

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 54 No 4

Issue No. 637

April 2012



A MUST ATTEND TO ADD TO YOUR BUCKET LIST
Amelia Island Concoucs
These Member will agree

St. Manager of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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

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SUBMISSIONS ARE WELCOME

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

MEETINGS

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

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ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

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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

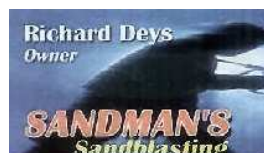
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* Members Emeritus



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

Mike Parthum

Hello to Spring I cannot believe how nice the weather has been these past few weeks. Spring has come early to our area and for me that is a wonderful thing. I did get the B out of hibernation (although it was more of a long nap) and have been out on the road again. I still need to take care of some "minor" details (a new top that I have not yet installed) but I would rather be out for a drive than tinkering, so those things will now have to wait for a rainy day. I did cover a few of the things that Board has been working on but the majority of the time during the March meeting was figuring out what the club wanted to do with the car show. I want to commend everyone for their professionalism in dealing with such a "personal" subject. I know there are a large number of people who have put in countless hours of their time over the years to build up what our car show had become. I am sure this was difficult for everyone (those for & against) and I have seen things like this spiral out of control, with nothing but bad feelings being left behind. My personal thanks goes out to all of the people (past and present) who have been active with the car show and for those whose help allowed me to get up to speed with all of the details. The other item I covered was the financial aspect of where the club stands. Without the income from the car show it becomes even more important that we re-examine our costs for the operation of the club. In the coming months we will be looking at ways to reduce our costs and new ways to raise money for the club. One of the goals of this year's Board is to get this club "back in the black" and return to sponsoring events (both social & over-the-road) again. I have no doubt in my mind that we are on our way to achieving this and it's not a matter of "if" but a matter of "when". Thank you to everyone who renewed their membership this year, as your support allows the club to continue with meetings, events and the publication of Spokes. I hope this issue of Spokes finds you enjoying the warm weather and clear roads, with another winter in our rear view mirror, it's time to get 2012 underway. I look forward to seeing you at the April general membership meeting. Mike Parthum

MG Bruce

Don McConnell

April ? Judging by the temperatures, I thought it was June. By now you all have caught the bug to open the garage door and allow your sports car(s) to breath and enjoy the bright sunshine. The final preparation for the driving season should be complete or are very near completion.

Recent opportunities for use of a welder and some play and learning time have provided a new enthusiasm for progress on my B whose name is Bruce. If I may side track for a second so I may provide an explanation of the origin of the name I came up with. Back in the 70's I began collecting Lotus racing memorabilia (scale Formula One Cars mostly but other Lotus things too). When it came to naming, my MGB, as I have done with countless other cars I have owned. Being the Lotus collector I am I went through Mr. Chapman's name (Anthony Colin Bruce Chapman). You can guess what stuck out. I just seemed to fit.

This month the Spokes has gone back to 24 pages as it was prior to 2006. We have lost advertisers and being as it is hard to fill space this seemed the most logical thing to do. I have tried to maintain the same content, as we are all use to. I hope that you will submit your comments/suggestions on this matter. This publication is for informational purpose to the club members and I want to make sure the proper information is being passed along.

Well back to my regularly scheduled topic. Hope you have a great month of April see ya at the meeting. Most of all HAPPY TOP DOWN !!!!

Don

Activities

By Desi Benet

Ok, so they say the weather is changing but in the 80's in March. Interesting watching the email buzz with all those British Cars going back on the road for the year. Now yes, the temp is going down a bit but we got a break after a gray winter—The steak roast and auction was a hit again this year. Thanks to everyone who pitched in again this year for this legacy event.

April Events The next event is Swing into Spring organized by Laurie Scribner and Dick Powers. The event is Sunday April 22, at Mulconry's Irish Pub, 17 Liftbridge Lane in Fairport NY. The social hour begins at 4:00 pm. Pre registration is necessary, contact Laurie Scribner at (585) 872-5133 or Dick Powers at (585) 323-2687. There will be a sign up sheet at the April Meeting. See the announcement for this event in this newsletter. NOTE: Our very own Dave Wild is giving a talk on Antique Toys Cars History and Values at the Fairport Museum on April 17 will provide you with further detail for this talk.

May Events There is quite a busy activity schedule in May. The first event is the MG Car Club Tune Up Event at Monroe Community College, Automotive Tech Department organized by George Haynes and Hollis Haines on May 5, 10:00-4:00. Since space is limited it is important to sign up beforehand. The sign up sheet will be at the April meeting. See announcement in this newsletter. There is a Beers of the World Tasting Party at the home of Gil and Betty Langswager on May 13, 2012 from 2:00-5:00 pm at 46 Stonington Drive Pittsford NY 14534. Please bring an hors d'oeuvre to pass as well as interesting beer or wines for a tasting. There will be a sign up sheet at the next meeting or call Betty or Gil at 585 385 9956. See announcement for this event in this newsletter. And of

course, we can't forget Carlisle!! So make sure if your car isn't on the road, to go over it and either attend the event yourself or let George Haynes know what you need and see if those who are attending can find your specific part. Let me tell you, I know personally that this event has been a lifesaver in finding parts, wheels and sundries for my Morgan. See George at the April meeting for further details and see the announcement in this newsletter.

June Events The March meeting of the MG Car Club decided that we would not run the Vintage Auto Festival this year. Instead, the club will hold a picnic at Powdermill Park on that date. The Powderhorn Lodge has been reserved, more details about this event will be made available when the planning for this event is complete. On June 28, the Great Race will be arriving in Fairport New York. There are a number of club members involved and there is a request for volunteers. More details will be provided when they are available.

Beyond June Well, the schedule is coming together for the year, see back cover for details. I will be addressing these events at our next club meeting. Note that we are trying to resurrect the Bent Camshaft Award, but we need your ideas on a strategy to do that. Maybe at the Ice Creme Rally? On a personal note, many thanks for the cards, emails, flowers and good wishes from members of the club during my recent medical issue. I cannot tell you how much this meant to me. Now, although this medical issue has slowed me down a bit, I am certainly very good and up and about—and I am healing very very well. Again, I cannot begin to express how much your care and concern meant to me.

Take care Desi

Other Car Club community activities: Although these events are not specifically WNY MGCC organized activities, they are of interest to many members in our British Car Community : **Antique Toy Car Talk** by Dave Wild, Fairport Museum 18 Perrin Street Fairport NY April 17 **Elva**: to be honored at Racing Research Center, Racing Research Museum Watkins Glen NY April 21 and 22. Refer to pg 12 in March 2012 Spokes for specific details or **The winning 1975 McLaren M23** will be on display at the International Motor Racing Museum in Watkins Glen through April. See March 2012 Spokes pg 13 for specific detail or **Kimber Festival**: Norwich New York April 20-21 **Kendall 2012 Cruise In**—Celebrating our 200 years. May 19 2012 at the Kendell Fire Hall Rt 237 north of route 18, south of Lake Ontario State Parkway in the Town of Kendall NY 14476. The event includes a Pancake Breakfast from 8-10 am (\$5 pp), and Steak Roast 11:00-2:00 (cost unk) Kendall Lions Garage Sale 9-3 and a Cruise In from 8-3. For further detail, contact Cahir of the Cruise In Community at 585 800 0185. **MG 2012 NAMGBR**: Annual Gathering, Dillard Georgia June 6-10, 2012 <http://mg2012.webs.com/> **NAMGAR GT-37** Dayton Ohio July 9-13 (Call Dan Suter at 585 377-1877 or email dmesuter@rochester.rr.com) **Pittsburgh Gran Prix**: Schenley Park, Pittsburgh Pennsylvania celebrating **MG** July 21-22 July 20-22: Pultneyville Homecoming & War of 1812 Bicentennial Commemoration: Antiques, exhibits, reenactment, strolling 1812 characters, vintage cars, parade, fireworks, games, 5K, Gilbert & Sullivan production, International Peace Garden Dedication on July 21 at 4:30pm, Star Spangled Concert, and much more. (315) 589-9892, www.w-phs.org. Pultneyville, NY. **MG Vintage Racers Focus Event**: Grattan Raceway, Gratten Michigan August 17-19 **Stowe Vermont British Car Show**: (Singer and Mini are featured this year) Stowe Vermont September 14-16 <http://www.britishinvasion.com/> **Bronte British Car Show**, Burlington Ontario September 16 **Fireball Run**: A run from Independence Ohio run to Bangor Maine Sept 21-29

This is the info available to me as of 3/25, Send other events of interest to Desi Benet @aol.com for inclusion in this newsletter.

MGCC Minutes of the Meeting

By Mary Murray

March 15, 2012

Call to Order - meeting called to order at 7:30pm by Chairman Mike Parthum. Acceptance of 2-12 Minutes- were accepted after 5 changes to the minutes.

New Members and guests - none

Opening remarks - Chairman Mike Parthum started off with a joke then proceeded with the cost down potential on Spokes, location and new members.

Activities - *March 25-steak roast and auction*4-22 Swing into spring with Laurie Schribner and Dick Powers at Mulconry's Irish Pub and Restaurant. Check Spokes for full page ad. Join us for this 2nd annual party.*March 23-25 Motor Mania put on by the Street Machines.*April 17th the antique toy car talk at 18 Perin St. Fairport. *July-Multi club car picnic in Queenston.*NAMGR-July 9-13 at Roberts Wesleyan college.*Niagara on the Lake is the middle of August with tickets for a play to be included.*August 26th UK Car Day.*September 7-9 is the Vintage Car Weekend at Watkins Glen.*Sept 14-16th Stowe and Bronte Park are the same weekend.*Oct 7th is the Fall Foliage tour with the Rizzos.*November we have the Yacht Club Brunch, with the date to be decided.

Treasurers Report - Mike was absent so Susan reported on the balances.

Membership - Jim Priestley reported that 48 post cards were sent out to people who still haven't paid. 23 were returned. To date there are 152 members, with 277 people. 25 have not renewed. Brian Smith from Marshfield, Wisconsin received his postcard and paid his membership. With a p.s., I gave an extra \$1.00 to cover the postcard.

Regalia - Doug Schribner says "Happy Springtime" with dash plaques free with any purchase, which includes the artistry of George Herschell. The money from the clothes goes into the treasury. You will also receive a free valve cover with any purchase of clothing. These free offers only are tonight.

Spokes - Don McConnell stated that 4 advertisers didn't renew for this year. Deadline for articles is March 26th this month.

England - George Herschell said Safety Fast came and we also got our dues card all paid so we are all set.

Librarian - Al Costich - no report

Trustee - Dan Suter said there was no report, Dan Goodwin was absent.

Website - Leon was absent, no report.

OLD BUSINESS - car show proposal-status is Farmington_still. There are free bathrooms but a porta-potty is a must for the handicap people. What are the risks? RAIN. If we don't have the show we believe we will lose somewhat goodwill. Do we want programs if we do have the show? Jim Priestly sent out e-mails to all the committee members about what to do with the show. Jim believes our club only wants a picnic in a park, maybe Churchville. At Churchville, there is parking for 80 cars, so there would be enough parking. Some members also looked into Perinton Parks with a kitchen and it was only \$75. Howard Sharp said the club could use his farm lot and he would waive the \$25. Fee. Gil Langswager said let just have a picnic. Bruce thinks we should let people who have participated before to notify them all that there is no car show this year but keep your eyes open for next year. Dave Chase believes if we don't do something about sending out information about the fact that we are not having a car show there will be problems. Chairman Parthum has talked to other clubs for next year's car show possibilities. Al Fink believes electronically the people could be notified that there is no show. Al Costich suggested we have picnic with invites to everyone and donation at door. Dan Suter stated that we need a committee meeting before anything is decided. George Herschell agrees and so does Gil. Consider car show for next year. Finally a motion was made. Jim Priestly wants the club to send out post cards to the last 2 year participants from car shows and that this year there will not be a car show /and we (the club) will have our own picnic on the 1st Sunday in June. Motion Passed! Dave Wild and Mike Parthum will draw up words for postcards and show the board and committee before mailing.

Open Discussion - Topics were Spokes / to explore options on printing and mailing. Next month's more solution for not cost club so much money. Brainstorming at next month's meeting so you are all to bring with your ideas and or methods of fundraising. Also, there are no firm plans but British

Auto will try to get parts to you the best they can. Al Fink made a motion that: For a ¼ page ad with no charge for 11 months for British Auto. Motion passed.

Update - Dan Suter went to Amelia Island and attended a wonderful car show. Al Costich drove his MG almost to work on Tuesday. He also picked it up today and drove it almost home. Dave Chase again reminded everyone that Franz Zechman still has his cars for sale that were in Spokes last month. Willard Brown wants to give the veterans recognition in

Spokes. Please e-mail him your names, years of service, branch of service and if you were in foreign countries. \$33.00 was collected by the members for donation for the treasury.

ADJORNMENT: 9:26pm

Basket Auction April 19th 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!

Carlisle Import and Kit Car Nationals

We Leave Thursday May 17
Event is May 18-20

We will help sell other members parts if requested.

Call George Haynes to attend or send parts
Call Dave chse for motel accommodations @ 585-334-6826



NAMGAR GT-37 Meet Dayton Ohio, July 9-13

"Is anyone interested in going out to the North American MGA Register meet in Dayton, Ohio this summer? A few of us have discussed the possibility of going out as a group, about 460 miles each way, with an emphasis on avoiding interstates.

Maybe we can coordinate a few important spares among us, including things like fuel pump, distributor parts, tools, etc.

Please e-mail or call Dan Suter at dmesuter@rochester.rr.com, or 585-377-1877. Thanks!"



Meeting Attendance

March 15, 2012

Bill Baldwin
Cheryl Baldwin
Desi Benet
Willard Brown
Dave Chase
Alan B. Costich
Al Fink
Dan Goodwin
Susan Goodwin
George Haynes
George Heissenberger
George Herschell
Doug Jack
Jeff Kath
Betty Langswage
rGil Langswager
Tony Makepeace
Don McConnel
IMary Murray
John Murray
Mike Parthum
Dick Powers
Jim Priestley
Carl Prouty

Wally Roworth
Dick Rzepkowski
Marlene K. Rzepkowski
iDoug Scribner
Laurie Scribner
Frank Stepanik
Bob Tescione
Barb Wild
Dave Wild
Allyn Wagner

April 19 2012 Adjenda

CALL TO ORDER (after 7:30 pm)

ACCEPTANCE OF THE MARCH MINUTES

OFFICERS AND COMMITTEE REPORTS

OLD BUSINESS

- Car Show – Notification of Cancellation
- Car “Show” Picnic - update

OPEN DISCUSSION / BRAINSTORMING – TOPICS

- Review of ideas from February
- Fundraising

NEW BUSINESS

- Topics for future consideration
- Updates from members: Trips, Projects, etc.
- Announcements & Information Sharing

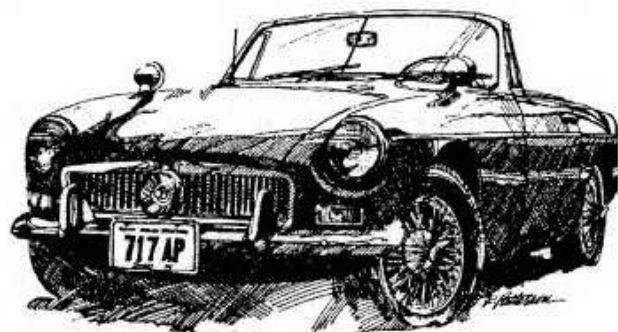
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Save The Date

Beers of the World Tasting Party



When: May 13th 2012

Time: 2:00 - 5:00 PM

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

Bring: 2 or 3 bottles of unusual beers to sample taste
If you don't like beer, bring wine or pepsi or Coke -- we'll taste them all

Also: If some of you ladies would bring an Hors D'oeuvre to pass, that would b appreciated.
Coffee & Tea will be Provided

IF: The Weather is chilly, dress accordingly as it is in the garage. We do not have a heater

Sign up: At the club meeting or contact Betty & Gil @ (585) 385-9956 so we know
how many will be attending

Gasoline for Your Vintage Automobile

These Stations are selling Regular Gas 91 Octane
Non-Ethanol If you know of more locations let the
Editor know and we can add it.

Cook's Valero, 335 Westfall Rd. corner of East Henrietta Rd.

Cook's Valero, Avon, Rte. 39 approx 1 mile south of village

Cook's Valero, York, corner Rte. 63 & Rte. 36.

Pittsford Auto Service Center 58 Monroe Ave. (Rte. 31)
just south of the canal & RR crossing.

Thanks Rob Shrader for the updates

Antique Toy Car Talk by Dave Wild,

Fairport Museum
18 Perrin Street Fairport NY

<http://www.perintonhistoricalsociety.org/events.html>

If you need Help , Dan Goodwin and Hollis Hames are coordinating a "Helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise. Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience

Contact Dan: (585) 223-9584 e-mail dlgipk@rit.edu
Hollis: (585) 271-7754

MG 2012 - Dillard GA



MG2
012

June 6-10, 2012

Dillard, Georgia

**The Peachtree MG Registry will host the
NAMGBR Annual Gathering @**

The Dillard House
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<http://mg2012.webs.com/>
follow the links for further details

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Please call 802-464-8310 or email us at info@kitzhof.com to reserve your date.

"Seneca Lodge Room Reservations"

Watkins Glen Weekend in September

Please contact Karen with questions either by email or in writing at the addresses listed
E-mail: karencrows@hughes.net

Karen Salisbury
P.O. Box 37
Grindstone Island
Clayton, NY 13624

Rubbing Elbows At the Ritz With Those Millionaires

Elford, Auctions, Concours, Sebring MGAs at Amelia

By Dick Powers

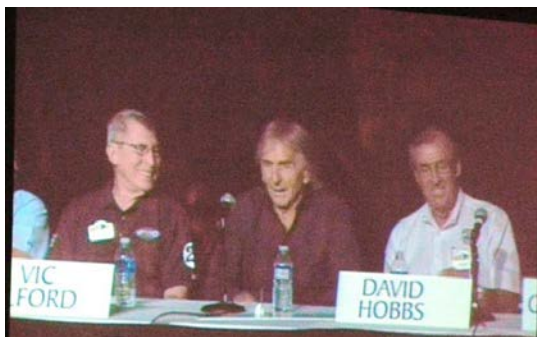


This past March 9-11, antique, classic and sports cars of all types were at the 17th annual Amelia Island Concours at the Ritz Carlton.

All the cars were *invited* and along with the Sunday concours at the Golf Club of Amelia Island, there were two seminars (Ferrari vs. Ford and Great Endurance Drivers) and two high priced auctions. The Ferrari GTO and Cobra were honored and since this year was the 60th Anniversary of the Sebring 12 Hour race, Sebring race cars had special classes. Among the Sebring cars, “works” Sebring MGA racers had a special place on the field to honor the 50th Anniversary of the last factory MGAs to race at Sebring. My trip to Amelia and then Sebring started on March 7th when I drove to Virginia to help transport my friends Hugh & Liz Burruss’ 1962 works Sebring MGA Deluxe coupe to Amelia and then Sebring. My MGA would get to Sebring thanks to BERG Racing in Webster, NY.

Over the years, Amelia Island has become a major event, and along with Pebble Beach, is one of the most prestigious Concours in North America. Things are a little expensive, like \$50 to go to the Concours, \$30 for the seminars and there’s even a \$250 per person “Black-Tie” dinner (ask Dan Suter). That said, the proceeds benefit a very good cause, Community Hospice of Northeast Florida. Over 300 cars were part of the concours and nearly 200 were in the auctions.

The guest of honor for 2012 was famed rally, endurance, Can-Am, Trans-Am and F-1 driver, Vic Elford or “Quick Vic” as he was called. Elford won in every series, save F-1, and at all the major tracks in the world. His greatest success came in Porsche 917s, but he also brought glory to Mini, Ford, Alfa Romeo, Cooper, McLaren, Chaparral and Camaro. Elford and 8 other drivers were featured at the Great Endurance Drivers seminar. About 800 attended and they even had 3 Porsche race cars in the presentation hall!



The auctions were a days apart with Gooding on Friday and RM on Saturday. Gooding sold 70 cars with the last factory built Porsche 917/30 Can-Am Spyder selling for **\$4.4 million** *This is the highest price ever paid for a Porsche at auction*



On Saturday some WNYMGCC members went to the RM auction. Bob Abels and Dan Suter were on the inside, while the Baldwins, Rob Shrader and olde me were on the outside. You could hear everything very well from outside and one nice thing was having lunch (\$13 burger) outside and seeing the cars on the way to the auction. There were 2 cars I would have liked to purchase, a '39 MG VA Tickford Drophead Coupe and a '42 Alfa Romeo 6C 2500 Sport Cabriolet with Superleggera body by Touring, but actually just about any of the cars would have been nice to take home. We had fun on the outside and it really didn't cost us anything to look at all the lovely cars.



Sunday was the Concours at the golf club. The \$50 ticket did include a very nice program book with many great articles about the event and featured cars, races and honored guests. You have to have an invitation to show your car and there were outstanding examples of every type of car. The Burruss' '62 Sebring MGA Coupe took its place in line with 7 other “works” Sebring MGAs being honored. The oldest was the '57 David Ash/Ted Rounds car (#51). It finished 2nd in class to another MGA at Sebring and was featured in a movie about racing at Sebring and in a famous MGA ad known as “Battle Line”. The only known “surviving” '59 MGA Sebring twin cam coupe (#28) was also there. Both cars are owned by Mil Eaton. Two of the '60 Sebring Twin Cams I wrote about in past Spokes were there. The #38 car, owned by Steve Woodyard, took **First In Class at Amelia** and the #40 car

owned by John Wright is the only *unrestored* works Sebring MGA and has less than 6000 original miles on the clock.



Two '61 Sebring Deluxe coupes were there, the # 43 owned by Frank Graham and the #44 owned by Ian Prior of Victoria, Australia. Ian shipped his car by boat to Savannah, GA and then *drove* it to Amelia Island. This car finished 1st in class and 14th overall at Sebring with the #44 car finishing 2nd in class and 16th overall. After Amelia, Ian drove his car to Sebring, was there for the races, and is now *driving* it on a cross country tour of the US.

Finishing the works Sebring MGA class were 2 '62 Deluxe coupes, the # 52 owned by Hugh and Liz Burruss and the #53 owned by friend John Wright. John had just finished restoring # 53 and was rewarded with a **Second In Class at Amelia**. Of all the works Sebring MGAs, only Hugh Burruss' #52 is still being raced in Vintage. I've had the pleasure of racing with that car at the Glen and at Sebring, but that's the next part of the story.



The Amelia Island Concours was a wonderful event and, for me, made even better because all those works Sebring MGAs were being honored there. Unfortunately this may be the only time they will ever be together. "Rubbing elbows at the Ritz with those millionaires" (from the song: When I Take My Sugar To Tea -1931) was fun too and the WNYMGCC gang there rubbing elbows were: Bob Abels, Cheryl & Bill Baldwin, Rob Shrader, Dan Suter, Joe Tierno and olde me. Next, Sebring 2012!



Swing into Spring IX

Sunday April 22, 2012

Mulconry's Irish Pub & Restaurant

17 Liftbridge Lane Fairport NY

4PM start time (social hour before dinner)



Menu

Fish & Chips: Atlantic cod filets beer battered in Harps Ale and served with french fries and cole slaw. \$12.00

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

Corned Beef & Cabbage: Tender corned beef brisket served with steamed cabbage, carrots and potatoes. \$12.00

Soup & 1/2 Sandwich: Potato leek soup and 1/2 turkey sandwich. \$6.50

Chicken & Asparagus "Boxty": Traditional Irish potato pancake stuffed with chicken, asparagus, roasted red peppers combined with a white wine, herb butter sauce. \$11.00

Harvest Salad: Mixed greens, roasted pears, candied walnuts, dried cranberries, crumbled blue cheese and house balsamic dressing. \$8.50

Sign up sheet at the next two meetings.

Contacts: Dick Powers mgahmogca@rpa.net or 585-323-2687
Laurie cribner MiniCityUS@aol.com or 585-872-5133

SEMA SAN Information

From SEMA monthly news release

SAN Tracks Hundreds of Legislative Initiatives Affecting the Motor Vehicle Hobby

So far this year, thousands of new legislative initiatives have been introduced across the U.S. and Canada, hundreds of which are being closely tracked and analyzed by the SEMA Action Network (SAN). We've already had several successes, most prominently in Maryland (historic vehicles), Virginia (backyard restoration), Utah (vintage trailers), Washington State (restoration and customizing) and Nebraska (special interest vehicles) with many more to come. Because of you, the SAN remains the premier hobbyist network of its kind.

Now that we are three months into the new legislative season, we have compiled an updated list of new bills that may be of interest to vehicle enthusiasts. The most pressing of these bills will continue to be the subject of Action Alerts that are e-mailed to SAN members and highlighted in our monthly publication, Driving Force. The compilation is available on the SAN website, www.semasan.com. Along the top menu bar of the website you will find 'LEGISLATION'. Select 'State' and then choose the state of interest to view a list of pending legislation.

Some of the bills listed on the site will not advance past introduction; others will go on to become the laws of tomorrow. As bills progress through the legislature, the SAN aims to inform our contacts and continue to encourage their participation in the legislative process through e-mails and phone calls to state representa-

tives. Such correspondence has a proven and direct impact on the decisions of legislators.□□

We encourage you to visit www.semasan.com. The information on this site will provide you with the tools you need to help affect real change, protect the industry and hobby from detrimental state laws, and proactively support favorable ones. If you are not yet a member of the SEMA Action Network, we encourage you to join and remain active with our efforts. Joining the SAN is a simple process. Most importantly, it's FREE and carries no obligations.

Please contact Greg Dooley at gregd@sema.org if you have any questions. He would be happy to provide you with any bill's full text, current status and committee information.

Tune- Up Clinic

May 5 2012 10 AM until 4 PM

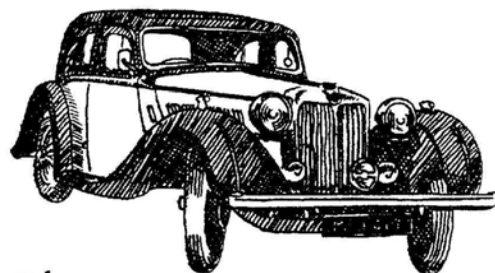
MCC Technology Center on West Henrietta Road

Please see George Haynes to preregister and discuss your project
There will be sign up sheets available at the April Meeting

Abingdon Alphabet part 12

By Doug Beagley

At the close of our last installment we had found that things had changed at Abingdon, There had been a restructuring of the organization and the MG Car Co. Ltd. was now the property of Morris Motors, Ltd. This meant that the sole direction of the company, by Cecil Kimber, overseen in some general degree by Sir William Morris (later Lord Nuffield) had come to an end and the whole works was closely supervised by the works at Cowley. The next model to be introduced was to have been a further development of the R in that it would have been a racing car but powered with a Magnette engine which would have doubtless increased the R performance even more. When this car was underway, the T would have been introduced and this was to have been a large saloon, with independent front suspension and a V8 engine! This car was called the "Queen Mary" around the factory and the engine would have been interesting as it was two P blocks mounted upon a common crankcase. However, both of these projects were vetoed by Cowley and never saw the light of day. The SA that did appear was a complete shock for all MG enthusiasts. It was different from anything that had gone before for many years. It was to be the biggest car than had been built to date and a bigger has not been offered since. It was a large car, standing upon a 123" wheelbase, with 53 3/8" track. It came in three body styles - the saloon, drop head coupe, and four seater tourer. The last named was called the "Haywagon" at the factory and it seems they had some neat names for some of the products. The engine was a pushrod six cylinder 2,062 cc unit which developed 75.3 hp at 4300 rpm. Those of you who have been following this series will see the reason for the astonishment of the 'faithful.' We are seeing the effects of direction from Cowley. The engine was the Wolseley Super Six, which was a good enough engine, but was not the sort of high revving unit beloved by MG enthusiasts. The overhead cam shaft was gone, replaced by the less efficient but more simple, push rods. Even the cable brakes had gone and were replaced by hydraulics, a thing that Cecil Kimber (along with Ettore Bugatti and others) distrusted. The prototype was even equipped with bolt on wheels, and that was quite unacceptable! About the same time that the SA was introduced it was announced that a very similar car was available. It was from a new company in the field of car manufacture, although they had been building bodies for years. It was the SS Jaguar. It was fitted with a 2½ litre engine which permitted better performance in some respects, but the SA would have outsold it had ours been available.



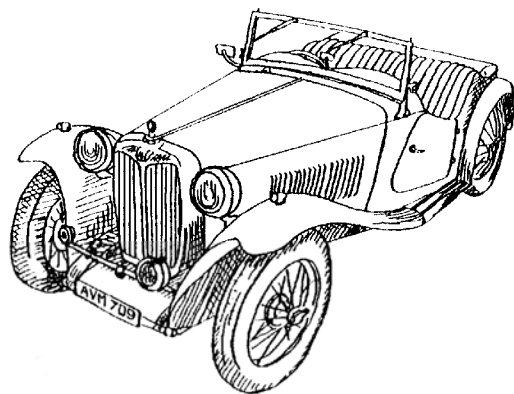
1936 SA

Doug Beagley
1990

When MG was taken over by Morris it was, so it was said, to improve efficiency. It did not work out that way. The cars were very slow coming to the dealers due to the lack of parts and units from Cowley. You will recall that in the past it had been possible for MG to put new cars in the road in very short order when they designed, built or ordered parts themselves. Also, there were constant changes made in the car, for instance, it was introduced as a production car with knock on wheels rather than the bolt ons. If you ever come into possession of one of the cars built during this period (SA, VA, etc.) and try to restore it to original, you will find it almost impossible because there were so many changes that no one really knew what was what. In 1937 the engine was updated and increased to 2322 cc and a new gear box was introduced, both of which were improvements. Now, I hope that I have not sounded too biased against this model, as I have not intended to do so. It was an entirely new type of vehicle and different from the MG products for many years. Really, there was nothing quite like it since the 18/80. At the same time as the car was in the dealers, Bentley was selling a car that looked and performed much as did the SA, but the SA was about one-quarter the price. I have also mentioned the Jaguar, It sold well and outsold the SA, but this was due to the lack of cars not to the lack of performance. People at the factory were very sure the SA was the better car and we know they would not lie. The performance of the SA was different. It was a luxury touring car, capable of close to 80 mph. but its beauty was the ability it had to cruise at close to that speed for hour upon hour. The accommodations were comfortable and luxurious with leather and all the niceties. The cars were all true four seaters and, because of their size and weight, when the four seats were occupied the performance did not suddenly disappear and the handling become disastrous. I would like to own and operate an SA, or the subsequent model, the WA. It would be ideal in this

country for those long trips down the freeway to see people in the Bay Area, for instance. The body styles were terrific. All three models looking great in spite of their size. The most sought after, I suppose, is the drop head coupe, with its three position top including the coupe de ville position. The four seater tourer, the Charlesworth, was one of the best looking of this type of car and would not disgrace Mother when she pulled up to the Ritz.

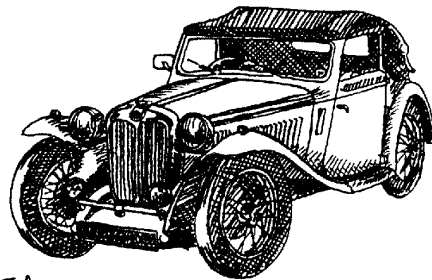
Then in 1936 a new Midget was introduced. The P came to an end and the TA was introduced. ("I thought he would never get to the T's, Agatha!") Once again this was a car that was not Abingdon's own. It was built with components from Cowley and, in consequence, it inherited the TA engine, which was much like the Wolsley Ten. It was a push rod engine, replacing the beloved overhead cam units of the P's. The bore was 63.5 mm and stroke 102 mm and it produced 52.4 hp at 5000 rpm. This was not bad as it stood, but I am sure that the enthusiasts amongst us have sighed when they read the bore/stroke ratio. The engine had all the ports on the same side of the block, another feature that does not bode good for performance. Also the engine did not stand tuning, nor was it overly sturdy and both these features are desirable for an MG.



Doug

The chassis was about the size of the Q and was boxed in at the front to stiffen it. The motor was also rubber mounted which was a first in a Midget. However, the car did have a bigger luggage space (and you T owners thought you were without) and larger tankage. Also gone were the cable brakes and hydraulics were installed. Also to be noted was the "soft suspension." This term was used when compared with the cars that had gone before. It was less tiring to drive the TA than cars that had preceded it. The car followed the now traditional lines and, of course, is hard to differentiate from the TC with which

we are all familiar. The easiest way it to raise the bonnet and the difference will be apparent.



1939 TA
Tickford

Doug Beagley
1990

There were a couple of alternative body styles, but they were not built in large numbers. First, there was the Airline coupe and later the Tickford drop head coupe was introduced. Both of these cars are very desirable for their styling and good editions of each model have found homes in the U.S. (at times over the screams of the MG enthusiasts from England). It would appear that this model was not a great success. And yet, some people were able to use the cars competitively with great success. The Musketeers used three TA's when they were current and built a great reputation in the trials field. However, the car did not build a great name where racing was concerned for the reasons related above. It is interesting to note that when the car was first introduced apparently it was too civilized and one of the modifications that was introduced was a new exhaust system so there would be more noise and they would sound more healthy and crisper, like the P's that had preceded them. For those interested, there were 2738 SA's built and 3003 TA Midgets.

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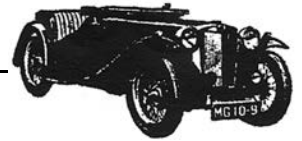
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Bury Me in an Old Mowog Parts Box

By Jay Lockrow



Reprint from December 2001

Once again this year three devout sports car enthusiasts made the pilgrimage to Lime Rock for the Vintage Races of the VSCCA. The evening before the cars ran in anger Dick Powers, Jack Archibald and the author attended the dinner of the MG Vintage Racers. This was a fun event and there were about ten of us that swapped lies for a few hours. We finally adjourned the meeting and went home and got some sleep.

Bugattis were the prevalent marque at the Fall Finale at Lime Rock Park this year and that was just the beginning. There were twenty one or twenty two all told and that was more Bugattis in one spot than I had ever seen before. They ranged from Brescia models to a great Type 54 with the straight eight-cylinder twin overhead cam. (The engine design he stole from Harry Miller) There were several Type 37s, several Type 35s, and at least one Type 43. There were two Type 57 street cars one with Gangloff coupe bodywork. The Bugatti late of Clarence N.Y. that I have mentioned in the past with the B block Ford engine was also in attendance. This engine has been worked over and the car now really has a lot more go and is right up there in the mix. It won't catch the Type 35s (8 cyl) but it was staying with the type 37s (4 cyl) Of course the Brescia models were bringing up the rear but then again they are the smallest and oldest.

The street Bugattis were not raced but that left about eighteen Bugs in the all Bugatti race. It was really something to view and most likely will not see again.

One Bugatti owned by well-known collector Dean Butler (Butler owns a whole gaggle of first class cars including the four wheel drive Miller, a Mercer Raceabout, A Talbot Grand Prix car, a Maserati GP car etc.) was flown in from England for the Elkhart Lake Vintage Races along with a magnificent MG K3 Midget, a bobtail Cooper and a beautiful ERA. (English Racing Automobiles) Up to this point I had only seen one ERA before and that was last year at the same venue. The car last year was Richard Seaman's car and was a recent import. The owner was there this year but he decided to bring his Type 37 Bugatti instead of the ERA. Some folks really have tough decisions to make. The ERA that was here was the first ERA built and was Raymond Mays personal car. Mays was the man that built and developed the ERA's in Bourne England. ERA later became BRM after the hostilities. This car with a light green livery is just exquisite and is turned out like a show car. It is beauti-

fully prepared and goes as well as it looks.

Dean Butler brought all four cars to Lime Rock and believe me they all go as well as they look. His Type 35B (ex Monaco Grand Prix winner) won the Bugatti race going away and would just sing as it came down the front straight. The ERA was run with a group of late 50s Lotuses and was right up there in the mix. Here was a prewar car mixing it up with cars twenty-five years newer. Really incredible! The ERA and the Bugatti were driven by Butlers professional driver Mick Walford and clearly shows what talent really is. The blower on the ERA would just scream as it went by and it looked to handle like a dream. One of the problems with a car like the ERA would have to be the learning curve. This car (as does the MG K3 Midget) has a pre-selector gearbox and from what I understand they take a bit of getting used to. The K3 Midget was driven by Butler himself in several races and was right up there with the leaders. There was also a KI special in attendance that was built up to look a lot like a K3 and I had quite a long talk with either the owner or owners mechanic about steering problems. A brief look at the worm and peg system shows it is virtually the same as an MG TC. I also pointed out the same modification on the KI that I have on my TC that reduces a lot of the overall friction in the steering box.

There was a whole gaggle of other cars but one very interesting note was when I was walking up one of the pit roads and saw a very strange vehicle pull in and although it looked familiar I was not 100 percent sure of what it was. I went over to look at it and the owner had the bonnet open. I asked him if it was a Veritas? He gave me sort of a quick look and nodded his head and said yes. I told him I had not seen one of those in about fifty years and he mentioned he had never heard of the car until he had purchased this one a while ago. He was amazed that I knew what it was and said something to the effect that I was one of the few people that identified it since he owned it. Veritas was made in Germany immediately after the war and used BMW components and Bristol engines. I last saw one at Watkins Glen in about 1950. I guess that comes pretty close to fifty years ago.

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5	Gary Sandusky
6	Chuck Schaefer
6	Penny Heusler
7	John Schwelm
7	John Thompson
10	Elton Schulz
12	Lee Marasco
13	Jane Hamilton
14	Phyllis Wagner
15	Karen Lucas
16	Bill Rampe
17	Marsha Osborne
18	Jane Schantz
19	Aldis Lemesis
21	George Haynes
21	Frank Stepanik
21	Robert Tescione
21	Harriette Hokenson
21	Dawn Priestley
26	Janice Zorn
27	Eva Goodwin

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2 George & Sue Leopard
3 Daniel & Latty Goodwin
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13 Gary & Carol Newman
14 Robert & Eva Goodwin
19 Frank & Rosemarie Stepanik
27 John & Ginny Fowler
30 Al & Barb Fink
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12	Ginny Wheeler
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27	Harold Rodman
28	Bess Kopen
28	Dan Young

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HAPPY BIRTHDAY EVERYONE!!

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May 3 Board Meeting 5 Tune-up clinic 13 Beer Tasting Party 17 MGCC Meeting 17-20 Carlisle	June 3 MGCC Picnic Powdermill 6-10 NAMGBR MG 2012 21 MGCC Meeting 28 Great Race Fairport	July 3 Board Meeting 9-13 NAMGAR GT 37 19 MGCC Meeting 22 Pulinteyville Homecoming 29 Multi Club Picnic TBD Ice Cream Rally	August 4 Garlic Festival 5 GVAC Car Show 16 MGCC Meeting 26 UK Car Day TBD Niagara on lake Show
September 6 Board Meeting 7-9 Watkins Glen 14-16 Brit Invasion Stowe 16 Bronte British Show 18 (Tues) MGCC Meeting	October 7 Fall Foliage Tour 18 MGCC Meeting TBD Garage Tour	November 1 Board meeting TBD Yacht Club Brunch 15 MGCC Meeting	December TBD Holiday Party No Meeting

Next Meeting
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