

Spokes

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Waiting for placement under the Tree
What a Gift

The Magazine of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: www.mgcarclub.com

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

MEETINGS

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

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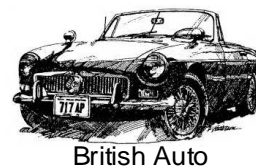
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Jim Priestley ~ Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner

* 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

I just want to take this opportunity to say thank you again to the Board Members for 2012 for all of their efforts this past year. As I mentioned last month, it has been an "interesting" year but a lot was accomplished and it was because of their efforts that we were able to do that. My congratulations to the 2013 Board Members for volunteering to take on responsibilities for the club and I know we are in good hands for this next year. I noticed that there was salt on the roads in Gates this past weekend (11/24) and that means the "winter" season is underway. My MGB is packed away in the garage and won't be out till the spring rains wash the salt off the roads. I do have a few minor projects that I want to accomplish over the winter on my B but those will have to wait until the Holliday's have passed. Spring is only a few months away and here is hoping for a light winter and an early spring. I hope everyone had a great Thanksgiving and here is wishing everyone a Merry Christmas (I hope Santa brings something fun for you and your loved ones) and a Happy New Year to all.

MG Bruce

Don McConnell

As we arrive at December and the close of another year, we look back at the fun events we have attended. Enjoying our British cars and enjoying friends with British cars is what this club is all about. 2013 brings a new year with new events and new friends to our club. It will also bring an adjustment to our newsletter SPOKES. As part of lowering club expencies the SPOKES will be mailed in Booklett form. I have been working to maintain the same content while lowering the printing cost and mailing cost. I must clarify at this point that the electronic version will still remain the same size. Happy Holiday and see you at the January Meeting. There is a map located on page to our new meeting place. It looks rather easy to find.

Happy Top Down
DON

MAKE A NOTE NOW!

DUES ARE DUE

FOR 2013!

Activities

By Desi Benet

Happy Holidays to all of the MG Car Club.

It has been quite an active year—a lot of driving (and eating) events, the club remains as active as ever.

There are a number of activities in place for 2013

Jan: Nothing has been planned, if you have an idea, please contact me

Feb 3: Valve cover races. Details forthcoming

Mar: 24: Steak Roast and Auction

April: Swing into Spring again will be held, the date and specific details to be determined

May 4: Tune Up Clinic MCC

May 26 Tasting Party at the Langswagers

NOTE: There is a potential Spring Trip to Hammond-sport under development. Watch Spokes for further information

June: Nothing has yet been planned, so if you have an idea, please contact me.

NOTE: Under development: Thousand Island overnight and visit to vintage boat museum

July: Laps and Lunch will be scheduled when Watkins Glen sets the date.

July 21: British Car Rally with the Triumph Club

Pultneyville Homecoming Parade will be scheduled when the date is set.

Note that the Multi Club Picnic will also be scheduled when the date is set.

Aug 18: UK Car Day

Aug 4: GVAC show

Note: There is a potential “Drive Away Cancer” Event, pending development and setting of the date.

Sept 6-8: Vintage Races

Sept 14-15: Stowe

Sept 15: Bronte

Oct: Fall Foliage Run, date to be established.

Nov 3: Yacht Club Brunch

Dec: Holiday Party, date and location to be determined

So, jump in and help with an idea for an event, or any ideas you may have. Now remember that there are a number of other spontaneous events, including Car Nuts breakfast, movies. Larger events that we frequent include Carlyle, Hershey as well as other club shows (eg British Car Show in Williamsville, Central NY and, of course, smaller local community car shows). And remember the Cruise Nights!!!

So see you at our first meeting in our new location.

Take care

Desi

MGCC Minutes of the Meeting

By Mary Murray

November 15, 2012

Call to Order-Meeting was called to order at 7:35pm by Chairman, Mike Parthum.

Acceptance of October minutes was unanimous.

Members and Guests-Bill Dexter, an early member, which owns a 1951 Black MGTD

Chairman Report-None

Activities-Garage tour was GREAT! The Yacht Club brunch was delicious as always. December 1st is the Holiday party, contact Desi if you haven't made reservations yet. February 3rd is the Valve Cover Races and the Wine and Cheese party. Bring your own table setting and your favorite wine and cheese to share along with your racer. March is the Steak Roast and Auction-Bring your own table setting again with a dish to pass and your auction items for others to bid on. April is the Swing into Spring dinner with Hosts Laurie Scribner and Dick Powers.

ALWAYS CHECK BACK OF SPOKES FOR CORRECT DAY AND TIME

Treasurer-Balance is getting very healthy.

Membership-After tonight either pays dues on line with PayPal or send check to Jim's address

Regalia-Many new items on rack tonight. If you want a color calendar contact Doug Scribner.

Spokes-December 15th is the cut off for pictures for the calendar. The 26th is cut off for Spokes

England-No Safety Fast, no report

Librarian-no report

Trustees'-no report

Website-Still a lot of hits on our website.

Old Business-Dave Chase announced the January meeting site will be the Knights of Columbus in Webster.

Motion to close ballots, resulting on voting the new board in as listed

Chairman-Dave Chase

Vice Chairman-John Baum

Secretary-Mary Murray

Treasurer-Rob Shrader

Trustee #1-Gil Langswager

Trustee#2-Allyn Wagner

Activities Director-Desi Benet

Member Donations for the raffle table have been very successful. Keep opting out for the paper version of Spokes, it saves the club a lot of money and time.

New Business- The financial report was presented to the members. **A Motion was made for the club to pay for Wally's plaque at MCC.**

Updates- Moss Motors' website technical site is very informative discussing the use of ZDDP or the MG Experience, for all your winterizing needs. Gil had a message from George Haynes about needing volunteers to help to inventory at British Auto. Contact Gil or George for helping out.

For Sale-Contact Dave Wild about a 71 MGB in Newark, Plum, about \$4000, 1500cc engine.

Contact Doug Schribner about a 1959 Alva Currier, less than \$10,000, Mrs. Prib's race car, v shaped windshield, stock.

Door Prizes were awarded and

adjournment was at 8:40 pm

The end of this year was a sad one for many: Wallace "Wally" Roworth passed away. Wally was a life member of the MG Car Club Western New York Centre for more than 30 years. He received the Brudno Life Membership Award. He was an active member and organized or participated in many events. Wally was especially fond of the clubs dining out events. He served as secretary for the club for two terms. Wally will be greatly missed because he was Respected and Loved by all. A motion was made to add Wally's name to the plaque at MCC.

Meeting Attendance

November 15 2012

Betty Langswager	Ted Hershey	Dave Chase	Jim Davis
Annabelle Tescione	Frank Stepanik	Carl Prouty	Rob Shrader
Bob Tescione	Nancy Cleveland	Tony Makepeace	John Baum
Roger Gunther	Desi Benet	Pat Sangster	Chris Baum
Dave Wild	Dan Goodwin	Steve Sangster	Bill Pector
John Thompson	Bill Baldwin	Doug Jack	Art Salo
Carl Baxter	Cheryl Baldwin	Mary Murray	Al Fink
Harriette Hokenson	Hollis Hames	Darcie Murray	Lane Boughton
Leroy Hokenson	Tim Rizzo	John Murray	Bruce Kersherski
Michael Parthum	Rhonda Rizzo	Gil Langswager	Bruce T. Henry
Rod Rodman	Anne Faust	Jim Priestley	
Jeff Kath	Gene Faust	Leon Zak	Mystery sign in.
Jessica Seeley	Doug Scribner	Barb Zak	
Sean Seeley	Laurie Scribner	Bruce Austin	
Tom LeStrange	Don McConnell	Dan Suter	
Mike Goodwin	Paul Osborne	Allyn Wagner	

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

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

Here is something if you are thinking of a vacation next summer.

My name is Neal Carter and I am an MG enthusiast. I own a number of MGFs, which was the last MG roadster produced. I'm not sure whether it made it to the States, but it is deemed to be a modern classic over here- despite the usual MG problems such as head gaskets, leaking soft-tops etc. They are great fun and a joy to drive in the Summer.

The reason that I am contacting you is to assess potential for a fly-drive holiday idea. Would any of your members be interested in either hiring one for a week for about \$300 or alternatively I am considering arranging a week-long "Cathedrals and Castles" tour around England, where I will arrange all accommodation in locations ideal for sampling the best of British history and culture. All cars will be equipped with Sat-Nav and I will include airport transfers, and due to the relatively small size of the trunk in the MGF I will also arrange for luggage pick-up / drop-off half way through

the week. I would imagine the costs for this will be approximately \$2500 per couple. If you wish to keep the car for a second or third week, we could agree a price. If you have a particular interest, such as the Royal family or Shakespeare, I'm sure between me and my wife we could pull something together. All costs would exclude flights.

In order to make the best of British weather, I propose running these packages from May through September. These are my initial thoughts, and I will put a website together if there is sufficient interest. Please do get in touch and let me know what you think.

Best regards,
Neal.

Want more information contact Neal by either way below

"Neal Carter" <carter.palace.2012@gmail.com>
++44 7722357551

Save The Date

Wine & Cheese Party

&

Valve Cover Racing

Tentatively set for

February 3, 2013

Further Details in the next issue

See Rules on page 21



Farewell TD 12763

By Allyn Wagner

Back in the spring of 1986, I spotted an ad in the Spokes for a 1952 MGTD for sale in Williamson. It was not owned by a club member so there was no real history on the car or what



condition it was in. After contacting the owner and asking for details on its condition, we set up a time to look at the car. What I found was a real barn find. It was a dirty clapped out car pushed back into the back of his barn. I grabbed the hand crank to check the engine. First piece of good news, the engine wasn't seized. The owner told me that he had never run the car in the 10 years that he owned it. We negotiated a price and I made plans to have the car towed to a garage to have it worked on. Several days later we went to pick up the car and that was when I started to learn how much work I was looking forward to on getting a drivable car. The first real problem was that at least two of the brakes were seized. It is a good thing that it was raining that night so we could at least slide it up on the flat bed. The place I had to do the work on the car was not the best but that is another story. After several weeks and hundreds of dollars of work, I was able to drive the car home. Driving the car was the easiest part of this phase of ownership. The previous owner of the car had never registered it in his name so he didn't have proof of ownership. I had to go back to the person that he purchased it from and have her sign the registration so that the seller could transfer ownership to me. It was a piece of good luck that she was still in the area and was willing to help out. I found out that this car was her daily driver until she got pregnant and had to give it up. The next step was to take all of this paperwork to the DMV to get the registration. At this point, I found out that the serial number on her registration was not the same as on the car. I quickly found out that you never never remove the serial number plate from a car to show the DMV what the correct number is. Sometimes they just don't seem to have a sense of humor! I drove the car a few times that summer but it needed much more work before it would be safe to drive very far. It was at that point that I decided to take it off the road for the winter. At first I was just going to do a cosmetic

restoration and necessary repairs but as I got into it, it was becoming obvious that it needed much more work than what I thought. The wiring harness was a mess and the transmission needed work. That winter I proceeded to remove the body and engine. The more I got into it, the more I found that needed to be fixed. When I took the engine apart, I found that the last rebuild was not very professional. Someone had used hardware store bolts on the rods and just cut off part of the heads with a grinder to make them fit. It was not if a rod was going to go, but when. The engine went off to Van's machine shop and many more parts were ordered. That was the year my son graduated from high school and went off to college. My pay at the time was pretty good but college tuition was a lot more than what I could afford and do a restoration. I did continue to buy parts here and there but never really got back into the restoration. As the TD was gathering dust in my garage, another MG that I wanted came up for sale, a 1938 MGTA, so I bought it. This put yet another drain on my available resources and yet another old MG in my garage. Years past, jobs came and went, and then I decided to retire. I planned on only finishing one of the cars and that was to be the 38 TA. With regret, I put the TD up for sale. A number of people called for information and two prospective buyers even drove in from out of state to look at it. Nobody really wanted to take on a restoration so again with regret, I started to part out the car. It has taken several years but as of this week, the last of the large parts of the car will be sold. The good news is that all of the parts will be used to repair or complete a large number of cars both in this area and around the world. So far, parts have gone to Pennsylvania, Michigan, Texas, Illinois, Colorado, several locations in New York, Canada, and Switzerland. Yes, the head was sold last spring to a person that was going to ship it back to his home in Switzerland! After 60 years the story of TD12763 comes to an end only to live on in many different cars.

Wally Roworth: A man of his word

By Ron Hein

Every New Year's Day, my wife and I could count on one sight: Wally in a snowmobile suit cruising down our street in his yellow MGB, heading out for his first cruise of the new year. Without fail, year after year, regardless of temperature or snow, we would see Wally and give him a little cheer. That was Wally. Predictable. Dependable. A man of his word.

According to Wally's obituary, he died November 10, 2012, and he had been in the Coast Guard during WWII. I did not know about his Coast Guard service, but I remember him talking about being born and growing up in a big white farm house on Allens Creek Road, right on the border of Brighton and Pittsford.

I first met Wally in about 1978 when I moved into a new house around the corner from where he lived on Oak Point Trail in Webster. I needed a lawn mower, that being our first house, and every neighbor I asked said, "Go over to Irondequoit and talk to Wally. He'll do right by you." So, I went over to Irondequoit to his lawn mover, chain saw, Stihl service center (under the big blue water tower off 590 north and Seneca), and introduced myself and my wife Deb. I could afford to spend about a hundred dollars, but Wally talked us into a higher end Bolens mulching mower for about two hundred and fifty dollars, impressing upon us that it was a mulching mower, no bagging, self-propelled, and with a Briggs and Stratton engine that would run for years. Actually, it turned out he was wrong; I finally got rid of it last year after three decades of excellent service. Damned thing was indestructible, just like Wally.

For those of you who used to see Wally getting into his MGB, it was clear that he had a few mobility problems. He would lever himself up and stiff legged, slip down into the driver's seat. Two hip replacements, twice over, didn't keep him out of his roadster.

Beyond his business, Wally had a myriad of interests that I knew about. For instance, one of the first things you would notice about his house overlooking Irondequoit Bay and Lake Ontario was a very tall, maybe forty foot tall steel mast behind and towering above the house. Yup, Wally was a ham radio operator who kept in contract with people throughout the US and the world. Down in the lower level of his house, back in the northwest corner was a sophisticated ham radio setup, right beside his computer, hidden behind his various collections of stuff. Let's be honest here—Wally kept lots of stuff around him. If you needed a bolt or nut or esoteric part and everything was closed for the weekend, Wally probably had it, along with a good supply of his Amdahl oil additives.

I remember Wally's MGB (saffron yellow with a black top and interior) playing a key role in his life. He liked to talk with my teenage daughter Lindsay because she was interested in cars, and with her slim hands and long arms, she could crawl into his car and reach up behind his dash and work on his gauges. She loved having the chance to help out, as Wally did for his many friends.

I still remember the day he called and said his 'B' had rolled off his driveway and down

the hill behind his house, heading for some massive old oak trees and Irondequoit Bay. Luckily, perhaps, the oak trees stopped it fifteen or so feet down

the slope, slightly the worse for wear. The journey down the slope gave Wally a reason to upgrade his beloved car. He talked to Warren Ritter, and had a few things done. New sheet metal; new bumpers; new paint (saffron yellow); new seats, panels and top (black); oh, and a rebuilt engine and an overdrive transmission. Yup, that sweet little 'B' was Wally's pride and joy.

Wally and his wife Doris were both active in the MG car club, long before I knew what an MG was. I enjoyed running into them at meetings, and for a number of years, Wally ran the car sale "Car Corral" at the annual car show. He kept things organized, staffed and running smoothly, recruiting those of us who were less wary and making the corral an effective part of the show. Come New Year's Day, I will definitely miss seeing Wally and his yellow B heading past our house.



Remembering Wally

By Dick Powers

I was in California when I heard that Wally Roworth had passed. A sad moment for sure, because Wally and I have been friends for nearly 30 years. And living not far from "Wally's", his lawn and garden power equipment shop, it was easy to stop over and see him and talk mostly about MGs and MGCC events.

Wally really loved his MGB. We can understand that, as it represented a fun escape from the 6 days a week he usually spent at the shop. It was also a fun restoration project he enjoyed with body, paint and mechanicals needing attention. I remember getting a call that he needed a small body section that formed the upper left of the trunk opening. Fortunately, I had the back half of an MGB and he came over and cut out what he needed. A few of us helped him with the restoration and one of Wally's friends did the paint work. He really enjoyed driving his MGB dream machine.

Wally joined our club in 1986 and was a very active member for most of the last 26 years. From 1991-95, he was secretary and for a number of years wrote the "Ten Years Ago" column and was also a regular advertiser in *Spokes*. In 1994, he became chair of the Car Corral at our Sports Car and Vintage Auto Festival and continued, with help, till the end of the show. He and his wife, Dorrie, were regulars at our Auto-crosses helping with timing and scoring and in 2004, he was honored with the Brudno Award for his years of dedication and service to our MGCC.

As much as Wally liked his MGB and our MG Club, he also liked ham radio. He had an amateur license and was very active with the 2 Meter group, taking part in many reception contests. Wally knew his electronics and when he heard that a short wave radio my dad gave me when I was a boy wasn't working, he fixed it in no time and is still working fine.

It's no wonder he was interested in electronics and radio, as his dad was a top executive with Stromberg-Carlson, a Rochester based telephone, radio, TV, audio and military electronics firm. At one time they owned WHAM. Knowing I was an S-C collector, we had many conversations about Stromberg-Carlson and he even found a vintage HiFi amp for me.

One thing Wally was very proud of was his service in the US Coast Guard during and after WWII. I remember him telling me that he was on the first ship into Tokyo Bay after

the minesweepers cleared the mines. He was so proud of his service that on Veterans Day 2010, he called and asked me to come over and take a picture of him in uniform. When I arrived, he was strutting around the sitting room at the Shire like a peacock and for good reason, because at 87, the uniform still fit him perfectly!

During the last few years, Wally's health didn't permit him to live alone at his big house overlooking Irondequoit Bay, so he had to move to an adult living facility. As you would expect, he really didn't like living there, but made the best of it. He did keep up with club activities and looked forward to meetings and events, especially the ones with lots of food, as he still had a great appetite. I think the last event he attended was our June 3rd picnic at Powder Mills Park and I know he enjoyed all the food and seeing all his MGCC friends.

Wally was one of the kindest persons I've ever known. He was a true MG enthusiast and a dedicated member of our Western NY Centre. If they have MGs in Heaven, I'm sure he's driving around in a yellow MGB right now. *Safety Fast* old friend.

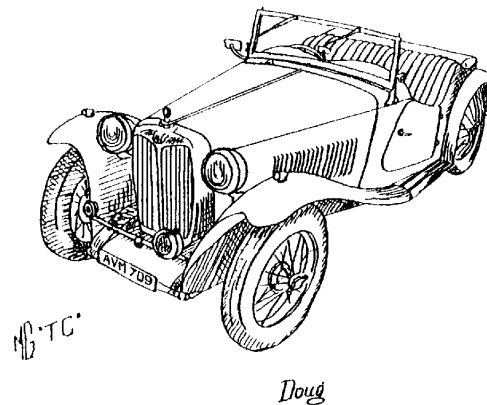


ABINGDON ALPHABET, part 14

By Doug Beagley

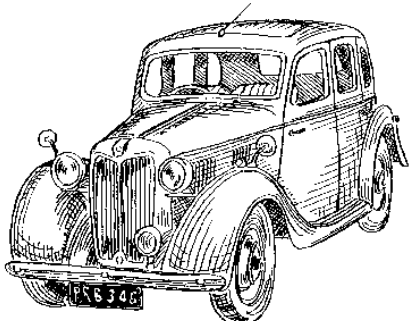
In our last gripping episode we let MG's with a war on their hands. The production lines were cleared and various war contracts were sought and obtained so that the works were fully employed. However, there was one great change during those war years and that was departure of Cecil Kimber. It appears that he went out and secured an army-type contract without the blessing of Cowley and, for once, the independent spirit was too much and he was allowed to find employment elsewhere. It might be that, that sort of independence was more than could be borne under war-time conditions but, whatever the reason, the association came to an end. However it did not mean the end of the marque as a manufacturer of fine sports cars. One legacy that Kimber left with the company was a line of advertisements that I still remember. The slogan, "It reminds me of my MG" would show an efficient fighting machine - a "Spitfire" fighter or a lean destroyer at speed - and the serviceman looking at it with a hungry look. And so, finally, the silly business came to an end and it was necessary to get back to "business as usual" and so the contracts were terminated or completed and the production lines were again assembled. There were many of us who had great hopes for the future. We had worked in and around pretty highly sophisticated pieces of machinery. I had been around Rolls Royce aircraft engines with their 27 and 36 litre V-12 single overhead camshaft layout, equipped with two speed superchargers, that were developing 1600-1800 hp. We had many types of hydraulic and electrical controls and you can imagine we would allow our imaginations to run riot when it came to dreaming of the cars that we would drive and maintain. We could see phenomenal horsepowers, sophisticated brake and suspension systems. I did not think that anything less than a V-8 would be acceptable for a sportscar and, of course, it would be all aluminum ('aluminium' at that time). The body would be wind-cheating, with lines that would challenge the latest fighter plane. We all understood the working of, and the benefits from, stream lining. However, the problem was not that simple at the MG and other factories. They had to present a car and present it with the minimum delay. As anyone would appreciate, it takes time to design and develop a car for the public use. That time just was not available, and so the factory looked for the quickest solution, and that was not hard to find. The TB had been a good car. It was typically MG and it did everything that was asked of it. It obviously would sell well to those young men who had been racing around in aeroplanes or finding their sporting driving by racing everything from petrol tanker to lend-lease

Jeeps. The latter, as an added attraction, was raced in reverse when we found that the two speed range worked in reverse, too. It was quite entertaining and hair-raising, but fun! Of course, there were some small changes. For many years the MG suspensions were equipped with sliding trunions. These had to be greased and so they were replaced with shackled springs with rubber blocks. Also the shock absorbers were changed. The biggest difference, really, was the body was widened by four inches and this increased the comfort by quite an amount. When I drive the TC I wonder when I wriggle into it how I would have made out if I had a TA or TB in its place. (I do know that if I had either model I would manage to squeeze in somehow.) The car was introduced in October of the year that the war ended and by the close of the year 81 had been built. Not enough to flood the world market, but a beginning.



I do not think that it is necessary to me to go all through the specifications of the TC except to say that it had the XPAG engine with 1250 cc and 54.4 hp at 5200. The wheelbase was 94" and the track 45". It was fitted with a dry clutch and four speed transmission with synchromesh on the upper three gears. Hydraulic brakes were fitted with 9" drums and the car was sprung on four cart springs, one being at each corner of the car. The weather equipment was adequate and car was always fun to drive and acted like a sports car. It was not at all the sort of machine that we had looked for but there was no trouble selling all that could be built and those who were able to afford and get one in England at that time were the very lucky and envied people. After the TC had been in production for eighteen months a new car appeared upon the scene, a car that is now known as the Y type, but which was introduced as the 1 1/4 litre. You will recall that the SA, WA, and VA were all known by their capacity when introduced. This, then, was continued with the Y. It used the XPAG engine

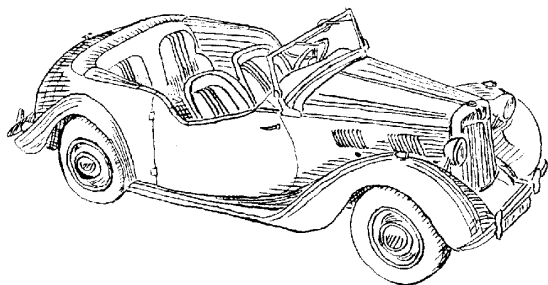
but with a single carburetor which reduced the horse power to 46. The body was related to the Morris Eight and, here again, we see the hand of Cowley. But the suspension was different for an MG. It had a welded and boxed frame, with independent front suspension. The rear suspension was under slung, which followed MG practice. The steering was accomplished with rack and pinion for the first time. This is a feature which has endeared itself to MG owners and has been an almost constant feature.



MG "YA" Saloon 1947

doug baugley 1998

The car was rather heavy for its engine, which is rather typical of its day, but it had the ability to cruise at a reasonable high speed and, of course, the engine is adaptable to any practice that could be performed upon a TC. It was possible to equip the Y with a supercharger and so it was that one so equipped managed to run at 104.7 mph (but briefly).



MG "YT" 1 1/4 Litre

doug baugley 1994

In late 1948 (about the time I left the tight little island) the YT was introduced. It was an open four seater version of the Y. It was equipped with twin carburetors that brought the horsepower back up to TC standard. Also, some weight was pared off the car. All these cars were reserved for export and so few are ever seen in the land of its birth. Quite a few came out to the U.S. and are still seen around. They did not have

the performance of the TC, but they were four seaters and, for this reason, there were people who would buy them. To be quite honest, I would have to say that the YT was not the neatest looking car that ever drove down the pike. In fact, it is hard to imagine how an MG could be more homely. Now, I do not want any YT owner to come to my door with blood in his eye and a shotgun in his hand, so let me say that is just my opinion and hope you will understand. In 1951 the YB was introduced. This was an improved Y saloon. It came with hypoid rear axle, smaller wheels, and twin leading shoe brakes. The car was not built in any large numbers as the factory, by now, was full of another type of Midget, the TD, but that comes later. The YB was an all over better vehicle than that which preceded it and one Dick Jacobs started to campaign one on the tracks of England with fair success. Cowley still frowned a dark frown upon any sort of racing, but the factory was able to make special parts (Hot bits) and some advice available to those who were campaigning the cars upon road and track (sorry!). But the old competition department was to remain closed for quite a few years before it came back into being. The production runs of the cars we have discussed were as follows: TC - 10,000 (I wonder about that figure, exactly 10,000?), YA - 6158, YB - 1301, and YT - 877. The TC ceased in late 1949 and the Y series in late 1953. You will note that I have completed the Y series without mention of the introduction of the TD which occurred during the run of the Y series. With all the comings and goings that occurred during the post war years I have decided to run through one series at a time and so hope it will be less confusing. Previously, I have gone forward chronologically, but this would be very confusing at this time, so bear with me and finally it will all come out in the rinse water.

Garage Tour

Photos by Dick Powers

This years garage tour took the participants to British Auto. The next place was Concours Classic Motorcar and finally a stop at Autolinc



New Meeting Location

The new club Meeting location is at the Knights of Columbus on 70 Barrett Dr Webster

The meeting place can be reached from route 104 East, exiting at Holt Road. Once on the exit road continue straight and cross Holt Road . After crossing Holt Road Barrett Dr will be the next right.

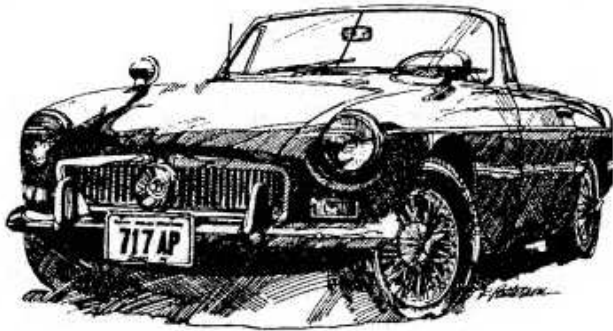
The Next meeting will be January 17, 2013 at 7:30 pm



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Yacht Club Brunch

Photo By Dick Powers

Another popular get together is the Yacht Club Brunch. Here are some photos form the November 4 Event



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12/12

WANTED: All **books** relating to **MG TC** cars. Call Larry Rausch 455-1147 or stonywoods840@rochester.rr.com

Please inform the Editor when ads should be removed.

FOR SALE: Triumph TR6 New steering lock & ignition switch retails for \$160 thru Moss asking \$55 each or best offer Call Joe Fazio @585-248-8117

5/12

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

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.

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.

Sunoco station in Sodus Point 8463 Bay St, Sodus Point, NY

Valero southwest corner of Lake Ave & Denise Rd. has 89 & 91 octane

Thanks Rob Shrader & Brooks Schneider for the updates

From Bob Tescione a website listing ethanol free stations around NY state
<http://pure-gas.org/index.jsp?stateprov=NY>

Fastrac gas stations are now carrying the 91 octane gas no ethanol.

In the Rochester area Fastracs stations on Jefferson Rd. in Henrietta, Browncroft Blvd. in Penfield, East Main in Rochester, West Henrietta Rd. in Henrietta and on route 104 in Ontario.

Additional locations can be found at www.fastracmarkets.com.

Click on "Participating location near you" at the bottom of the left column on their home page.

John Murray



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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 then 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 then 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 in cline, 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 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 n ext round until all are eliminated but 1 car. Scoring is double-elimination to the finals.
A car is eliminated after losing 2 rounds

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
 18 Betty Langswager
 19 Doug Avery
 19 John Fowler
 19 Hollis Hames
 20 Mary Murray
 20 Terri Parthum, Sr.
 21 John Murray
 22 David Schantz
 24 Robert Ables
 26 Jeff Clough
 27 Dezi Benet
 28 Arnold Van Denburgh
 29 Ron Hein

**HAPPY BIRTHDAY
 EVERYONE!!**

DECEMBER ANNIVERSARIES

19 Mike & Sue Harrison
 26 Dezi & Bill Benet
 26 Brian & Kelly Fallon
 28 Charles & Irene Searles

CONGRATULATIONS!

JANUARY BIRTHDAYS

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

**HAPPY BIRTHDAY
 EVERYONE!!**

JANUARY ANNIVERSARIES

11 Charles & Nancy Bauder
 30 Mark Chaplin & John Strawway

CONGRATULATIONS!

WELCOME NEW MEMBERS

Andren Schmieder
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 1954 MG TD

FEBRUARY BIRTHDAYS

4 Lindsey Short
 7 Michael Wright
 8 Mary Ellen Suter
 9 Willard Brown, Jr.
 11 Douglas Jack
 11 Barb Wild
 12 Allen Hess
 12 Sandra Barkley
 12 Nancy Wilder
 13 Ned Paulsen
 14 Fran Calkins
 16 Ed Haefner
 17 James Franzen
 17 Cheryl Baldwin
 21 Henry Kron
 21 Gil Langswager
 22 Scott Schipper
 23 Bill Baldwin
 24 Barb Bruder
 26 Sheila
 27 Jeff Zorn

**HAPPY BIRTHDAY
 EVERYONE!!**

FEBRUARY ANNIVERSARIES

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

CONGRATULATIONS!



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

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

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

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

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Spouse _____ Friend _____ Birthday _____

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MG Car Club Western New York Centre – Calendar of Events 2012

For the Latest information visit our Web site mgcarclub.com

January 5 Board Meeting 19 MGCC Meeting 22 Wine & Cheese / Valve Cover Races	February 16 MGCC Meeting TBD Bowling Party	March 1 Board Meeting 8-11 Amelia Island Concours 15 MGCC Meeting 25 Steak Roast & Auction	April 19 MGCC Meeting/ Basket Auction 20-21 Kimber Festival 22 Swing into Spring
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 4 Yacht Club Brunch 15 MGCC Meeting	December TBD Holiday Party No Meeting

Next Meeting
January 17 2012 7:30 PM
Knights of Columbus
70 Barrett Dr, Webster, New York

