

# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 53 No 11

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November 2011



**Tour d'October  
Fall Folage &  
Garage**

*The Magazine of Friendship*

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## MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

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

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

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### EXECUTIVE OFFICERS and APPOINTEES

#### CHAIRMAN

Dan Goodwin  
95 Country Downs Circle  
Fairport, NY 14450  
(585) 223-9584  
[dlgipk@rit.edu](mailto:dlgipk@rit.edu)

#### VICE CHAIRMAN

Mike Goodwin  
8 Harmony Circle  
Rochester, NY 14624  
(585) 889-2646  
[mrgoodwin@frontiernet.net](mailto:mrgoodwin@frontiernet.net)

#### SECRETARY

Willard Brown  
145 Danbury Cir N  
Rochester, NY 14618  
(585)-442-8996  
[wgbrown@frontiernet.net](mailto:wgbrown@frontiernet.net)

#### TREASURER

Frank Stepanik  
13 Fiora Drive  
Fairport, NY 14450  
(585)388-2653  
[froport@gmail.com](mailto:froport@gmail.com)

#### ACTIVITIES DIRECTORS

Mary Murray & Sue Goodwin  
2408 Scottsville Mumford Rd  
Scottsville, NY 14546  
(585) 538-4430  
[marymurray@frontiernet.net](mailto:marymurray@frontiernet.net)  
[mrgoodwin@frontiernet.net](mailto:mrgoodwin@frontiernet.net)

#### TRUSTEES

Lane Boughton / Hollis Hames  
833 High Street  
Victor, NY 14564  
(585) 924-9295  
[wboughto@rochester.rr.com](mailto:wboughto@rochester.rr.com)  
[hdhames@aol.com](mailto:hdhames@aol.com)

#### LIBRARIAN

Alan Costich  
870 Culver Road  
Rochester, NY 14609  
(585) 482-2695  
[alcostich@mgcarclub.com](mailto:alcostich@mgcarclub.com)

#### MEMBERSHIP

Jim Priestley  
3326 County Road 40  
Bloomfield, NY 14469  
(585) 657-4225  
[jim@mgcarclub.com](mailto:jim@mgcarclub.com)

#### HOSPITALITY

Betty Langswager and Barb Wild  
46 Stonington Drive  
Pittsford, NY 14534  
(585) 385-9956

#### CARDS AND LETTERS

Nancy Chase  
689 Erie Station Road  
W. Henrietta, NY 14586  
(585) 334-6826

#### CLUB REGALIA

Laurie Scribner  
Mini City  
799 Holt Road  
Webster, NY 14580  
(585) 872-5133

#### CLUB HISTORIAN

Dave Wild  
166 Loud Road  
Fairport, NY 14450  
(585) 223-1065  
[wagonjack@mgcarclub.com](mailto:wagonjack@mgcarclub.com)

#### SPOKES EDITOR

Don McConnell  
45 Eileen circle  
Rochester, NY 14616  
(585) 865-8738  
[spokes@mgcarclub.com](mailto:spokes@mgcarclub.com)

#### WEB MASTER

Leon Zak  
2467 Westside Drive  
North Chili, NY 14514  
(585) 594-9150  
[leon@mgcarclub.com](mailto:leon@mgcarclub.com)

#### CAR SHOW CO-CHAIR

Geo. & Peggi Heissenberger  
6611 Fish Brook Run  
Victor, NY 14564  
(585) 742-1096  
[gheissenberger@rochester.rr.com](mailto:gheissenberger@rochester.rr.com)

#### U.K. LIAISON

George Herschell  
1286 Mill Creek Run  
Webster, NY 14580  
(585) 872-1194  
[gherschell@mgcarclub.com](mailto:gherschell@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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#### SPOKES Staff

Advertising: AL Fink [alcycle@hotmail.com](mailto:alcycle@hotmail.com) (585)342-0625  
Address Changes: Jim Priestley (585)657-4225  
Mailing: Doug & Laurie Scribner (585)872-5133  
Send Photos to SPOKES & Web: [photos@mgcarclub.com](mailto:photos@mgcarclub.com)  
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#### ADVERTISING RATES as of January 1,2009

Copy ready business advertising:

| Size         |           | Single Issue | One Year |
|--------------|-----------|--------------|----------|
| Half Page    | 7.5 x 4.8 | \$27.00      | \$110.00 |
| 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



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 Fairport, NY 14450

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



## Chairman's Corner

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

## MG Bruce

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

The October meeting opened nominations for the 2012 MGCC board positions. We have confirmed nominees for all positions except Vice-Chair and Activities Director(s). Both of these positions are well-defined and will have a supportive infrastructure in place. As for activities, Mary and Susan have done a great job with organizing/scheduling the past two years and have the early 2012 events already planned. This position should be a turn-key operation for an enthusiastic club member. Remember, the election will take place at the November club meeting. Last minute nominations will be accepted. George Heissenberger shared the good news on the final tally for the 2011 car show. The MGCC share of the profits amounted to \$4,600. This will replenish the "rainy day fund" and leave the club with a positive account balance as the year comes to an end. Show revenue also provided enough funds to bring the "seed" money for 2012 back up to a respectable level. Thanks to George and Peggi for their prudent management of the show the last three years. The financial plan now in place will make the show less vulnerable to the ravages of Mother Nature in the future. Recent progress on the "A" has been limited to cleaning and repainting various sub-assemblies. Unfortunately, this occasionally leads to more questions on whether to "refit" or replace these items. It's a good thing I no longer depend on this vehicle as my main means of transportation. Good luck with all the preparations for storing your British or other sports cars for the off-season. As they say... "There's always next year." Cheers, Dan

November ?!!!! Time to prepare those British cars for the long winter nap. As you do just remind them that it will soon be time to come back out. October has been busy here on my end, looking for a job, having interviews, accepting a position. Now that I am back to work I can develop a schedule to begin work on Bruce. As you know welding has been the sticking point right now. So first is to practice with that. I am getting anxious to get him on the road. I will be more diligent over the winter with this.

I guess you could call this issue of Spokes "Tour d' October". There were some great tours for the members to partake in. The attendees got to enjoy nature's beauty and/or automotive beauty. Also in this issue I have placed a couple of new items as a trial. As always feel free to provide the editor with your comments about any material that might appear in Spokes issues. It helps to make the newsletter better.

I think it is time to get to making work plans for repair of Bruce he is starting to get jack stand sores. See ya at the November meeting

Happy Top Down

Don

### In Memory of Mark Voelckers

???? - 2011

Members of the MGCC were saddened to learn of the passing of Mark Voelckers on September ??, 2011. Mark had been a valued friend and source of information for many British car enthusiasts. British Auto was often the first stop when trying to find parts or answer questions about British cars. Our deepest sympathies go out to Mark's family in this very difficult time. He will be greatly missed.

## Activities

By Mary Murray and Susan Goodwin

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We could not have asked for a better day October 9, 2011, with the sun shining and the mild temperatures for the Fall Foliage Driving Tour. Thanks to the ever-enterprising fall driving course masters, Rhonda and Tim Rizzo.

The weather was a little chillier on October 22, 2011 for the Garage Tour where many members enjoyed viewing pre-war classics and some slightly newer cars. It is amazing how many of these older vehicles are still around and restored to pristine condition. Thank you George Leopard for arranging and finding all those nifty garages and the owners who are willing to show their beauties off. The tour ended at the Pultneyville Grill where everyone was socializing over cocktails and dinner about the day's experience. Thanks again George.

On November 6, 2011, Anne and Gene Faust will be hosting the Yacht Club Brunch at the Rochester Yacht Club in the Octagon Room. This special dining area is seemingly made for the MG enthusiast with views over looking the Genesee River and Lake Ontario. Who could ask for anything better than that?

The Holiday Party will be December 3, 2011 at the Green Lantern Inn in Fairport New York. **The deadline for signing up and paying will be November 17, 2011 at November's club meeting.** The cost is \$25 per person. Contact Susan Goodwin if you plan on attending the Holiday Party at 585-889-2646 (email mrgoodwin@frontiernet.net) if you are unable to make the November club meeting deadline. See the ad in Spokes for more details.

To Friends in the MG Car Club

**I want to thank everyone that sent me love & best wishes for a speedy recovery. It worked, I got out of the hospital on Saturday and went on the garage tour all day and church on Sunday. Thank you all so much for thinking of me!**

Betty Langswager

Long Time Club Member Pete Pegoni is in the Edna Tina Wilson Living Center  
700 Island Cottage Rd  
Rochester, N.Y. 14612

Any one wishing to send a card may do so to the above address.

Our Deepest Synphany goes out to Club members Tom & Mary LeStrange upon the passing of Mary's Mother Loretta Mae Shewfelt

## Dues for 2012

Next years Dues are due by the end of  
**December.**

They can be paid at the November Meeting

See Treasurer Frank Stephanic or  
Membership Jim Preastley

# MGCC Minutes of the Meeting

By Willard Brown

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## October 20, 2011

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

**Acceptance of September 13th, 2011 Minutes** – Minutes were accepted as reported.

### **New Members and Guests**

- Lauri Rizzo Hall– Guest

**Treasurer's Report** – Frank Stepanik reported that a check has been received representing our portion from the car show receipts.

### **Activities** – Susan Goodwin and Mary Murray

- November 6<sup>th</sup> – Members can still sign-up for the Yacht Club Brunch. Cost is \$22 per person.
- December 3<sup>rd</sup> - All set for the Holiday Party at the Green Lantern Inn. Member/guest cost is \$25 per person. Will be collecting coats and gloves for Rochester City School District children. Send past activities photos to Mike Goodwin for a slide show.
- January 22<sup>nd</sup> – Valve Cover Races will have Large Bore and Small Bore Classes. All attendees will be charged \$2.50 to help defray activity cost. Same rules will apply as used in past races. Activity includes wine and cheese tasting. Bring your own drinks and a dish to pass. Ted Hershey is coordinator.
- 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 2011 Calendar of Events.

### **Regalia** – Doug Scribner

- Next month will bring the full "For Sale" clothing rack. This meeting we have an abbreviated display of "For Sale" items.
- Members should submit ideas for items they would like to see in the club's "For Sale" inventory.

### **Spokes** – Don McConnell

- There is still time to submit photos for the 2012 Calendar. Deadline is the end of November.
- Hope everyone enjoyed the article in the October issue by "Pad Dock". Hope it will encourage members to contribute articles for future issues.
- Submission deadline for November issue articles is 27 October.

### **Car Show** – George Heissenberger

- Had final meeting with the Lion's Club at which time we agreed upon proceeds that are to be split between the clubs.
- We now have sufficient start-up funds for the 2012 show.
- We still need someone to volunteer to be next year's show chairman.
- We need to determine, for the future, "what do we want the show to be" in view of 15 years of declining attendance.

**U.K./England Liaison** – George Herschel – The latest issues of the *Safety Fast* magazine are available.

### **Nominations for Board Members Election** – To date:

- Chairman – Mike Parthum
- Secretary – Mary Murray
- Treasurer – Mike Goodwin

- Trustees – Dan Goodwin (designated) and **New Business**  
Dan Suter (elected)

- Nominations for remaining positions should be forwarded to Dan Goodwin or Don McConnell.

#### Old Business –

- Ted Hershey stated we need to rethink about having an Auto Cross activity in the future. Budget for it needs to be reviewed and proposed for a decision by the club. Need a volunteer to manage the equipment. Dan Goodwin indicated the Board will review it at their November meeting and report back with recommendations.
- George Heissenberger reviewed highlights of his trip to Ireland.
- Dave Wild reported that there are already 108 entries for the Glenora Run next year at Watkins Glen.

- Dick Powers reported that Peter Pegoni is in the Edna Tina Wilson Living Center at 700 Island Cottage Road.
- Mark Volker, proprietor of the local used sports car parts business, recently passed away. His family intends to carry-on with some of his projects however, there is no indication at present if the business will be held by the family or sold. His funeral was well attended by members from our club. Dan Goodwin indicated Mark will be given appropriate recognition in the next issue of *Spokes*.
- John Fahner-Vihtelic reported that “MGB Man” is on-line.

**Adjournment – At 8:47 PM**

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#### **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**

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## Minutes Attendance

October 20, 2011

|           |                 |         |            |              |          |
|-----------|-----------------|---------|------------|--------------|----------|
| Bruce     | Austin          | Jeff    | Kath       | Steve        | Sangster |
| Cindy     | Austin          | George  | Leopard    | Pat          | Sangster |
| Bill      | Baldwin         | Jim     | Lyons      | Scott        | Shipper  |
| Cheryl    | Baldwin         | Gil     | Langswager | Lyn          | Smith    |
| Lane      | Boughton        | Mary    | Murray     | Frank        | Stepanik |
| Willard   | Brown           | John    | Murray     | Bob          | Tescione |
| Dave      | Chase           | Ted     | Hershey    | John         | Thompson |
| Alan      | Costich         | Geroge  | Herschel   | Carl         | Prouty   |
| Ann       | Faust           | Paul    | Osborn     | Barb         | Wild     |
| Gene      | Faust           | Don     | McConnel   | Dave         | Wild     |
| Linda     | Fazzio          | Tony    | Makpeace   |              |          |
| Joe       | Fazzio          | Dick    | Powers     |              |          |
| Ginny     | Fowler          | Timothy | Paul       | <b>Guest</b> |          |
| Jonn      | Fowler          | Mike    | Parthum    | Laurie       | Hall     |
| John      | Fahner-Vihtelic | Tim     | Rizzo      |              |          |
| Dick      | Giambra         | Rhonda  | Rizzo      |              |          |
| Dan       | Goodwin         | Wally   | Roworth    |              |          |
| Mike      | Goodwin         | Carl    | Prouty     |              |          |
| Susan     | Goodwin         | Rob     | Shrader    |              |          |
| Roger     | Gunther         | Dick    | Rzepkowski |              |          |
| Harriette | Hokenson        | Marlene | Rzepkowski |              |          |
| Leroy     | Hokenson        | Doug    | Scribner   |              |          |
| Hollis    | Hames           | Art     | Salo       |              |          |
| George    | Heissenberger   | Sean    | Seeley     |              |          |

# Gardeners' Upstate Journal

For upstate gardeners  
By upstate gardeners

*Available at fine garden centers  
or by subscription*

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585/538-4980

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

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

Contact:

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

Hollis: (585) 271-7754

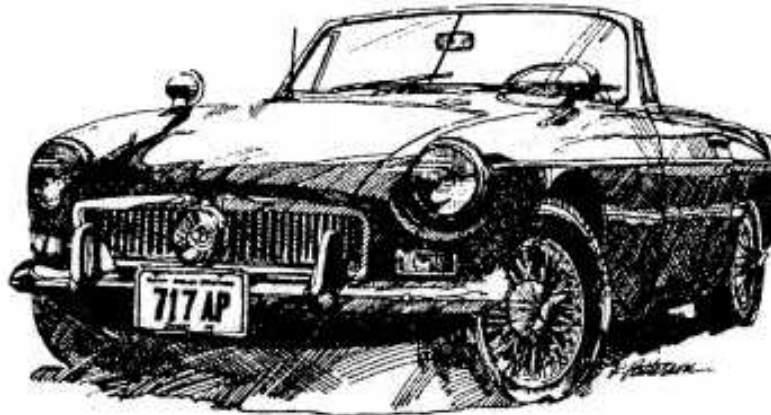


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## Fall Foliage Tour 2011

Photo By Brooks Schneider, Bruce Krobusek & The Rizzos

### “Pirates of Lake Ontario”

Sunday Oct. 9th was a Warm, Beautiful Sunny day !  
65 People showed up for the start of the tour. 61  
registered and 4 walk-in's.



The driving part of the tour is always free, and we always have extra sets of directions, so handling the extra people on the driving part of the tour was no problem. I'd like to thank the 4 who just showed up for understanding that they could not join the pre-registered members in the party room, and had to eat in the restaurant part of the Winery. We will continue to handle walk-in's this way on future tours.



It was a Beautiful, Warm, Sunny day as we headed out along Route 251 West. The NYSDOT had just repaved part of the road for us, so we had new smooth road to travel over. The ignition coil in the Scribner's Morris decided it didn't like warm weather and started acting up. Laurie used the “L” on the information pack to say they were Leaving the tour route, or was the Losing power? Alan and Elaine Hess picked them up, and all continued the tour.

It was a Sunny, Warm, Beautiful day as we traveled past Oatka Creek County Park Black Creek Park, through Churchville Park, and Northampton Park.





Friends along the route came out wave, and to watch our "rolling car show" pass by. It was a Warm, Sunny, Beautiful day as we arrived at Lake Ontario Winery & Vineyards. All the cars lined up for Bruce Krobusek to take pictures for Spokes, our web site, and the Winery. It seemed like all the cars were smiling!



While we were waiting for food, Dave Mayer Sr. and Jr. gave a talk about the benefits of growing grapes along the Niagara Escarpment, and many questions were asked. Everyone seemed to enjoy their Panini's , Soup, and Dessert when they arrived. It was a great day to be out with our British Sports Cars, Good Friends, Good Food, and did I mention..... it was a Warm, Beautiful, Sunny Day! Thanks to everyone for making it a Great Day !  
Tim & Rhonda Rizzo





## And The Winner Is . .

By Dick Powers

---

It seems that in my rush to meet the last *Spokes* deadline and to fit two events into one article, my editing left out the Winner of the Collier Cup for 2011.

Don't know how I could have forgotten that, as we paddocked next to each other by MGVR Central. And the winner is: **Larry Smith** from Richmond, VA. Larry races a very quick MG Midget and he and his wife, Charlyn, kept it running well. That's not to



say he didn't have mechanical trouble during the SVRA weekend at the Glen. An axle shaft broke during one of the sessions and so he had the rear end apart and very quickly got it back together. In the Collier Cup race, he finished 12<sup>th</sup> out of 41 and in the Sunday Group One feature race, he was 2<sup>nd</sup> overall and 1<sup>st</sup> in class behind the very powerful Alfa C 85-35 GP car of Peter Giddings. Congratulations to Larry on winning the Collier Cup for 2011!



Our local racers did well on Sunday too. During the same Group One feature race, Ted Hershey finished 2<sup>nd</sup> in class (8<sup>th</sup> overall) and Tommy Glanville was 3<sup>rd</sup> (10<sup>th</sup> overall).

In the Group Three feature, Al Costich finished 3<sup>rd</sup> in class. A good showing for our WNYMGCC racers!



Come join in for the annual  
Holiday Party!  
Saturday December 3, 2011

Green Lantern Inn

One East Church Street, Fairport, NY 14450

Social Hour 6:30 PM

**Cash Bar**

Buffet Dinner 7:30 PM

**\$25 per person** (checks made out to MG Car Club)

**Deadline with payment November 17, 2011**

Mail check to Susan Goodwin, 8 Harmony Circle, Rochester NY 14624



## The 50<sup>th</sup> Anniversary of Formula One At The Glen

Phil Hill, Mario Andretti, Argetsinger & The Art of Formula One, all at the IMRRC

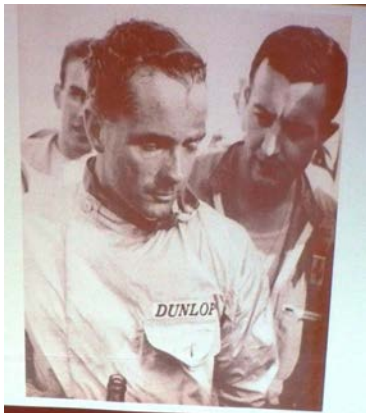
By Dick Powers

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Last October 8<sup>th</sup>, exactly 50 years to the day, the International Motor Racing Research Center (IMRRC) hosted a celebration commemorating the first Formula One race at the Glen. This event also honored Phil Hill and Mario Andretti, the only US F-1 Champions. If that wasn't enough, "The Art of Formula One" was on display throughout the Center and Michael Argetsinger, son of Cameron and Jean Argetsinger, was there doing a book signing of his new book: *Formula One At Watkins Glen: 20 years of the United States Grand Prix*.

For those who were at the Glen F-1 events as spectators or workers and officials, it was like going back in time. Back to an era of seat of the pants F-1 racing, a time when you could get close to the cars and drivers, a time when you could go to the F-1 weekend at the Glen for only a few dollars, a much simpler time at Watkins Glen.

Fitting into this nostalgia were the presentations about Hill and Andretti. The Phil Hill presentation was done by Michael Lynch, author of *Phil Hill: Man and Legend – A Lifetime of Enthusiasm*. Lynch, a close friend of Hill and his family, told the story of Hill from the time he was a child, through his early racing, to F-1 Champion ('61 for Ferrari) and to his restoration of classic cars and winning at the Pebble Beach Concours.



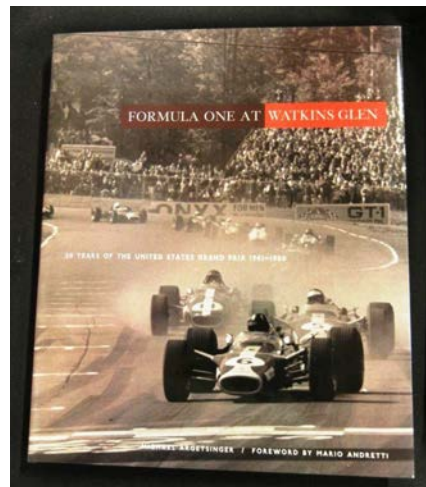
The presentation about Mario Andretti was done by Gordon Kirby, author of *Mario Andretti: A Driving Passion*. Kirby's comments included Andretti's racing interest starting in Italy, where he was born, and continuing when his family emigrated to the US. In 1959, Mario and his brother Aldo started racing a '48 Hudson on the oval dirt tracks near Nazareth, PA. They did very well, but Mario was the one that continued behind the wheel. In his career, Andretti raced just about everything including dirt, ovals, Indy Car and F-1. The first F-1 race for Andretti was at the Glen in '68. He raced a Lotus 49 for Colin Chapman and Andretti became the first F-1 rookie to take pole position! 1978 was Andretti's championship year driving a Lotus 79. He won the F-1 Championship at the Italian GP at Monza, Italy. I'm sure winning the championship in Italy meant a lot to Mario, but it had to be bittersweet as his teammate, Ronnie Peterson, crashed in that race and died of injuries the next day.



This was a similar fate that met Phil Hill. At the '61 Italian GP at Monza, Hill's teammate, Wolfgang von Trips was killed. Because of this, Ferrari pulled his cars from the next race at the Glen and so Hill, the first American F-1 champion, did not race there in his championship year.

After the presentations we went back to the IMRRC for book signing and Art of Formula One.

If you would like to relive this era or learn more about it, then Michael Argetsinger's new book about F-1 at the Glen is for you. This is his 4<sup>th</sup> book (two have won Gold Medals) and he lived this era growing up in Watkins Glen and helping his dad at the track. There's just enough meaningful text to go along with hundreds of spectacular photographs (most in color) to take you from the Formula Libre races ('58-60) to the last Glen F-1 GP of 1980. This is as close to being there (and I was) as you can get. Michael, who raced in Europe for 10 years and still races in SCCA and vintage, is **donating all the proceeds of this book to the IMRRC**, so please buy a copy at [www.racingarchives.org](http://www.racingarchives.org) or by calling: **607-535-9044**.



The Art of Formula One in paintings by Bob Gillespie, Robert Tarlach, Greg Davis, Doug Walkins and our own Steve Oosterling (he does the art for our SC&VAF) along with sculptures by Crain Booth and digitally enhanced photos by Jim Schwable were on display throughout the IMRRC. The art added a touch of elegance to the event and being able to talk to the artists made it all come to life with vivid color and expression.



The Art of Formula One will be on display till November 19, so you still have a chance to experience it. On that Saturday at 1PM, all the artists will again gather at the IMRRC for a panel discussion about their art, how they decide on the subject and what research they did before creating their works on display. This discussion will be moderated by Ginnie Lupi, Executive Director of the ARTS Council of the Southern Finger Lakes. The art is also For Sale!



The 50<sup>th</sup> Anniversary of the first F-1 race at the Glen was an enjoyable day filled with nostalgia, wonderful presentations, superb art, a great new book and good food and drink. Seven from our WNYMGCC were there including: Rob Schrader, the Baldwins, Isselhardts, Dave Wild and olde me. Hope to see you at the IMRRC on November 19<sup>th</sup>.





## Garage Tour 2011

Photos By Dick Powers

On October 22nd many club members took part in the always popular Garage tour. Here are just a few photos from the event

First stop on Mt Hope Ave. at the collection of Chatlin & Strawway. There were Franklins and even British cars.



Our second stop: Doug Seiberts Rolls Royce/Bentley workshop. The group was even treated to an history of Rolls by Doug himself. There was only question that was asked here Do you have any Poupon?





The next stop was the Packard collection of Brian & Carol Burke of Webster. The collection was kept in a recreation of a Packard dealer what a way to showoff your collection.



Next stop was Clark Rittersbach Concours Classic Motors. This is a World Class restoration shop that does everything but chrome plating and it's only about 30 min. from Rochester. So much to see.



Last stop at George Leopard's Autolinc



# Being Towed Home

By Gil Langswager

---

Our experience coming home from the British Invasion of Stowe caused me to reminisce about the many times we have been towed. Bad news travels fast so you all know by now that I blew the engine in the TD. It happened in Watertown. Two very helpful, strong young men pushed the TD back into a gas station & I called AAA. The most important tools for traveling are a cell phone & a AAA Premier membership. After about an hour's wait the car was loaded onto a roll-back flatbed truck, Betty & I crawled into the cab & 2 ½ hours later the TD was rolled off into our garage.

Now, I like to say that the TD has been on the road for 54 years during the good weather months and any work done on it was done in the winter. That's essentially true. I don't like to mention those embarrassing times when it was on the road but not under its own power.

The first time the TD was towed was in 1958. The MGCC organized a rallye to the SCCA sports car races in Dunkirk. I spun a rod bearing being a little too exuberant trying to make up time. I got a ride home and the next day Betty & I drove the family car down to retrieve the TD. I figured I could rent a tow bar in Dunkirk. They didn't have one to fit our car. At least I had a tow strap but you can't use a strap on the Thruway. So Betty towed me home at the end of that strap on route 20. She did a great job, never having towed before.

From then on the TD did very well. We participated in many MGCC rallyes & tours. In 1968 we joined the New England MG'T' Register and attended many of their "GOF's", Gatherings of the Faithful, driving the TD to them, most in the New England states. It was at one of them, I don't remember which, that Tom Maracle, a member at the time, bought a TF. He had flown to the event and flew home, leaving Betty to drive it home for him. We were on the thruway about an hour from home when the TF made a funny noise and Betty shut it off immediately. She had learned well. (too bad I didn't follow my own teaching in Watertown). I had bought a tow bar by that time and carried it with me. We hooked the TF behind the TD and towed it home. Not my TD but another towing experience.

In 1978 GM transferred me to Alabama. We decided to drive the MGs down. I led in the TD and Betty followed me in the C. We were going through Cincinnati on I 75 staying in the left lane of a 5 lane highway to stay Southbound when I noticed Betty was slowing down and pulling over. I managed to pull over those 5 lanes and back up to her. The fuel pump had died so I hooked up the tow strap and towed her to the nearest

off ramp and to the nearest parking lot. Since the C has power brakes and the engine was off, she had difficulty stopping and ran into the back of me. Luckily, I had strapped two lawn chairs to the back of the TD and they took the impact. I went to get the jack out of the C but it wasn't there. OK, I'll get the one out of the TD. Wasn't there either. In packing the cars I had left both of them home. So I managed to roll the C onto a curb to give a little ground clearance. The parking lot was for a "White Castle" hamburger joint in a poor section of the city. While I was under the car changing the fuel pump, a few natives offered to help. Of course they didn't know anything about MGs, or much about helping either. But once it was repaired the C ran fine and we got back on the interstate heading south.

We had a lot of happy driving in the TD for the 10 years we lived in the South. During that time I finished restoring the TA Tickford. We bought an enclosed Wells Cargo trailer to tow it to car shows and a 25 foot motor home to tow the trailer. The MG Car Club was celebrating its 30<sup>th</sup> anniversary and we decided to bring the Tickford up for it. We were cruising North on I 65 in Tennessee, near Columbia, when all of a sudden the engine in the motor home quit. I coasted it to the side of the road and tried to fix it to no avail. We had a CB radio at that time and called for help. A State Policeman showed up and assessed the situation. He called for a tow truck. The tow truck showed up. It was a beat up old half ton Chevy pickup. The driver was a young, nervous, high strung red neck. He hooked up to our 25 foot motor home pulling a 14 foot enclosed trailer full of an antique MG. I didn't know what to say. I asked if he thought his truck would pull our rig. He said it would. We're the ones needing help so we kept quiet. Betty & I climbed in the cab with the guy. He said first gear was shot but he managed to get the whole thing moving. It was about a mile to the off ramp which went down hill. I wondered if the pickup had enough brakes to stop the whole rig. It did, just about. He then drove through town, past the first garage, then past another garage. We went past a Ford dealership and then out into the country. Betty & I looked at each other. Was this the end? Finally he pulled into a junkyard. There were other tow trucks there. I wondered why he used this one, but here we were. Several men came over to look at our rig. All fit the red neck profile and spoke deep southern. What's in the trailer? They asked. I proudly opened it up to show off the Tickford. One of them asked me what had happened to the motor home. I told him I had just crossed a small bridge when it just died. He said he knew exactly what it was and headed out to the junkyard. Pretty soon he came back with a black box.



---

This'll get you going. While he replaced the black box, Betty served lemonade from the motor home. The guys looked it all over. When the job was done the owner of the place came out. I asked him how much I owed him. He said that maybe that car in the trailer would cover it and laughed. Then he said \$85. - \$10. for the part and \$75. for towing. I couldn't believe it, but contained my excitement and paid the man. He then gave us directions to drive by the new Saturn plant in Springhill on our way back to the interstate. Quite an adventure, not towing our TD, but indirectly towing an MG.

The next time the TD was towed home was not because of trouble but because we were moving back to the Rochester area and the best way to get it back was to flat tow it with the tow bar behind our Oldsmobile.

The next time we had trouble with the TD on the road was several years later. By that time I had learned a lesson from Dave Chase. We were traveling with him one time when he broke down. He merely used his cell phone to call triple A to tow him off the highway to the nearest garage. That convinced me that the two best tools to carry with you are a cell phone and a triple A card. Anyway, we were traveling from a GOF in Lancaster, PA to meet up with the Herschells on the Mountain Adventure already in progress. We were on the Mass Pike and decided to pull off at a rest area. I put my foot on the brake pedal and it went to the floor. I pumped it but it went to the floor. I pulled up on the handbrake and downshifted and guided the TD into a parking spot. I looked under the car and discovered the steel brake line along the rear axle had broken. T Register members Corky & Priscilla Gunther pulled in beside us in their TC. They offered to have us come to their place, which was about 40 miles away, and stay with them while I got it fixed. So, a cell phone call to AAA and we were delivered to the Gunther's garage. This was a Sunday afternoon so I had to wait til Monday morning to get parts. I took the broken brake line off the TD. Corky took me to a nearby garage where they made me a new one. I got it installed and we were on our way again. A few hours later as we were heading north toward New Hampshire we heard a tinkling noise. It was the fan blade hitting the radiator. I tried to tighten it up enough to get us further along. I called George Herschell to tell him we were taking a detour to Gerry Gougen's Abingdon Spares so we could get a new water pump. We didn't make it. Out in the middle of nowhere the fan blade cut a hole in the radiator and out came the coolant. I got out the cell phone again but got no response. A guy came along in a van and said I couldn't get any

reception in that area. Yeah, I'd already figured it out. It turned out he owned a garage just down the road that handled AAA calls. He said as soon as he ran an errand he would be right back with his tow truck. He unloaded the TD into a bay in his garage and said I was welcome to work on it there. He didn't know anything about British cars. He arranged for a rental car and suggested a hotel in Keene, NH just up the road a few miles. I got Betty settled in the hotel then drove about 40 miles up to Gerry's and got a new water pump, fan blades and radiator. Another good tool to carry with you is a credit card. I got back to the hotel in time for supper and we had the best crab cakes we've ever had, right there in Keene, NH. The next day I went back to the garage and fixed the TD. I had all the tools I needed, I just had to buy some anti freeze. Then we continued on our journey to meet the Mountain Adventure. We caught up with them in Stowe, VT.

That same year misfortune struck again. In the fall we went up to Stowe for the British Invasion with some other club members. Coming back we stayed in Lake Placid overnight. The next morning, as we were following the others up hill out of town, the rear axle broke. This wasn't something I could fix there, so I called Triple A and, even though it's way more than 100 miles from home, they agreed to tow it home. That was a long ride for Betty & me in the cramped back seat of the truck cab. The driver's wife rode up front with him, of course, to keep him company on the drive back to Lake Placid.

A few years later, coming back from Stowe, a 'U' joint broke. We were just this side of Oswego, so it wasn't a long tow.

In August this year we went to UK Car Day right here in Rochester. On the way there we heard a noise. I got out and opened the bonnet and found the fan blades loose again. We didn't have far to go so I limped the TD in to the show. I figured I could fix it there. This time the woodruff key had come out of the pulley so I couldn't fix it without removing the water pump. I didn't have the means to do it there so another trip on a tow truck.

( Continued on page 20)

## Upcoming Events

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### **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

(From page 19)

And that brings us up to this September. Blowing the engine is by far the most serious breakdown I've had. I'm embarrassed that it happened. Being an engineer, I've got to analyze what happened, but it comes down to fatigue. This is an old car with old parts that finally give up. I probably drove the TD a little harder than I should have but it has always felt good, like it had a little more if I wanted it. It sure has been a lot of fun for 54 years and about 150,000 miles. You know, that only averages out to 3,000 miles per year. And in that time, 7 tows to where I could fix it myself. We were very fortunate that we broke down in a safe place with no harm to us.

Over the years I rebuilt the engine 3 times and did whatever preventative maintenance was required during the winter months. So, once again the engine work will be done and other things checked out and it will be ready for driving season again.

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## 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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**Store your car, boat, or RV** for the winter. Put it in storage before November 30, 2011 and take it out of storage before May 31, 2012. I charge \$15/foot with a minimum charge of \$225 for the season, equivalent to a 15 foot long item. Discount for MGCC members. Storage facility is a pole barn with a cement floor and 12 foot high doors. Unheated storage space, dry, protected from the elements, and locked. You are responsible for your own winterizing and insurance. I must also collect 8% sales tax as well.  
Call Ziprrrz Paddock at 585-415-5370.

**FOR SALE:** Minolta SRT 101 camera body, and standard lens Minolta 135mm telephoto lens with leather case Craig 35-70 mm Macro zoom lens (in box, no case) Also 35 mm film ... Kodacolor, Ekachrome, Kodachrome  
Contact: Alfabear@aol.com

911

**FOR SALE:** 1970 MGB Tourer. Pale Primrose with black interior. Recent engine rebuild, top, seats and paint. Good tires. Overdrive. Not driven for 2-3 years, thus needs a battery, some TLC and trunk lid repainted. Owned by MGCC member Wally Roworth for many years. Must sell. Asking \$7,500. OBO.  
For more info call George at 585-872-6536 or Ron at 585-671-6170.

911

**FOR SALE:** 1961-63 Buick aluminum block V-8 engine. High compression (11:1) with four barrel carburetor.  
Call Michael Claprod @ 607-733-3935 days or evenings.

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**PARTS CARS FOR SALE:** '63 & '65 Triumph Spitfires, rough condition, some new parts, windshield, floor pans, one car complete, other has no top, '65 has a hard top. Asking \$600 for both OBO. Located in Wellsboro Pa.  
Bonnie Stanley 570-724-2062 or  
Alton Scarborough 570-724-2193

711

**WANTED:** All **books** relating to **MG TC** cars.  
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Ads will run for 3 issues then removed unless you want it to remain.

Here are a some of Car Trivia questions provided by Willard Brown they appeared in Grand Living Magazine.

- 1) What Car sold more than one million units in 1965, setting a record that still stands today ?
- 2) What three specialty convertibles did General Motors originally introduce in 1953 ?
- 3) What was the first Japanese car to be produced in the United States?
- 4) What is generally considered to be the first pony car ?
- 5) How much horsepower did the first Porsche 911 have ?

Answers will be in the December issue





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## Press Release

# Celebrating 30 Years of the MG Vintage Racers' Newsletter

The *MG Vintage Racers' Newsletter* will be celebrating its **30th anniversary** this December. MGVR has been around longer than a number of vintage racing organizations. It was founded in December of 1981 by MGTD racer Greg Prehodka with 40 of his MG racing buddies, as a way for the MG racers to stay in touch with each other and share information. Today its ranks include over 250 MG racers in North America. 64 of them celebrated this upcoming anniversary at the *Lime Rock Park Historic Races* in Connecticut in September. Over 100 people attended a special MGVR anniversary luncheon Sunday afternoon, with Skip Barber and John Fitch as guest speakers, and the usual MGVR awards were given out. And of course there were two all MG race groups in addition to the regular race groups! The MGVR newsletter has very much kept the MG racers in touch with each other, and has helped to promote "**All MG races**" with various racing organizations, as well as sharing articles on MG racing with various publications. MGVR supports such regular all MG races as the **Collier Cup** at Watkins Glen with SVRA and the **Simms Cup** at Mosport with VARAC. And since 1996 they have had their annual "*Focus Events*" where they try to get a large turnout of MGs to one event and work with the race organizer to have all MG races within the weekend. With MGVR's support, a record breaking 143 MGs showed up to compete at Watkins Glen in 2004 for the 50th anniversary of the "**Collier Brothers Memorial Trophy**" (an SCCA award. SVRA's MG award is the "*Collier Cup*"). That record MG turnout may never be broken! In 2006 they worked with the Hallett, Oklahoma race track to get an "*All MG*" race weekend, to celebrate their 25th anniversary. Following in the shoes of editor Greg, was Mark Palmer (MGA), and then Chris Meyers (MGA), the current editor. MGVR is a non-profit group, staffed by dedicated volunteers.

For more information on them, go to the MGVR web site at: [MGVR.org](http://MGVR.org).

\*\*\*\*\*

A [group photo](#) was taken of the [MG racers](#) at the Lime Rock Historic Races in September and it is available on request, as well as the MGVR logo, for your possible use.



Your support of the MG Vintage Racers is greatly appreciated!

**NOVEMBER BIRTHDAYS**

5 Carol Schwelm  
 6 Steve Sangster  
 8 William Barkley  
 8 Chris Williams  
 9 Al Isselhard  
 9 Brooks Schneider  
 11 John Cordeiro  
 15 Mary Fahner-Vihtelic  
 16 Joseph Schultz  
 17 George Lucas  
 19 Alan Costich  
 20 Lisa D'Angelo  
 20 Katie Jones  
 21 Brian Neri  
 22 Leroy Hokenson  
 23 Margaret Cook  
 24 Suzanne Cordeiro  
 25 Don McConnell  
 26 Sue Leopard  
 28 Doug Scribner  
 28 Charles Searles  
 28 Wendy Austin  
 28 Barbara Zak

**HAPPY BIRTHDAY EVERYONE!!**

**NOVEMBER ANNIVERSARIES**

4 Steve & Pat Sangster  
 8 William & Sandra Barkley  
 12 Paul & Ginny Wheeler  
 18 Henry & Sue Kron  
 26 Douglas & Cindy Jack  
 ? Karl & Paula Burkhardt

**CONGRATULATIONS  
TO ALL!!**

**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  
 21 John Murray  
 22 David Schantz  
 24 Robert Ables  
 26 Jeff Clough  
 27 Dez Benet  
 28 Arnold Van Denburgh  
 29 Linda Neri

**HAPPY BIRTHDAY EVERYONE!!**

**DECEMBER ANNIVERSARIES**

17 Mark & Lisa Costello, Jr.  
 19 Mike & Sue Harrison  
 26 Dezi & Bill Benet  
 26 Brian & Kelly Fallon  
 28 Charles & Irene Searles  
 30 Brian & Linda Neri

**CONGRATULATIONS  
TO ALL!!**

**WELCOME NEW MEMBER**

John & Laura Feligno, Sr.  
 877 Lerch Road  
 Geneva, NY 14456  
 315-585-6728  
 1971 MGB



**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 ☐

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

Jim Priestley  
3326 County Road 40  
Bloomfield, NY 14469



Spokes  
PO Box 92556  
Rochester, N.Y. 14692

Presorted Standard  
U.S. Postage PAID  
Rochester, N.Y.  
Permit # 701

ADDRESS SERVICE REQUESTED

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

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



I'D RATHER BE DRIVING  
MY SPORTS CAR!