

Spokes

Official Publication of the MG Car Club Western New York Centre

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February 2012



Drivers Start Your Free Fall

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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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Fairport, NY 14450

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

Chairman's Corner

Mike Parthum

Hello to everyone I am the new chairperson for 2012 and I am fortunate to have a solid board with a nice mix of new members and existing members with a strong historical background. As you may (or may not) know there have been some issues brought to our attention and a number of suggestions on how we can make this club even better in the future. I have included February's general meeting agenda in this issue of Spokes, so that everyone would have a better idea of what's going on and we are seeking your input on areas and ways we can make this club better. The board has developed a list of topics to be explored in the upcoming months. This month we will be seeking input from the general membership on ways we can recruit new members to our club. We will also be seeking your input on the kinds of activities / events that would enhance the membership "experience". We will also be reviewing the list of topics and seeking input to any topics that we might have overlooked. This is our club and there is always room for improvement but what we need are your ideas which gives us a starting point to help make it even better. In November's general meeting, it was announced that the Lion's Club would no longer be able to assist us in running the car show. The board is currently looking into possible partnerships, or even the feasibility of running the car show by ourselves. We are still looking for someone to chair the car show committee and time is running short. If we cannot find someone to chair the car show committee, the club will be forced to cancel this year's show. If you are interested in the position (or have questions as to what is involved in running the committee) or know someone who might be interested, please either let me know or contact one of the other board members A.S.A.P. A reminder to those people who have not yet renewed their membership. Membership dues are one of the main sources of income for the club and that money goes to keeping the club running. You can go to our website (mgcarclub.com) and click on the "Pay Your Dues / Membership Form" which will allow you to pay using the club's Paypal account or you mail a check. Even better than those methods, you could come to the February general meeting and pay when you're there. If you don't renew your membership, you will be missing out on seeing everyone, missing out on the activities and events this year, PLUS this would be the last issue of Spokes you will be getting. So take the time to renew your membership and don't be left in the dust. Here is hoping for an early spring.. see you at the general membership meeting.

Mike Parthum

MG Bruce

Don McConnell

As I sit at the kitchen table looking out the window at the birds feeding and no snow on the yard. I cannot believe it is the end of January and no snow. Makes me want to get the MGB out and take a drive. Oh wait my B isn't ready yet. So much for that dream.

I want to say Thank You to all for their support of me in this position, it is appreciated. I do want to say that there are a few others who help put the SPOKES out to you. Doug and Laurie mailing, Al Fink advertising, Jim Priestley, and John Baum and staff for printing especially Fe for keeping me in line making sure it looks good. Please give them a Thank You for their work also.

February is the first issue for the New Year. We have a couple of new tweaks. You will find an agenda for the next meeting. This will give you time to think about what you might say on a particular topic. Hopefully for those thinking about writing an article, I have tried to present some different formats to help you. Also I hope you have enjoyed the reprints of articles from the past. If you did an article back a few years ago and want to publish it again feel free to let me know. Enjoy your month of February and see ya at the meeting.

Happy Top Down
Don

Activities

By Desi Benet

Activities News

Hi everyone, I am accepting the role of activities director. When I accepted the role, I informed the club that because of certain professional obligations, I have limited with time in January and February. But I will be able to become fully involved in the activities role in March.

For those of you who don't know me, I am a former club chair, ran the car show from 1989-1991, and ran activities for 14 years. I lived in Toronto Canada from 2002-last May when I returned to Rochester. My husband Bill and I have been club members since 1977. We own a 66 Morgan 4/4 competition.

I look forward to accepting this role for the club again!

Now, our legacy events will remain the same: Vintage Races at Watkins Glen, Steak Roasts, Fall foliage run, and of course, the Valve Cover Races!!! (and what great Valve cover races they were this

year!!)Take a look at the scheduled activities for this year on the cover of this SPOKES and get them on your calendar!!

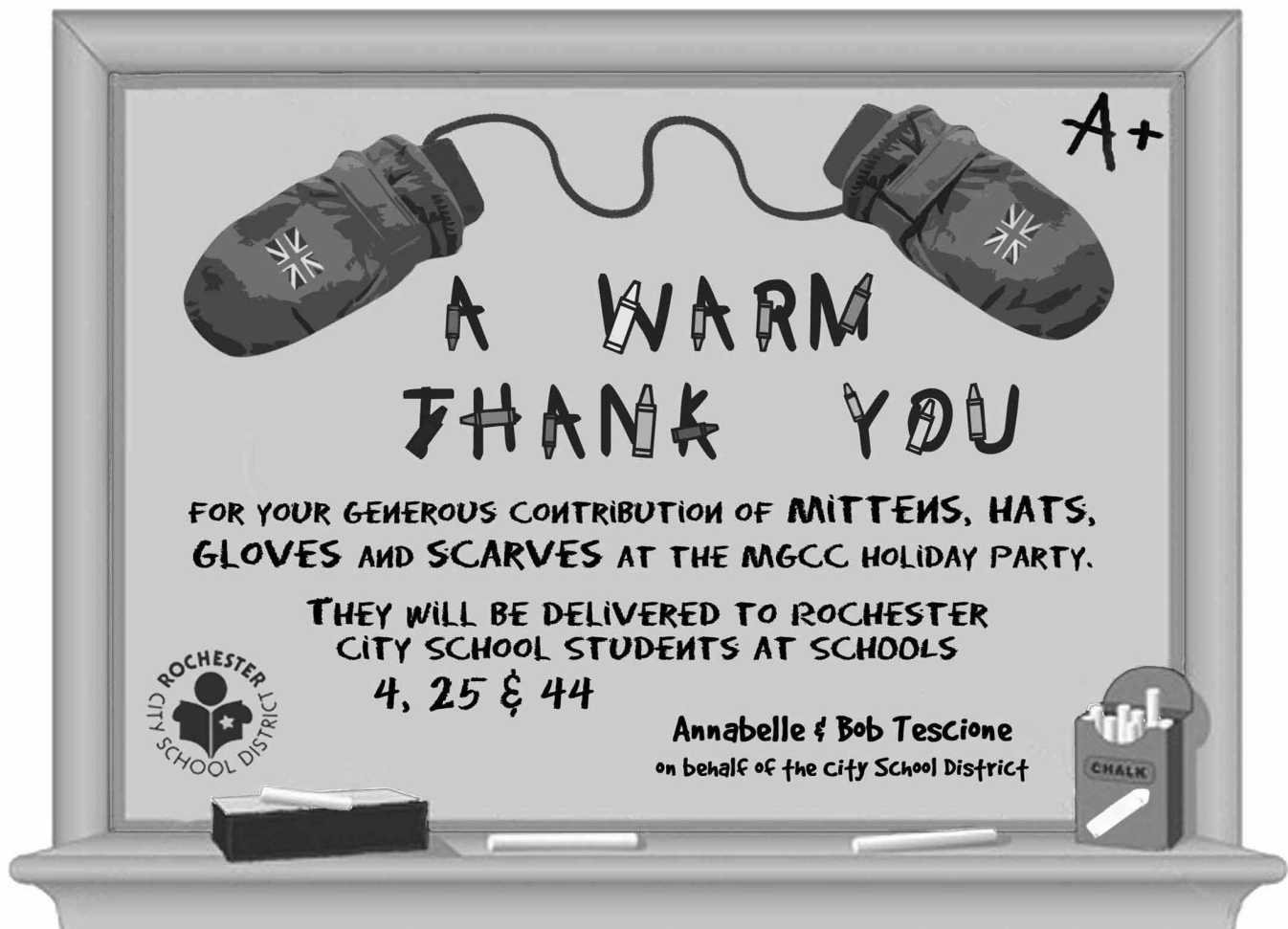
We always look to grow and change so I will be sending out a "Survey Monkey" to gather information on interests you may have for future events. And I will be at the meetings or available by email or phone to discuss your ideas.

So if you are interested in running an event, please be in touch—and lets make it happen!!

I look forward to our club activities this year!!!

Take care

Desi



MGCC Minutes of the Meeting

By Mary Murray

January 19, 2012

Call to Order - Meeting was called to order at 7:39PM by Chairman Mike Parthum.

Acceptance of November 17, 2011 Minutes - Minutes were accepted as reported.

New Members and Guests - None

Treasurer's Report - Mike Goodwin reported the Club's balance is \$13,174.97. With \$6,000 of that as seed money for the car show. Mike also thanked Frank Stepanik for keeping such good records while he was treasurer.

Opening Remarks - Chairman Mike Parthum. Mike would like to thank previous Board for doing a wonderful job. Keep meetings more informational and make more money for the club.

Activities - Desi Benet (yes, she did accept)

*January 22 valve cover races

*February - nothing planned yet but will send out e-mail to inform you. Also, will send survey monkey out on events you want and don't want. Some Flash Mob cruise nights might be planned. *Dan Suter will have something in Spokes about The Vintage Weekend rooms.

Membership - Jim Priestley Membership is 118 as of tonight. 61 members have not renewed as yet.

Regalia - Doug Scribner Color calendars are in for \$12.00. There are many fleeces, shirts, jackets, hats, past dash plaques designed by George Herschell, come and purchase. There are only 2 ½ months left until spring.

Spokes - Don McConnell Laurie made this year's centerfold. Thank all the ladies for sending in their photos. Don't forget that information for Spokes has to be in by Jan 25. Willard Brown wanted to say an outstanding job is being by Don and everyone agreed.

England Report - George Herschell Dues have been paid, so Saftey Fast is here.

Librarian - Al Costich Lots of previous issues of Safety Fast in library.

Trustee Report - no report

Web Site - Leon Zak We had 7,600 visitors in December.

Old Business - trailer discussion couldn't be finalized because Ted wasn't here. Car Show was discussed but decisions about maybe adding a partner, change of location, still the main problem is no one has come forward to be the Chairman for the show. Willard brought up that in the past, it was brought up that maybe dues would be \$30 a year or \$55.00 if you paid for 2 years. No answer was given at time of meeting.

New Business - Spokes does not break even, we need more advertisers. The Burgundy Basin is charging \$243.00 a month that is a lot of money. Other central locations are being looked at. Should we maybe consider opening up some of our events to the public? Should we raise dues to cover things a little better? George Heissenberger brought the conversation to the car show and what was going to be done. He was stating that momentum is a good thing to keep up, because the past has shown what can happen. Stating that things must be in play by MARCH, or it will be too late. What about including other cities for partners? Dick Powers says the "heavy lifting" is already done and has been in place for a long time. A lot of the jobs have already been accepted by people. Registration, for one has already been taken care of. The Chairman - Mike Parthum then states that we have 1 month to make decisions, basically, if no one comes forward to be the Chairman for the show we won't be able to have one. George Herschell brought us up to date on Jim and Gail Colegrove. They have left the hospital and are living with relatives. Motion made to extend their membership for the year 2012 paid by the club. Accepted. Dan Suter is setting up a plan for the club to do something for them. We still are receiving monthly donations for the end of the meeting give away. We have started doing a 50/50 drawing at each monthly meeting. After the drawing, the remaining tickets will be drawn to give out the donations that the members have brought that night. The tickets are 1 for \$1.00, 3 for \$2.00 and 10 for \$5.00. Mary Murray won tonight for \$31.00.

Adjournment - 9:14 PM

REMEMBERING MARK VOELCKERS

George Haynes

Since his death in September, I have been thinking about words to remember Mark Voelckers, words that expresses the kind of guy he was and what he meant to me and to hundreds of other British car owners.

I first met and began doing business with Mark in the mid-1970's. From the start, he was very knowledgeable and personable. I think my first transaction was the purchase of a NOS tonneau cover for the 1964 Sprite I was driving then. The business was on Route 250 in Penfield, nearly across from the new – since then - YMCA.

Soon after that, he moved British Auto (I think it was originally British Auto Salvage) to the current location, way-y-y back from Penfield Road near West Walworth. In those early days, Jeff DeVuyst worked with Mark but Jeff moved on and Mark ran his business with the help of his kids, both male and female. Everyone knows that Mark was a great family man and I had a chance to meet several of his (four) sons and (four) daughters while they were helping Dad in the shop. Theirs was a close family.

Mark was always at Carlisle for Import Car Weekend each May. He and his kids – a different group from year to year it seemed – drove down in a conversion van and camped on the flea market grounds. You could smell bacon frying at their site most mornings. Always personable, he met and sold things to many of the folks he did mail order business with during the year. Put a face to a name; make it personal.

I began doing some British car business after retiring from Xerox. That's when Mark's expertise became especially valuable to me – he had done it all - and we became even better friends. Mark was often alone in the shop and had to deal with callers and walk-in customers but he always stopped to share the little bit of advice I needed to get some engine or gearbox job done right. Fortunately, he also became my customer and we shared several hours of tire mounting and balancing in my garage. I never charged him because of all the knowledge and confidence he passed my way. It was a good arrangement for both of us. It was during some of these times that we discussed things other than British cars. He was very smart (had studied pre-med before starting the car business) and patient; his depth of knowledge was extensive. He was a fun and interesting guy to be around. I was fortunate to have known him and share many British car experiences.

Mark's unexpected death has left a huge void in the lives of his family and in the local British car-owning community. I still have trouble believing that he's no longer with us. As of this writing, the future of British Auto is pending, as Kathy and the family consider their options. Personally, I hope son Evan will take over and continue doing business forever – or at least to a logical conclusion – but they will decide in the next few months. Evan can be reached at britishauto11@gmail.com.

Meanwhile, Mark's daughter Erica and her husband Ben have moved into the family home on Penfield Road. They will assess the business and try to help former customers with parts.

Minutes Attendance

January 19, 2012

Bill Baldwin	Betty Langswager
Dave Wild	Gil Langswager
Cheryl Baldwin	Tony Makepeace
Allyn Wagner	Don McConnell
Desi Benet	Mary Murray
Leon Zak	Mike Parthum
Willard Brown	Dick Powers
Dave Chase	Jim Priestley
Alan B. Costich	Carl Prouty
Al Fink	Wally Roworth
Dan Goodwin	Dick Rzepkowski
Michael Goodwin	Marlene K. Rzepkowski
Susan Goodwin	Doug Scribner
George Haynes	Laurie Scribner
George Heissenberger	Frank Stepanik
George Herschell	Bob Tescione
Doug Jack	Barb Wild
Jeff Kath	

17 February 2012 Adjenda

CALL TO ORDER (after 7:30 pm)

ACCEPTANCE OF THE JANUARY MINUTES

OFFICERS AND COMMITTEE REPORTS

OLD BUSINESS

- Car Show Chair – TBD
- Auto-cross trailer status

OPEN DISCUSSION / BRAINSTORMING – TOPICS

- Increasing Membership
- Activities / Events

NEW BUSINESS

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

DOOR PRIZES & 50/50 DRAWING

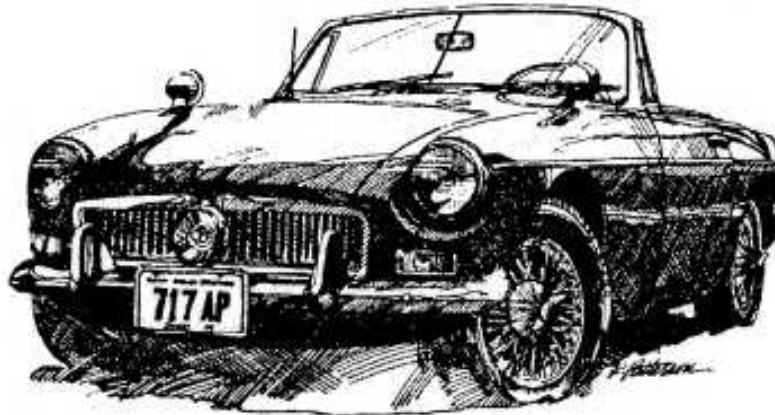
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I'm a life-long car nut (see CarNutzTales on our website) and am trying to emulate the small sports car operations I enjoyed working with in my earlier days. I try to buy low mileage, well kept cars suffering from inadequate use, and return them to excellent condition for the enjoyment and investment of educated enthusiasts.

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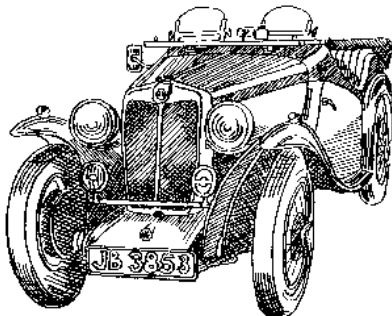
ABINGDON ALPHABET, part 10

By Doug Beagley

In our last episode we discussed the P series and how they managed to precede the N which is the next model that we will look into. Also, it might be necessary for you to go back and review the story of the Magnettes. This will bring you into a state of mind that will allow you to become more confused with the continuation of this line.

In early 1934, as previously reported, a couple of weeks after the introduction of the P series, the NA was brought onto the market. Before passing further you will note that originally the cars were known by the letter of the alphabet and each modification of the original design was known by the addition of a number - the J1, J2, J3, and J4 being an example. You will now note that this has changed and we are getting cars now by two letters, the first indicating the series and the latter the model within the series. Usually, the second letter follows in logical order, but not always. Remember the K1, K2, K3 and KN? No comment! Let it just be stated as a personal observation that this is typical of the land of the MG's birth. Very nice people, but a little nuts!

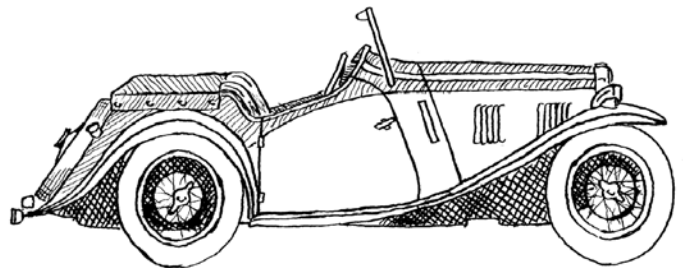
As I have said, the NA was introduced and was a Magnette. It was a six cylinder overhead cam engine of 1271 cc and was the same engine that appeared in the KN model. The wheelbase was 96" and the track 45." The car appeared as an open two seater sports, open four seater, the Allingham 2-4 seater and Airline Coupe. The engine produced 56.6 hp at 5700 rpm, and this was the last MG that would appear with the "light six" type engine. You will recall that these were introduced as the contemporary fours and were rough running. In the interim developments had been made and rubber motor mounts and smoother four cylinder engines introduced, and the day of the "light six" was at an end. For any of you who will jump ahead and point to the MGC, let me say that the BMC "C" unit that was found in that car, the Austin-Healey, the Wolseley 6-90, and various Austins would not qualify as a "light six." Let me quote what Michael Scarlett of *Autocar* said about this engine. "It appears to have been drawn up by an ex-marine diesel designer who was transferred against his wishes to the tractor engine department." A solid, sturdy engine, maybe, but a light six it was not.



MG "NA" 1934

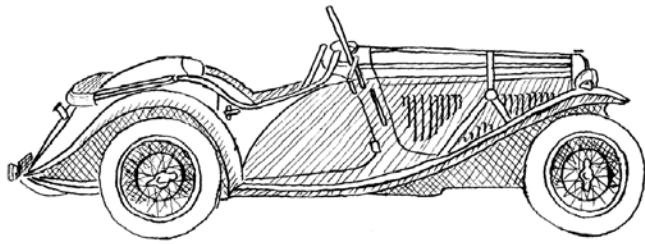
doug beagley 1996

The NA was a rather taller car than most MG's that had gone before. It was taller at the scuttle but this was rather cleverly concealed by using a two-tones paint job. The dividing line swept along the bonnet a little below the side hinge until it passed the windscreen and then swept down in a pretty curve to the rear wing. The gear box of the first models was as fitted to the L series, but with trial ratios. Those who have not seen or been involved with trials have missed a great deal. The idea is that the officials go out and attempt to locate muddy and grassy hills and slopes up which no sane person would attempt to proceed with a car. Then enter the enthusiast, who lets most of the air out of the rear tires and, with his companion bouncing madly up and down in the seat beside him, turns the nose of the car up the unclimbable and, with engine screaming, clutch slipping, the car crawls up the hill in spite of everything. You will appreciate from this thumbnail sketch that the gear ratios are low and lower from second and first, and then a large gap until you get to where third and fourth normally live. For the sportscar enthusiast who looks for close ratio gears, the trails gears are not the best. However, it must be accepted that at the time the NA was introduced trails were very popular and so the gear ratios were not out of line for many enthusiasts.



MG "NA" Allingham 2 Seater 1935 doug beagley 1999

In my description of the body styles I mentioned the Airline Coupe, and we have met (and admired) this beauty before. The Allingham was a different bird. It was a two/four seater with a dickey seat. For the unwashed and uninitiated, the dickey seat is known to the Colonials as a rumble seat. The car was a sweet looking car, and when the dickey was occupied and the hood was raised (the top, Granny), the hood protected the people at the rear as well as the people in the 'office.' This was not a very common style, and it was a pity that only about 12 Allinghams and 12 Airline Coupes were built. While talking about bodies it might be worth mentioning that MG's were quite favorites with the body builders and many special models were built outside the factory. There were many body builders who thrived in those days by buying the running chassis from the factory and then designing and building their own bodies and installing them. Some were good, some were bad, and some were insufferable.



MG "NA" body by Allingham 2/4 Seater 1934
doug beagley 1999

Those people have since left the scene and their interesting versions of familiar vehicles no longer grace the roads. It might be pointed out that a company that started by building sidecars for motorcycles in England under the name of Swallow graduated to car bodies. (I had a 1931 Wolseley Hornet' Special with body by Swallow, for a while. It had a trails gear box, too.) This company put out a very good looking car on a purchased chassis and called it an SS "Jaguar." Need I say more?

You will recall that when we talked about the K series I went into ecstasies about the K3 Magnette. This car and the others of its ilk, the racing MG's, set up such a record that finally the ax fell and it was decreed that superchargers were no longer permitted. MG had established such a reputation in the field of sports racing cars that something had to be done. So it was in late 1934 the NE was introduced. This had a specially tuned engine and managed to squeeze 74 mph at 6500 rpm. Now that must have been quite a car. Only 7 of these beauties were built, but I leave you to imagine the feelings of the sports car racing fans at the time the car was introduced. Here we see the exploits of this little factory in rural England, working with simple units, many from unimaginative, pedestrian designs, all available and raced by the public and not by factory teams, who have run the best that Europe can produce into the ground. It has been done with brilliance, development and care. It has allowed these cars to go into Italy, for instance, and beat the Italians in their back garden, at their own game, and beaten cars that cost many times more than the MG. Now, it is decided the clue is the supercharger and so it is outlawed. You can guess the result, can't you? Why do you think I am telling this story? As long as the MG Car Company continued with their racing program and Cecil Kimber held sway, the cars won and won well. I was an enthusiast at the time and I just could not believe that the cars still ran and still won, but it was so and we were all thrilled.

But, as you know, we are approaching that day when the end of independence for MG was at hand and the days of domination from Morris Motors was before us, and brought to an end this great period in the history of the company. Until this time it had been a big game at the factory and when the competition season was approaching and at its height, the employees would work day and night for the fun of it. Many times the employees would work the complete weekend and the only sleep they took was when they would go lay down upon cots and camp beds that were beside their benches. This was the spirit at Abingdon and the way that the cheapest sportscar in the world came to be a world beater. It was this sort of spirit that permeated everything that MG did and has stood the tide since that time and which, for my part, I hope continues to stand the test of time. I think it can with the help of all of us.

Watkins Glen International tears down iconic bleachers

Written by **Ron Levanduski Elmira Star-Gazette**

10:56 AM, Dec. 8, 2011 Rochester Democrat & Chronicle



One of the support columns for the Blue Grandstand collapses when a cable attached to it is pulled on by a Silverline Construction worker in an excavator working outside Turn 2 at Watkins Glen International Wednesday morning. / JEFF RICHARDS Elmira Star-Gazette

Written by **Ron Levanduski Elmira Star-Gazette**

WATKINS GLEN — For more than 40 years, the most indelible image recorded by photographers at Watkins Glen International was that of race cars snaking up the Esses with the Red, White and Blue concrete grandstands as the backdrop.

Demolition of the Blue grandstand, the final piece of the set of three wooden-seat structures located outside Turn 2 at the Schuyler County facility, began Wednesday. The Red stand was taken down last weekend and the White stand on Monday.

"It was part of the iconic photograph of the Watkins Glen track," said Tim Coleman, vice president of operations at WGI, on Wednesday. "They've been in every photo that was taken from the top of the Esses, along with the (Lynn) Hughey farm across the street."

In its place, for the start of the 2012 season, will be a single, more spacious and comfortable, modern aluminum seating structure. The 22-inch width of the new seats will represent about a 20 percent increase in area.

"They are going to be a great improvement over what we had," Coleman said.

The grandstand removal, performed by Silverline Construction of Burdett, is part of a \$1.3 million capital im-

provement project during the 2011-2012 off-season that also features the replacement of the Ninety and McDonald's Family wooden bleachers, located in Turn 1 and the top of the Esses.

The work, which began at the end of October, is part of a 2005 plan to replace all of the track's grandstands, with the exception of the Pit Terrace. Last year, four similar metal structures replaced wooden bleachers as part of a \$3.1 million capital improvement project.

When the construction is completed in the spring, the total project will add about 2,000 additional seats, many with greater sightlines around the 3.4-mile race course. All of the new seating has been recycled from Michigan International Speedway.

The Red, White and Blue grandstands, which were built in 1969 at a cost of about \$300,000, were the first big visual statement maker in the initial modernization of the track.

"They served a big role in giving the track its identity back then," WGI track historian Bill Green said. "They were the first thing you saw when you drove up to the track."

Situated directly in front of the original start/finish line, they were the prized seats at the track until the start/finish line was relocated to the current pit straight for the 1971 U.S. Grand Prix.

The seats have never been as popular since then. WGI president Michael Printup said this summer, "They are always the last ones to sell."

The Ninety bleachers and the McDonald's stands were built in 1962 and were among the oldest stands at the track. The new aluminum stands are already being erected. Coleman said the McDonald's stands are 75 percent complete and the Ninety are about half done.

"We're ahead of where we thought we'd be at this point in time," Coleman said. "The weather has been great this fall to work in."

Whereas the Red, White and Blue grandstands were the slowest-selling seats, the Ninety was the first to sell out, Coleman said.

"The Ninety remains our most popular grandstand at the track," WGI senior manager of public relations Ryan Lake said.

The new Ninety grandstand, at about 75 feet high with 43 rows of seating, nearly doubles the capacity of the old bleachers there.

Advance tickets for the 2012 season went on sale Monday. Lake said tickets are available for all of the new grandstands, including the popular Ninety.

"It's much taller and dramatically different," Coleman said. "You can basically see all the pits now from the upper rows."

The McDonald's grandstand will also double in size, but its extra capacity comes from being much wider rather than a great deal of extra height, though at 40 feet tall it still will be about 10 feet higher than the old bleachers.

"With the McDonald's grandstand designated for families, it is definitely a growth area for us," Coleman said.

MG Car Club Steak Roast & Auction

Sunday March 25, 2012-Noon until 4:30

Eyer Park in East Rochester

Bring a dish to pass and an item to auction:

A-G appetizers,
H-R salad or vegetables,
S-Z deserts.

Bring your own place setting and drinks. Please do not bring dishes that need to be plugged in. Coffee and tea will be provided.

Menu and Price: Steak \$8.50/person, Chicken breast or veggie option \$7.50/person, Zweigle Hot Dog \$1.50/person

Logistics: Advanced sign-up by March 15 is required so we know how much to buy. Sign up at February or March meeting or send check payable to MG Car Club to: Desi Benet 84 Brunswick Street, Rochester NY 14607.

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

Questions: Contact Desi Benet at desibenet@aol.com or 585 271 8178

Sentimental Journey

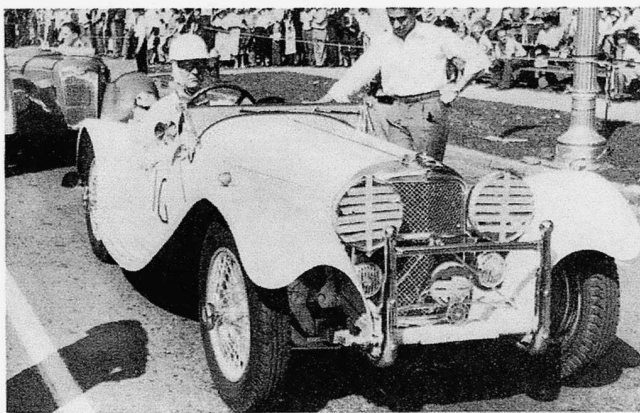
More than a man for *Today*, Dave Garroway was a racer and car guy.

By Dick Powers

Last January, the *Today Show* celebrated its 60th anniversary. You may have seen some of the remembrances on TV. Some may even remember when the show started back in '52 and the host for the first 10 years, Dave Garroway. You may also remember the theme music he used, *Sentimental Journey* (Les Brown/Ben Homer, lyrics by Arthur Green. 1944). Garroway was an amateur drummer, jazz devote (he produced a few Jazz recordings) and award winning DJ before moving to TV, so that music would have been fitting for the times and a reflection of the mild mannered and witty Garroway I remember.

My first car memory of Garroway is when he used to do the TR 3 commercials on the Today Show. They would have a TR parked on the street next to the studio (no crowds then) and he would just go out and stand next to the car and talk about its attributes of handling, speed and fun to drive. I'm not sure if Garroway ever had or raced an MG, but possibly he did have a TC as others like Briggs Cunningham, John Fitch and the Colliers did. He did enjoy cars and racing and was one of the NYC racing crowd that got the late Walter Cronkite interested in racing.

One car that many in our club remember him owning and racing is a 1938 SS-100 Jag.



Dave Garroway, Chicago, Ill. Switches casually from television to road racing. He placed in his class last year (with a little hay in his fenders), driving his beautiful yaller Jaguar with the gen-u-wine alligator upholstery.

To improve its performance, Garroway put a very large blower on it and eventually blew it up. He must have had good connections with Jag, because in '51 he persuaded them to sell him a motor from the new XK 120. That made the car much faster, but Garroway was really an amateur (mid pack) driver as compared to the others who raced in the late 40's to mid 50's. That

said, he did race many times at the Glen and did a number of hill climbs too. One interesting part of this car was its "gen-u-wine alligator interior" as the 1950 Watkins Glen program noted. He owned and raced the SS 120, as he came to call it, for 30 years.

Bill Green, Historian at the IMRRC, checked Garroway's racing record and found that he raced at the Glen from 1948 to 1950 with his best finish being 7th overall in the '49 Seneca Cup race. In '51 he raced at Bridgehampton, but mostly did hill climbs at Giants Despair and Mt. Equinox, finishing 7th at each. Bill also said the last time Garroway was "officially" at the Glen, was '68 as a judge in the Concours. That was a natural place for him because he collected and restored classic and historic cars. Cars in his collection included a '29 Rolls Royce Phantom I and a '59 Ferrari 250 GT Series II.

Garroway always ended the Today Show with the palm of his right hand to the camera and the word "Peace". He also did a Sunday afternoon show (*Wide Wide World*) where he also ended with the word "Peace" preceded by the last stanza of the Edna St. Vincent Millay poem *Renascence*. Not enough room here to print the text (Google it), but that and his gesture of Peace to his viewers said volumes as to the kind of person he really was.

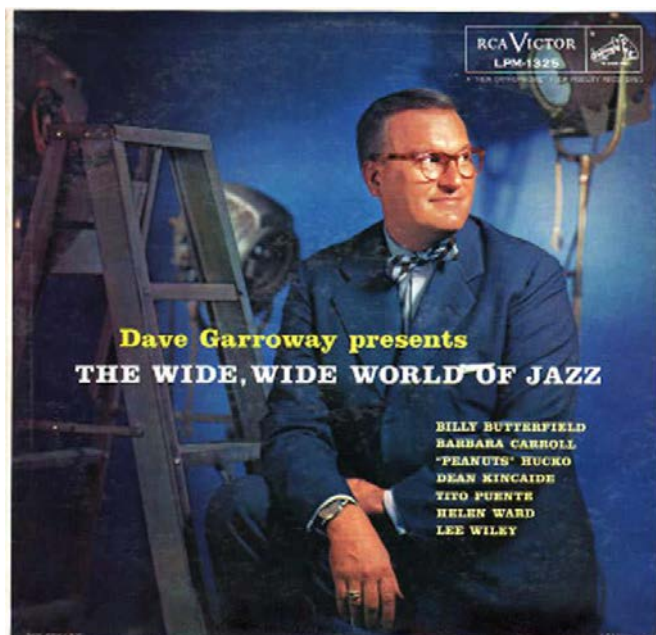


Dave Garroway was born in Schenectady, NY and had family in Hammondsport, so he visited our part of the state often. He was a Radio/TV personality, Jazz de-

vote, musician, record producer and a racer and car guy too.



The author would like to thank George Herschell and Annabelle Tescione for help with the Glen photo and Bill Green for checking the stats.



University Motors News

From University Motors Newsletter

Monday, January 23, 2012



Dear Fellow Enthusiasts!

We had a wonderfully beautiful birthday party here at the shop on Saturday, January 21, celebrating our 37th year. Over a hundred enthusiasts from as distant as Mount Vernon OH and Chicago IL attended the festivities. The shop was clean and organized with about twenty projects on display. We served chili and then cut a birthday cake. A good time was had by all. Bob & Katie Blackport even showed up with MG face paint!

Our next event at University Motors is scheduled for the first weekend in March – the University Motors Technical Seminar. The seminar is an intense, three day hands-on and lecture course. Friday is the “Complete Lubrication.” Saturday is the “Complete Tune.” Sunday covers Lucas electrix and Toolbox Tips. Friday and Saturday evenings include more training and factory films. Become a University graduate! Earn your degree in MGineering! Follow this link to our website.

Following the three day seminar is our two day Gearbox Workshop. Held on a Monday/Tuesday, participants will bring and rebuild their own gearboxes under the watchful eyes of John and Curt. We will have as many as ten gearboxes apart at the same time, so organization and cleanliness will be paramount. Follow this link to our website.

While cleaning up for the birthday party we came upon this set of modern SU carbs, mounted on an aluminum manifold. Matched to this is a stainless steel header. We ask \$400 plus shipping. If you want this assembly, as pictured, send an email to Mike or give him a call: mike@universitymotorsltd.com or 616 301-2888.

My experience is that most MG owners worship alone. But for that great number who want some fellowship, technical assistance, camaraderie, social gatherings, shows, rallies, magazines – there is a club for you. The MG world is factionalized along models: The national clubs often have state chapters. Here are the national clubs:

For the MMMs (pre WWII): <http://www.triple-mregister.org>

For the T Series (1946-1955) <http://www.nemgt.org>

For the MGAs (1956-1962) <http://www.namgar.com>

For the MGBs and Midgets and 1100s (1962-1980) <http://www.mgcars.org.uk/namgbr>

For the MGCs <http://www.mgcars.org.uk/amgcr>

The MG Vintage Racers

Focus event

August 17-19 2012

at Grattan Raceway.

Pittsburgh Vintage Grand Prix

Schenley Park

July 21-22 2012

Celebrate MG as

TO MGCC Members:

“Seneca Lodge Room Reservations”

***Please submit your name for 2012 Seneca Lodge requests for the September Vintage Race weekend ***

*****Room Drawing*** by February 20, 2012*****

Please contact me either by email or in writing at the addresses listed below. Please indicate any room preference (room or cabin #, double or queen bed and whether you would be willing to consider staying in the Log Cabin as a shared residence with other couples.

Please include your name, address, phone and email. I will contact all members who requested a room following the drawing.

Seneca Lodge is a 3-night minimum; prices vary by rooms and cabin units.

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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:

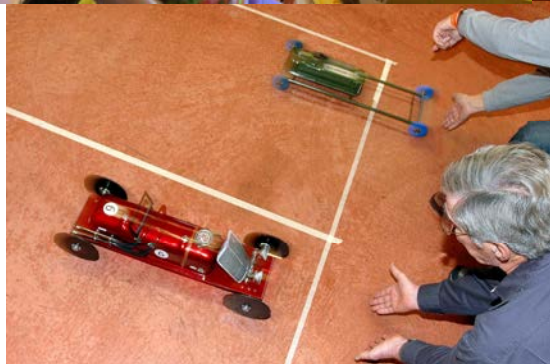
Dan: (585) 223-9584 e-mail dgipk@rit.edu

Hollis: (585) 271-7754

Valve Cover Racing

Photos By Al Fink & Mike Goodwin

Valve cover races are a tradition of MG Car Clubs all over the world. Here are some sights from this years MG Car Club Western New York races.



News From Autosport MG Racing

By Kevin Turner

Gow says NGTC Regulations made MG's BTCC return possible

Wednesday, January 25th 2012,
British Touring Car supremo Alan Gow believes the new NGTC regulations have made it possible for MG to return to the series.

MG has announced it is returning to the category with a works assault run by ex-Vauxhall factory team Triple Eight Race Engineering, with double champion Jason Plato and Andy Neate on the driving strength.

Gow introduced the NGTC rules ahead of the 2011 season in an effort to cut costs and attract more teams to the BTCC. He believes NGTC was key in MG's decision.

"There's no doubt that MG wouldn't have been able to do this with the previous [S2000] regs and expensive homologation," said Gow.

"It's great news for the series. To have the MG marque in the BTCC is fantastic for us, and the BTCC will help MG's marketing and promotion.

"It's a win-win situation. It underlines not only the value of the series, but also the value of the regulations and media coverage."

Gow also welcomed the move back towards a factory programme for Triple Eight, which has run as an independent since the termination of Vauxhall's effort at the end of 2009.

"Triple Eight have been an important part of the fabric of the championship," he added. "It's great to see them here with a new challenge."

Book Review .

By Don McConnell

I am not an avid book reader but occasionally do find a great book that holds my interest. This one is by **Garth Stein** and is called "**The Art of Racing in The Rain**". I would recommend that if you haven't read it to give it a try. It would be of interest to people who like dogs or to some one who is into auto racing, formula one to be specific. Since I have had both that made it a shoe in.

The story takes place in Seattle, Washington and is told by a dog as he sees his life and his masters' life. The dog is named Enzo (go figure). We see what kind of car the master likes. As told by Enzo his mother is a lab and he is not sure what his father's breed is but thinks it is Terrier (we had a Boston Terrier). His master is Denny Swift (a race car driver). Denny's day job was a customer relations person in an Auto repair shop. Denny also teaches high speed driving, and also is asked to co-drive in some races.

Enzo explains he likes to watch TV and one of his favorite channels is the History Channel. One of their documentaries showed how many people in India believed that when dogs die they would be re-incarnated into a person. Enzo held onto this belief fervently. (Our Boston terrier had a mass on his jaw and we had to put him down. We know he will be back as a human because he already acted like one). Enzo had one other obsession and that was that his dewclaws were opposable thumbs. His favorite saying was "The car goes where the eyes go". One other thing Enzo liked was to watch the 1993 Grand Prix of Europe at Donington Park and Ayrton Senna's drive in that wet race.

During the story Denny gets married and they have a little girl Zoë. It takes a while for Enzo to get used to them and for them to get used to him. There is finally some trust and affection built between the girls and Enzo. The family goes through many trials and tribulations. It is very interesting to hear the situations told as seen and felt by Enzo.

The ending was not what I expected. I will say if you read it let me know what you think and how you felt about the ending. Give it a read.



MGB50

The official

2012



Celebrating the anniversary of the production of the first MGB

As I'm sure you are well aware 2012 is the 50th anniversary of the introduction of the iconic MGB sports car, and the purpose of this bulletin is to inform you of the plans which we have put in place to celebrate this significant milestone.

The MG Car Club and the MG Owners Club in the UK are organising a number of events and are coordinating with other organisations and the motoring press to generate as much exposure and publicity as possible for the anniversary. We would like to both welcome overseas visitors to these events and to encourage overseas clubs to organise their own events and to coordinate them with the UK activities.

The MGB is the most loved popular sports car in the world and we want to mark its 50th birthday with as much razzmatazz as possible!

UK Activities

We are planning a year-round programme of events which include

- Coordinated road runs to the Heritage Motor Centre at Gaydon
- celebrations at MGLive! at Silverstone
- A public lecture on the development of the car
- A day long 50th Birthday Party at Blenheim Palace (the venue used for many of the early MGB photo shoots)
- A Gala Dinner in the Civic Centre in Abingdon

Further detailed information regarding the dates and venues of these events, local accommodation, and much more, can be found on the MGB50 website and on the dedicated MGB50 Google map (see the side box on the right).

If you plan to visit the UK and take in one of the events, to further your enjoyment of MG in the UK, we have also created an 'MG Tour of the United Kingdom' map showing sites and venues of interest to MG enthusiasts. This can be accessed from the members-only area of the MG Car Club's website by then clicking on the Overseas menu. You will need your

member's name and membership number to access this map

Overseas Activities

Many local clubs and centres are planning to hold their own event to mark this anniversary. These events may be timed to coincide with exhibitions, local car shows, national events, club rallies, anniversaries etc. To co-ordinate all of these events, both at home and abroad, we have created an interactive Google map which shows the location of all events, the time and date, with links to host club's website, accommodation

details, together with other information about the event and venue. If you, or your club are planning an event

please let us know and we will upload the details to the map. You will also be able to upload photos and videos to a specific hosting site, or to one of the well known photo and social networking sites. The more events we can display, the greater the awareness and involvement of fellow enthusiasts, which will lead to a truly world-wide event and demonstrate 'The Marque of Friendship'.

Best Regards
Paul Plummer
(MG Car Club Overseas Director)

Just to whet your appetite, here are three pictures showing the insertion of the second-last produced MGB through the upstairs window into the MG Museum section being developed in Abingdon County Hall Museum. Pictured in December 2011. The museum is planned to open in June 2012



Above, even when inside there was much to do to manoeuvre the MGB into position



Top, a large version of a scissor-jack raises the MGB into the window. The specially-constructed cradle was made by British Motor Heritage, the producers of MGB heritage body shells. Bottom, a tight fit! Clearance was 15mm on each side.



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Call Ziprrz Paddock at 585-415-5370.

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

Please inform the Editor when ads should be removed.

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

Mowog From page 25

Sometime in the near future hopefully some of the car shows will start appreciating original cars and not over chromed, over restored examples.

As for myself, my main interest has always been automobiles, mostly the vintage sports car area. However I have always nurtured an interest in antique lamps, furniture and in particular antique firearms of the flintlock or percussion era. There was a time I used to shoot muzzleloaders and Civil War era firearms, but I haven't done so since losing the sight in my right eye

several years ago. I still retain a collection including at least one that I built.

Of late I have become interested in Mobilia and have accumulated some trash in that line. I'm particularly interested in club badges, racing posters and any thing old that I can obtain without the outlay of huge amounts of cash. Just an incurable motorhead.



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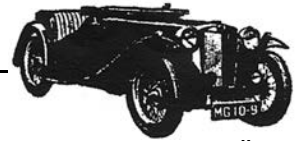
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Bury Me in an Old Mowog Parts Box

By Jay Lockrow



Here is a reprint from October 1999

After my e-mail address was made public in my August column I received an e-mail from my pal Paddy Willmer from across the pond. Paddy congratulated me on my retirement, and suggested a column telling readers about myself and also my TC. Through the years most of this has been covered at one time or other, but it is always fun to blow your own horn and bring some newer members up to date.

Right after World War II. I was introduced to sports cars. One evening my dad took the family into Buffalo to view a new dealership that carried, of all things, foreign cars. There were no MGs at the dealership, but there was a Singer and a Triumph, the model that has the rear windscreen that folds into the scuttle, plus several other makes now long gone. Several weeks later my dad was able to purchase the Singer, as someone had purchased it but his wife wouldn't ride in it. He kept it through the summer and in the fall traded it for a black MG TC with shiraz green upholstery.

That was about 1948 and I was 9 years old and totally enthralled with the MG. The MG was sold for a reason I cannot remember, but was replaced shortly by another TC purchased in the Little Valley

N.Y. This led to yet another TC and all told between my dad and I we have had a total of 10 TCs. A little quick math will tell you that is 1 / 100th of all the TCs ever produced. There were also a few Jaguars, one TD, an Aston Martin DB2, a couple of Porsches, a Fiat Abarth

Zagato, Volvo P1800, and a smattering of other machines. All this of course was mixed in with a series of pre-war Packards, Pierce Arrows, a LaSalle dual cowl phaeton, an S model Mercedes Benz, a 1927 Bugatti and even a basket case Lancia Lambda. If you have your calculator at hand you might try to figure out what the Pierce Arrows, LaSalle, Packards etc. would be worth today. The Packard Twelve convertible was purchased for \$400. It ran and was really a pretty good car. It had been owned by a college student, and we found a total of 11 cents in the car. The other Packard a 1932 straight eight phaeton, owned by a banker and we found over \$5 on board. Although I haven't seen it recently it was still in the area a few years ago.

My first sports car was a 356 Porsche of about 1952 vintage. It was pretty rusty from the beginning and shortly thereafter the roller bearing crank let go. I couldn't afford to repair the car, it was sold as is and re-

placed with a 1955 MG Magnette four door saloon. This was really a nice little car and gave excellent service for several years. This was eventually sold and replaced with a '58 TR3. The TR3 was my sole transportation for several years and even during my service years, carrying me back and forth to the Boston area in all kinds of weather.

You can see where I developed my interest in unusual machinery, and somewhere along the line the MG TC was the car I wanted to own. TC 7440 was purchased in May of 1965 when I returned home from the service for the outrageous sum of \$850. The TC has been in my possession ever since. If you still have your calculator handy it should tell you that I have owned the car a little over 34 years and it is still going.

The TC has been maintained totally by myself, and other than an occasional trip to a machine shop for machine work it has never been into a shop for service. The biggest repair in all those years was the engine rebuild five years ago when the XPEG true to form broke its crankshaft at the first web. The engine was removed and reinstalled by myself but was professionally rebuilt by an engine rebuilder. The repainting and polishing

of components was all done by me.

For the most part I'm a self taught mechanic, and by reading the manuals and doing a little creative thinking have managed to keep the TC running all these years. Some of the innovations on the TC are a homemade kit that replicates the Tompkins kit for less than a \$1. The brake and clutch pedals have been drilled and grease fittings installed so that the bushings can be greased. Something the factory missed as these bushings wear quickly. The front wheel bearings have been replaced with tapered bearings so adjustment is easier. The play in the rear hubs has been reduced by inserting shims as mentioned in Mike Sherrell's wonderful book TC's FOREVER. Several other modifications have been done but the originality of the car has not been touched.

The TC is not pristine, having been repainted over 30 years ago when about four coats of really bad paint were removed. The car has its share of nicks and scratches, many admittedly put there myself, and some done by bicycles and other such items. The car retains its original upholstery and although a little rough it has a wonderful patina to it that I just love.

(See Mowog Page 23)

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

HAPPY BIRTHDAY EVERYONE!!**WELCOME BACK !!!!!**

Ron & Evelyn Stone
 6165 Knickerbocker Road
 Ontario, NY 14519
 1967 MGB, 1975 BMW R90S,
 1978 BMW R100/7, 1981 BMW R65

FEBRUARY ANNIVERSARIES

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

**CONGRATULATIONS
TO ALL!!****MARCH ANNIVERSARIES**

9 Jim & Dawn Priestley
 14 John & Laura Feligno, Sr.
 17 Elton & Patti Schulz

CONGRATULATIONS**MARCH BIRTHDAYS**

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

HAPPY BIRTHDAY EVERYONE!!

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 31st.

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



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PO Box 92556
Rochester, N.Y. 14692

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Permit # 701

ADDRESS SERVICE REQUESTED

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	June TBD Vintage Auto festival 6-10 NAMGBR MG 2012 21 MGCC Meeting	July 3 Board Meeting 9-13 NAMGAR GT 37 19 MGCC Meeting TBD Multi Club Picnic	August 5 GVAC Car Show 16 MGCC Meeting 19 UK Car Day
September 6 Board Meeting 7-9 Watkins Glen 14-16 Brit Invasion Stowe 18 (Tues) MGCC Meeting	October TBD Fall Foliage Tour 18 MGCC Meeting TBD Garage Tour	November 1 Board meeting TBD Yacht Club Brunch 15 MGCC Meeting	December Holiday Party No Meeting

Next Meeting
February 16 2012 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



**I'D RATHER BE DRIVING
MY SPORTS CAR!**