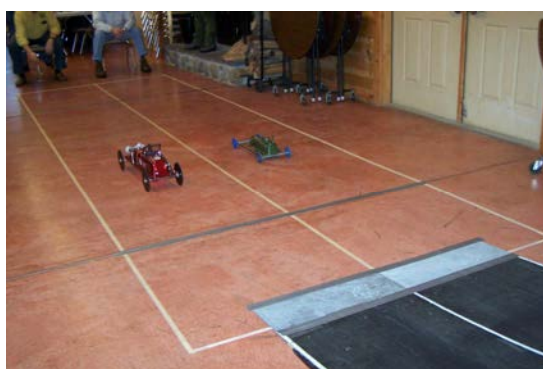
New spectators area



Let the racing begin



Ready Set



The winner is



Photo finish, come to papa



Oh ya there were some great snacks too

From the Vice Chair

By Mike Goodwin

As many of you know, I'll be traveling (the slow way!) from mid-March until sometime in early August. My daughter Melissa and I will be hiking the Appalachian Trail, from Springer Mountain, Georgia (north of Atlanta) to Mount Katahdin, Maine (way the heck up north, if all goes well). It's a trek of somewhere in the neighborhood of 2181 miles. That would be 3510 km, if you were driving it in Susan's Mini!

I'm sure that in my absence, someone else will rise up and take over the awesome duties of the vice chair. Now remind me - what is it the vice chair actually does? (Maybe someone can check the by-laws. That seems a popular sport lately!)

There are so many Club Activities I normally look forward to that I'll be missing this year. According to our plan (that we don't expect to strictly adhere to), while you're all enjoying the Steak Roast on March 27th, I'll be hiking 20.3 miles from one shelter to another in the Great Smoky Mountains National Park, and eating granola bars and some dehydrated chicken and instant mashed potato concoction. On April 17th, while you're all Swinging into Spring, we'll be hiking toward the Chestnut Knob shelter in southwestern Virginia, trying to remember that the water source for that evening is 1.8 miles before we get to the shelter. On the evening of the April 21st Meeting & Basket Auction, Melissa and I will be actually staying in a motel in Pearisburg, Virginia. It'll give us a rare opportunity to shower and do our laundry! On the day of the Tune-up Clinic, May 7th, we'll be tent-camping in the Shenandoah National Forest. We'll try to remember to change our socks and undies that day, just as some of you might change your plugs and points. While you're all enjoying a Beers of the World tasting party at Betty and Gil's on May 15th, we'll be strolling into Harper's Ferry, West Virginia – dubbed the “psychological half-way point” of the trail. (The actual half-way point is a bit later on southern Pennsylvania.) When the “boys” are in Carlisle this year on May 20th – 22nd (that is, if they're allowed to go this year), we'll be racking up a combined 47.1 miles in Pennsylvania over those three days. While you're stuffing envelopes on June 1st for the Car Show, we'll be stuffing ourselves at a restaurant in Delaware Water Gap, about to cross from Pennsylvania into New Jersey. And while you're sacrificing chickens in hopes of beautiful weather for this year's Vintage Auto Festival on June 5th, sacrifice a few extra for us as we carry on across northern New Jersey.

I could go on, but our Activities Directors need some folks to put together some activities for July and beyond!

Thank you all for your kind wishes of good luck; I'll look forward to comments you can feel free to post on our website, <http://melandmikehike.com!>

Mike





North American Council of MG Registers
Fourth ALL-REGISTER Meet
June 13-17 2011
MMM - MGT - MGA - MGB - MGC

MG2011 Event and Hotel Registration

Please select this option if you plan on registering for the complete event. When selecting this option you will have the option to register for the Rallye to Reno after you register for the event.

National MEMBER Registration - (\$85 online before 5/15; \$100 after 5/15)

National NON-MEMBER Registration - (\$100 online before 5/15; \$125 after 5/15)

Rallye To Reno Caravan Registration

Please select this option if you plan on registering for the Rallye to Reno (\$35) event ONLY. If you select this option to register, you will NOT be able to register for more than just this event.

Further details at
www.mg2011.com

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Randy has 35 years experience working on all makes and years of European cars, and owned Phoenix Garage in East Rochester for 15 years. He spent 3 years traveling with a BMW team as a race mechanic.

Tom has been a "Jack of all trades", an experienced machinist, NASCAR Sprint Car mechanic, and has worked with me for several years doing major work on everything from an E-Type Jag to a Lancia Fulvia.

Restoration— Justin Raymer

A young guy with years of experience building show quality cars. He has restored several Shelby Mustangs which have won significant shows and were featured in enthusiast magazines. He restored my E-Type and is currently doing a '58 Alfa Giulietta, a '63 Jag Mk2, a '67-427SS Impala, and a '68 Mustang California Special which I can show you.

Sales, Owner and Manager— George Leopard

I'm a life-long car nut (see CarNutzTales on my 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.

Available for Spring Delivery — Call to discuss

1983 Porsche 911SC— High quality car, 62K miles, platinum, many performance extras, my personal driver

1968 Porsche 911T— Beautiful black body and interior, needs work that we can do, exciting upgrade potential

1972 Porsche 911T— Nice driver with '73 engine (7R case) on webers, drive now, go nuts R-Grp upgrading next Winter

1975 Porsche 914-2.0— Never rusted, mint interior, dual webers, Bursch exhaust - a work in process

Swing Into Spring VIII

Sunday, April 17, 2011

New Location:

Mulconry's Irish Pub & Restaurant

17 Liftbridge Lane, Fairport NY

(across the street from the parking lot where the Tuesday night Cruise-Ins happen)

4 PM start time (social hour before dinner)

We need to know your food selections by
Wednesday, April 13, but no payment in advance.



Menu:

Bangers & Mash--Irish Pork Sausage with homemade mashed potatoes and Irish baked beans, \$11.00

Fish & Chips--Atlantic Cod filets beer battered in Harp's Ale, served with french fries and cole slaw, \$12.00

Shepherd's Pie--Ground beef baked in a casserole with peas, onions and carrots, topped with homemade mashed potatoes, \$11.00

Corned Beef & Cabbage--Braised corned beef brisket with steamed cabbage, carrots and potatoes, \$12.00

Soup & Half Sandwich--Potato Leek soup & 1/2 Turkey sandwich, \$6.50

Grilled Portobello Sandwich--Marinated portobello topped with roasted red peppers, balsamic glaze and melted provolone, \$8.00

We'll have a sign-up sheet at the next meeting, or call/email now with your food choice(s):

Contacts:

Dick Powers mgahmogca@rpa.net or 585-323-2687

Laurie Scribner MiniCityUS@aol.com or 585-872-5133

Secrets Of Sebring - Where Are They Now?

By Dick Powers

It's been 51 years since the BMC factory Healeys and MGA Twin Cams raced at Sebring. During that time, these cars have changed hands many times and for a while were raced extensively in SCCA. Of the 5 Sebring cars that came to Buffalo in July 1960, 4 still survive. The one that has not survived, is the "P" or Practice MGA Twin Cam once owned by Bob Deull. Bob raced it for a year and then sold it to Bob Moran. After racing it for a while, Moran used the car for street transport and often kept it on his salvage boat. During a storm off Cuba, the boat sank and the MGA went down with the ship.

In 1960, Bob Deull and his friends, bought these cars for what would have been reasonable prices then. The Healeys sold for about \$2200 each. The "P" car and #39 MGA Twin Cams sold for about \$1800 each. While the #38 Twin Cam that dropped a valve during the race, sold for only \$1200!

One of the 2011 secrets of these Sebring racers is: What are they worth today? No one has given me a firm price of what the cars are worth. I don't blame them and would probably do the same if I owned one. Twelve years ago the value of these cars was in the \$50-60K range. Today, my *estimate* is that the Sebring MGA Twin Cams and Healeys are each worth between \$160-200,000. I'm sure the insurance companies know. The cars are all back to the way they were when raced in 1960. Some of them have undergone extensive restoration.

So, Where Are They Now? The "P" Healey (UJB 140) was used for practice at Sebring. Dick Ecklund raced it in SCCA till 1964 and then drove it on the street (with a 289 Ford V8 in it) till 1980. Bob Deull bought it in 1986, put the Healey 3 liter motor back in, Vintage Raced it till 2008 and then sold it to Healey Werks in Iowa. They recently sold it back to the UK. This car is the most original of the '60 Sebring Healeys.

The # 20 Healey (UJB 142) was raced at Sebring by Geitner and Spencer and finished 15th over all. Bob Preibe raced it in Western NY till 1963. He sold it, was never paid and it disappeared for 45 years. It's now in Holland, but when the new owner found it in Utah, he didn't know what it was till he started stripping the paint and found the green and numbers.

The #38 MGA Twin Cam (UMO 95) was driven by Escott and Lund at Sebring. They were a DNF due to a broken valve after about 2.5 laps. This car was purchased by Bob Wilson and raced briefly during 1961. Number 38 may have had more owners than the others, including Bish Hines. It competed in many races in the US and Canada. The present owner, Steve Woodyard, has actually owned the car twice. The first time was from '78-84 when he put in another Twin Car motor, but stored it most of the time and only drove it about 10 miles! Steve sold it to a Canadian, Tony Sims, who wanted to race it again. Tony, made extensive mods including changing it from RH Drive to LH Drive. Due to a previous accident, Tony had an injury to his left arm and so couldn't shift well while on the right side of the car. Tony was very competitive and continued to develop the motor from 130 HP to finally 177! Given the historic nature of this car, Tony decided to replace it for racing with another Twin Cam. He then sold it back to Steve in 2006. Steve, who lives in Oregon, has restored it to a 100 point car! Fortunately, Bish Hines and Tony Sims saved most of the original parts, including the hardtop, from which Steve was able to get the correct green color match.



Number **39 MGA Twin Cam** (UMO96) was driven by Hayes and Leavens and finished 24th over all. Art Smith bought the car and raced it for about a year. Jim Weissenborn bought it in 1961, raced it for a few years and made the conversion to a 1622 pushrod motor. In 1968, Dave Nicholas bought the car from Dick Cosgrove and raced it a few times till the motor blew. After that, he drove it on the street with a 1500 motor for a few years. Others owned the car and one of them rolled it at the Moroso track in Florida. After that, #39 found its way back to the UK. It was purchased by a collector in the US and eventually sold again in 1999 at Pebble Beach to Dr. Wolf Propsting of Germany, where it remains today.



The number **40 MGA Twin Cam** (UMO 93), was driven by Parkinson and Flaherty and finished 29th over all. Not one of the cars that came to Buffalo, but deserving of mention because it is still *unrestored* after 51 years! After the race, the car was kept by Ship and Shore Motors of West Palm Beach, FL. and they sold the car to Dr. Paul Buchanan in South Carolina. At a race at Connelsville, it was over-reved and dropped a valve. Repair costs were too high, so in 1967, the car was sold to Lyle York. Lyle had the original head repaired and used the car mostly for shows and MG events. (Lyle is also responsible for the establishment of the Twin Cam Registry.) In 2002 he sold the car to John Wright of Pennsylvania where it remains today. UMO 93 still has less than 6000 original miles on the clock!



So there you have all the Secrets of the 1960 Sebring BMC factory Healeys and MGA Twin Cams I know, but I'm sure there are a few more still out there.

For these articles, the author would like to thank Bob Deull, Bish Hines, Jim Weissenborn, Dave Nicholas, Jack Cudmore, Steve Woodyard, John Wright and Stefan Propsting for so generously supplying information and historic photos and Annabelle Tescione for making many of those photos look so good. I'd also like to thank my wife, Bethel, for proof reading so many pages and keeping all those Secrets of Sebring, secret.

Basket Auction

April 21st Club Meeting

Donated baskets will be auctioned off and all proceeds will go to the Monroe Community College Endowed Scholarship Fund. Bring lots of moolah to bid! Good luck!



Basket Ideas: automotive, car care, British food or beer, other beer, wine, picnic, gardening, other food ideas, or anything you imagine!

If you plan to donate a basket contact:

Mary Murray at marymurray@frontiernet.net 585-538-4430 or

Susan Goodwin at mrgoodwin@frontiernet.net 585-889-2646



BEERS OF THE WORLD TASTING PARTY

When: May 15th 2011

Time: 2:00-5:00 PM

Where: Gil and Betty Langswager's Garage (party room)
46 Stonington Dr. Pittsford NY 14534

Coffee, Tea, and goodies will be provided

Bring: 2 or 3 bottles of unusual beers to sample taste
Also if some of you ladies would bring an Hors D'oeuvre to pass, that would be appreciated.



The party will be in the garage, so if it is chilly, dress accordingly.

Sign up at a club meeting or contact Betty and Gil (585-385-9956), so we know how many will be attending.

Rochester Area Motorsports -- Background

By Dave Wild

Reprint from March 2000 SPOKES

Many of us in our generation of "depression era babies" experienced some very special times during the development of the sports car in the states. Historically it might be important to know what went on in the years prior to that period of the 40's and 50's. So I am going to take you back a bit and leave the large subject of the 1950's for another time. There is no single source of information on motorsports in the Rochester area, but I have been making notes for several years with a larger project in mind. The information given here will be based on part of those notes.

The year 1996 marked the 100th anniversary of the automobile industry. Although several single cars were invented earlier. 1896 is generally considered to be the first year of series production of the automobile and the 1896 Duryea is that automobile. 1896 is also the year of Henry Fords first quadricycle that was not yet practical for production.

Auto enthusiasts owe many thanks to bicycle enthusiasts, for it was they who embraced the "horseless carriage" when it first arrived on the scene. Among the largest bicycle clubs was Rochester's "Century Wheelmen" in the 1899. The bicycle competition craze was in full swing, with races and trick demonstrations that were drawing bigger spectator turnouts than baseball. Rochester bicycle agents, J-I. Mandery and C-I. Conolly took on auto sales. Three horseless carriages were demonstrated at the Western New York Agricultural Society Fair but were ridiculed because their speed failed to equal that of a horse.

The first Rochesterian to own a car was IB. West: the car was a steamer fueled by oil. The AAA in Rochester was organized in May 1900. George Eastman owned three cars when president of the Rochester AAA in its second year. He declined a second term but stayed on as a director for several years.

Rochester had 50 cars in 1901, 1525 by 1907 and 4,000 by 1912. Almost 1,000 electric cars were registered in 1910 (more than Boston, Mass.). Rochester AAA club membership was 1,000 by 1911 and by 1914 it was the largest club in the country with 3,000 members. Mechanics Institute, which we now know as R.L.T., had a course to teach "how spark wagons work".

Due to heavy lobbying by the bicycle clubs, Monroe County had 1,000 miles of paved road developed under the Higbie-Armstrong State Aid Act of 1901. Rochester and the county outstripped most other communities in paved roads. Dealer auto shows were held at "Fitzhugh Hall" starting in 1904 and then, in 1908, in the "new" convention hall.

By 1906 Rochester police found it necessary to have two motorcycle-mounted officers to keep up with speeders. Previously they were bicycle-mounted. The speed limit in the city limits was 6-8 mph; in 1910 it was moved up to 10-15 mph. A fatal accident in 1910 caused by "glaring headlights" prompted an ordinance banning the bright acetylene gas headlamps. The number of accidents between the street trolleys and auto in 1912 caused Main Street, Rochester, to be titled the "Aisle of Death" by the newspapers.

The most popular car in the early 1900's in Rochester was the Locomobile. The year 1914 marked the first use of a motorized fire engine in Rochester. Within thirteen years every fire company in the city was motorized.

The first jitney bus and taxi service was established in 1915. In 1916 there was one auto registration for each 35 residents. By 1925 there were 82,472 cars in the county, . exceeding the number of dwellings.

"Matinees for Horseless Carriages" were held on the horse race track at Driving Park. They were sponsored by Rochester's "Gentlemen Drivers" with the fastest mile set at 1:27-2/5. The horse track at Vick Park A and B saw many auto competitions.

The auto club's efforts to stage races and gymkhanas resulted in a public protest along the route of a proposed road race in 1906. Despite protests, hillclimbs were held annually on "Dugway" road. Old Empire Blvd. was known then as "Dugway" road. A boy was killed by a car speeding to the race, and the hillclimbs were abandoned after three years. Clubs then took up organizing gymkhanas at Genesee Valley Park. These consisted of jousting with lances to unseat opposing drivers, backward races and other games. These continued for three more years and then were replaced with touring parties and family runs. During this time several winter endurance runs to Buffalo and Syracuse were held.

A dirt track race sponsored by the Automobile Club of Rochester was held on Oct. 13, 1917 in nearby Avon,

NY. A photograph of the smoky starting grid by the late Albert R. Stone was published in the Rochester Herald the next day. All the cars pictured carried riding mechanics and all but one were riding on wood spoke artillery wheels shod with smooth tires with no tread. Remarkably, most of the drivers and mechanics as well as the officials appear to be wearing starched collars and ties!

A local Rochester man who sold Chalmers autos and after retirement from racing owned a Stutz dealership became quite famous as a race driver. Billie Knipper drove in the first five Indianapolis 500 - mile classics, the Vanderbilt Cup Races, and Gordon Bennett Cup in France.

He won the 190.3 mile Tiedeman Trophy Race in Savannah, Georgia in 1910 on a Lancia, beating Louis Chevrolet, Ralph DePalma, Victor Hemmery on a Benz, and David Bruce-Brown on a Fiat. Previously a bicycle and motorcycle racer, Billie rode in the grueling 1901 six-day motorcycle race in Fitzhugh Hall. He drove Lancia, Benz, Chalmers-Detroit, Pope-Toledo and other race cars, but he favored the Benz. A widely published photo of Billie in the Chalmers-Detroit car was used to settle long lasting arguments about which wheels (inside or outside) of a car left the ground in hard corners.

Rochester's Gearless Transmission Co. made its' shop available to the Italian entry in the 1908 New York-to-Paris race for the major repair of their Zusta car. This around-the-world race in appalling conditions was eventually won by Buffalo's George Schuster on a Thomas Flyer. This car is presently in the Imperial Palace collection.

Steam cars were built in Rochester by the Foster Steam Automobile Co., the Empire State Auto Co. and the Rochester Cycle Mfg. Co. (Rochester Steam Motor Co.).

Manufacturers of internal combustion cars and trucks included the Gearless, Genesee, Jenkins, Parsons, Regas, Sullivan, Crowther-Duryea, Airomobile and of course Selden and Cunningham.

Cunningham and Locke Body Co. built custom bodies for many of the exclusive makes. Rochester Motors Corp., formerly F.A. Brownell Motor Co., built engines for marine, aviation and automobile applications. They built the Model G. Duesenberg engine used in the Roamer, Meteor and Rever autos. Rochester built six

cylinder engines may have been used in the last of the Mercers when that company was being liquidated. Great strides in mechanical design for autos and trucks were made during World War I. Most of the major advances in metallurgy were made in the 1920's, making autos much stronger and more reliable. Those advances were advertised heavily during the 1939 World's Fair.

Europe in the 30's was a playground for auto enthusiasts. Grand Prix races drew everyone's attention, with many teams being government supported, and winning was a matter of national pride! As World War II approached, development time went into war machines and racing ended temporarily. After the war's end, ex-GIs and ex-fighter pilots used to the excitement of high horsepower performance in PSI Mustangs, P-47 Thunderbolts, and P-38 Lightnings, returned to the States. Many brought back the nimble sports cars they had been introduced to in England and Europe. Thus the desire for high performance autos was reborn in the states and that led to what I feel was the Golden Age of Sports Cars in North America.

UP for Auction is the Trailer that use to hold the MG sign



The trailer is a light utility trailer suitable for motorcycles, ATV's, Light hauling etc. A deck could easily be added to use it for anything. It comes equipped with original 4.80 X 8" tires, license plate light, tail lights / brake/ turn indicators and side marker lights using a standard trailer connection (car wiring harness included).

It is not equipped with brakes.

After this photo was taken I repainted the portions of the trailer previously covered by the sign.

Bidding closes April 1 at that time
highest bidder get the trailer

Send your bid to Spokes @mgcarclub.com

Include in the subject line the name of the article you are bidding on

UP for auction is the Frame that was part off the Sign



The former MG sign frame is approximately 7 1/2' high X 7' wide and weighs approximately 200-300 lbs. The outside shell is sheet metal approximately 1' wide while the inside of the sign has 2"x2" reinforcing square tube steel frame. There is no lighting or wiring in the frame. The top corner and one side is damaged from the accident.

Bidding closes April 1 at that time
highest bidder get the frame

Send your bid to Spokes @mgcarclub.com

Include in the subject line the name of the article you are bidding on

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- EXPORTING DATA TO EXCEL
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- ARRANGE PROFESSIONAL PRINTING OF WINDSHIELD CARDS

2) HELP IS NEEDED FOR SOMEONE TO TAKE OVER THE DAY OF SHOW
REGISTRATON TENT SET UP AND OPERATION
DUTIES INCLUDE:

- SETTING UP TABLES AND CHAIRS IN THE REGISTRATION TENT
- HANGING UP CAR CLASS SIGNS AND INFORMATION SIGNS
- ROPING OFF PATHWAY THROUGH THE TENT
- INSTRUCTING VOLUNTEERS ON HOW TO REGISTER DAY OF SHOW ENTRANTS
- OVERSEE DAY OF SHOW OPERATION AND HANDLING OF THE MONEY

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Wiring Harness Repair “The inspection” Part 2 of a series

By Don McConnell

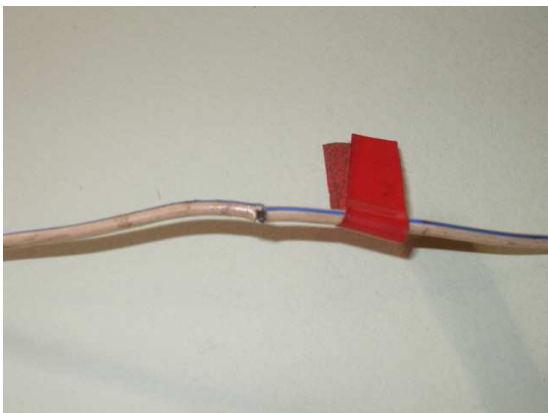
In our last column we did our preparation of the harness. Now we begin our inspection of each connector and all the wires. The process does not take as long as you might think. We can begin at any connector. At each of the connectors: clean off any grease and dirt that may have built up; make sure the metal terminals are in good shape; and that the wire connections have no major corrosion or are not ready to come apart.



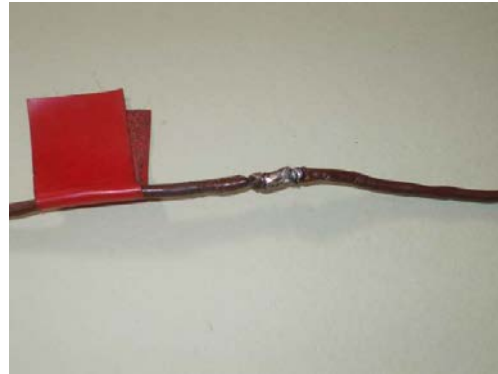
If more work needs to be completed on a connector mark it with red electricians tape and come back to it after the inspection is complete. The same process is repeated for each connector in the wire harness you are working with. There will be some down time while you wait for the parts to make repairs so return to the connectors that need further cleaning.

Once all the connectors have been inspected you can turn your attention to the individual wires. Here it's a simple matter to follow the wire from connector to connector. As you do this you want to look for breaks in the insulation, melted insulation, or places where someone has spliced wires together. Cleaning the wire as you go will help find bad spots. The places where harness tape has not been removed cleaning will help refresh the look.

When inspecting wires as you find a problem mark it using some red electrical tape. A small piece stuck around the wire will work. It looks like a red flag. Completely inspect all wires in the harness.



In terms of splices one of my pet peeves is neatness. Please eliminate the splices they only cause more problems in the long run. They help in an emergency but fix them as soon as possible.



When you have completed your inspection look back over all areas marked with red tape and make a list of the material that you will need to repair the noted problems. For wire you can purchase it by length, so estimate it to the nearest foot. It is better to have a little extra than not enough.

I have found a very good source for parts to make the repairs. That is “British Wiring”. They are located at PO Box 185, 617 Walnut St, Bally Pa 19503 or (britishwiring.com). They have wire, terminals and other parts for your wiring needs. The parts are like the ones used when your car was assembled at the factory, even the exact wire colors and size used in your harness. Now you can place your order. In my case for about \$15 to \$20 I ordered what I needed to make necessary repairs. Next time we will discuss the repairs.

Richard Deys
Owner

Phone: 315.986.3525

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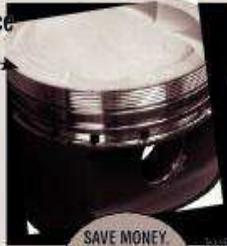
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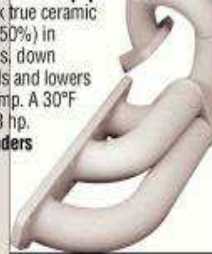


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FOR SALE: 2001 Mazda Miata LE

Rust Free. Timing belt, water pump, and battery replaced recently. Current mileage approx 54,000 BRG color with hard top. Asking \$11,950.

Call Carl 585-594-9061 0111

FOR SALE: 1990 Mercedes - Benz 300 -CE 2dr coup Leather, sunroof, Air, PL, PW, Auto, Bronze / beige. Sports Car festival Class Winner. Asking \$ 25,000 John Meyer 585-336-9181 1210

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Call Larry D. @ 544-3243 or 520-1822(cell).

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

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

Misc. parts -

rear turn signal lenses, .new condition, Lucas alternator, side marker lights, misc. Gauges, weird stuff, have a windshield and frame just can't remember where I put it.

John Walsh @ (585) 738-8009 walsh@whcc.com

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

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Beth Ehrie, Chairman

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Watkins Glen Research Center Schedule

The Racing Research Center is noted for the quality of its monthly speaker series, Center Conversations, and the 2011 list promises Formula One fans some fascinating sessions.

The talks will kick off on Feb. 26 with Center historian Bill Green and motorsports author Michael Argetsinger. They will set the stage for Formula One in Watkins Glen with a look at Formula Libre, the precursor races, and then focus on Oct. 8, 1961, through film and slides.

April

Celebrated motorsports writer Pete Lyons will speak on the 16th, discussing his years working in Europe covering Formula One.

May

On the 7th, racing great Bobby Rahal will talk about his racing experiences in Formula One and at the Indy 500, which is celebrating its 100th anniversary this year.

July

In July, the Center pays homage to the American drivers who competed at Watkins Glen, with a talk by Kevin Hughey, a Watkins Glen native and race historian in his own right.

To Be Announced

Tributes to Mario Andretti and Phil Hill, America's World Champions, will be among other programs during the year. Details will be announced as they are confirmed."



MARCH BIRTHDAYS

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

HAPPY BIRTHDAY EVERYONE!!**MARCH ANNIVERSARIES**

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

CONGRATULATIONS!**APRIL ANNIVERSARIES**

2 George & Sue Leopard
 3 Daniel & Latty Goodwin
 8 Larry & Joan DiGiovanni
 12 Thomas & Lia Glanville
 13 Gary & Carol Newman
 14 Robert & Eva Goodwin
 19 Matt Cleckner & Tabatha Behr
 19 Frank & Rosemarie Stepanik
 27 John & Ginny Fowler
 30 Al & Barb Fink
 30 Suzanne & Robert Keppeler

CONGRATULATIONS!

APRIL BIRTHDAYS

3 Michael Short
 5 Gary Sandusky
 6 Chuck Schaefer
 6 Penny Heusler
 7 John Schwelm
 7 John Thompson
 8 Mary Lynne Turner
 10 Tim Henderson
 10 Elton Schulz
 12 Lee Marasco
 13 Jane Hamilton
 13 Mary Lou Riter
 13 Cathy Wackerman
 14 Phyllis Wagner
 15 Karen Lucas
 16 Bill Rampe
 17 Carolyn Barlow
 17 Marsha Osborne
 18 Jane Schantz
 19 Bill Bethune
 19 Carl Gielow
 19 Aldis Lemesis
 20 Bill Wackerman
 21 George Haynes
 21 Frank Stepanik
 21 Robert Tescione
 21 Harriette Hokenson
 21 Dawn Priestley
 23 Charles Swarts
 24 Warren Riter
 26 Janice Zorn
 27 Eva Goodwin
 28 Tony LaFountain

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 Badge Clip\$5.00
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 Home Phone _____ Work Phone _____ Wedding Anniversary _____
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 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

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 TBA Apple Blossom Rallye 15 Beer Tasting Party 19 MGCC Meeting 20-22 Carlisle TBA Autocross	June 1 Stuffing party 5 Vintage Auto Festival TBA Multi-club Picnic 16 MGCC Meeting 12-18 MG 2011	July 7 Board Meeting 21 MGCC Meeting	August TBA GVAC Car Show (RIT) 18 MGCC Meeting Need an Event 21 UK Car Day
September 1 Board Meeting 8-11 Watkins Glen 13 MGCC Meeting (Tues) 16-18 Brit. Invasion Stowe 18 British Car Day, Toronto	October TBA Fall Foliage Tour 20 MGCC Meeting 22 Garage Tour TBA Halloween Party	November 3 Board Meeting TBA Yacht Club brunch 17 MGCC Meeting	December TBA Holiday Party No Meeting

Next Meeting
March 17 2011 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York

