

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 54 No32

Issue No. 636

March 2012



Did Someone say Food!! Not only do they like to Drive Sports Cars, they like to eat !!

The Manner of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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

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SUBMISSIONS ARE WELCOME

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

MEETINGS

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

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ADVERTISING RATES as of January 1,2009

Copy ready business advertising:

Size	Single Issue	One Year
Half Page 7.5 x 4.8	\$27.00	\$110.00
Quarter Page 3.6 x 4.8	\$16.00	\$ 65.00
Eighth Page 3.6 x 2.3	\$11.00	\$ 44.00

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Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplate can be purchased in the name of the donor for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Frank Stepanik
 13 Fiora Drive
 Fairport, NY 14450

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

Chairman's Corner

Mike Parthum

Hello again to everyone I think February's meeting went very well, with a number of ideas generated from the topics that we brainstormed on. Once the lists are compiled and reviewed, we can start looking at where the "low hanging fruit" is and start with those things that can be easily accomplished while developing plans on items that will take more time and effort. We will continue to examine the things we do as a club and look for ways that we can make improvements but the bottom line is that it's up to the membership to make these decisions on where we go from here. I cannot say I have ever seen a winter like this and I am optimistic for an early spring. My own tinkering with my 79 MGB has not made a lot of progress this winter but the list of things I want to do is not very long. My future son-in-law (who does paint/body work) wants to repair some blemishes on the car and repaint, which should happen in early March. I still have the new top to install and some minor electrical issues to tend to but if the weather turned nice tomorrow, I would be out on the road in a heartbeat. It really is a fun car to drive and much easier to work on than other cars I have had in the past. I hope this issue of Spokes finds you with warm weather and clear roads to signal the start of another year of adventures and I look forward to seeing you at the March general membership meeting.

Mike Parthum

MG Bruce

Don McConnell

As I write this, it is almost the end of February. I peer out through the looking glass and see a green MGB driving down the street. The driver looks to be enjoying the warm sunshine and hair blowing in the breeze. Then I hear my wife's voice oops it is back to the coffee on the table. The ride was fun while it lasted. If only the car was on the road. Talk about wishful thinking take a look at the MG6 information later in this issue. I have an update to the MG that will be raced in the British Touring Car Championship. Over the racing season I will keep you updated on their progress with race results. Also speaking of racing you will find an update to MGs racing at Sebring also in this issue.

March is the time you begin to prepare your sports car for the driving season ahead. Hopefully those major winter repair projects have been completed or are very near completion this point and all that is left is the oil change or spark plug change, ect. Progress on Bruce my MGB has been slow to none at best. A bit disappointing I must say. With me not having my B on the Road the sheriff of notenhavedriven will be looking for car that are not enjoyed and take them to his house to enjoy driving. Enjoy your March and see ya at the next meeting.

Happy Top down
Don

On the Humorous Side

Here are a couple of questions found on Spitfire & GT6 Magazine (triumphspitfire.com/jokes).
Their author is listed after the answer

Q: What do you call an MG with dual exhaust?

A: A Wheelbarrow!

-Philip Payne

Q: What are the two questions you hear most from the passenger in your MGBGT?

A: 1. Is it HOT in here?

2. Do you smell gas?

- Sir Drives-A-lot

Activities

By Desi Benet

March 2012

Hi MGers!!! I have been very busy working on organizing the activities for the year. This column highlights the Activities as they stand at this point, so get out your calendar and ensure they are noted there!! Note that the Vintage Show has had a lot of discussion and many incredible ideas emerging. These include ideas such as a regular "all British" cruise night, a reorganized show to encompass less labor and more "fun". There is some discussion about the show evolving to an all sports car show or a British Clubs show. A clear theme that has emerged is run the event at minimal cost and effort of the club members. At the meeting on March 15, we will review the amazing suggestions and thoughts about the show. **EVENT REMINDER:** The Spring Steak Roast and Auction is being held on March 25 at Eyer Park in East Rochester. From 12:00-4:30. You can choose from steak, chicken, veggie option or hot dog. Please bring a dish to pass. See the flyer in this newsletter and remember to sign up and submit your check by March 15. Remember to bring an item to auction!!! **Future Events:** Swing into Spring sign up is open for April 22. Dick Powers and Laurie Scribner are organizing this event again. See flyer in Spokes and make sure you sign up in advance. This is always a great early event, maybe the weather will cooperate enough to bring your British Car. The Kimber Festival is scheduled for April 20-21 this year, more information as soon as it becomes available. On May 13, the Langswagers are once more hosting a beer tasting party at their home. The flyer is posted in this newsletter and sign up will be available at the next meeting. In June, hold the date for the Vintage Auto Festival which has been the first Sunday in June for the last 40+ years! As mentioned above, we will discuss this at the meeting this month. Also, Dave Wild has informed us that the Great Race is coming through Fairport on June 28. They will be seeking volunteers to assist in this leg of this event. Specifics will be posted on the web site and in Spokes as soon as they are available. In July, the Multi Club Picnic in Queenstown is pending a date, so as soon as we have specific information, it will be posted in Spokes and on the web site. Another Event that is under consideration is the Pultneyville Homecoming. This is a significant year due to the remembrance of the War of 1812. There is a car show, (cars are in the parade). It is a small town festival with food, music and art venues. There will also be some historical re enactments this year home and garden tours, cemetery tours and activities on the water. More information as soon as specifics are available. This event is currently scheduled for July 20, 21, 22. Also the Pittsburgh Gran Prix this year celebrates MG's on July 21 and 22 in Scherley Park. Specific details are forth coming Note that the NAMGAR GT 37 is scheduled for July 9-13, details to follow as soon as they are available. August is a very

busy month. UK Car Day this year is scheduled for August 26 at Genesee Valley Park. This is run by the Triumph Car Club, many of whom are members of our club. George Haynes will be posting details in Spokes as soon as they are available. Also in August, we are tentatively scheduling a trip to the Garlic Festival at Foxhill Vineyards on Seneca Lake. It is tentatively scheduled the first weekend in August. Lots of food and music, as well as supporting a small local winery. More info as it becomes available. Also the same weekend is the GVAC show, at a new location (Roberts Wesleyan College in Chili). Note the Garlic Festival will be scheduled to accommodate our club attending the GVAC show. The Niagara British Car Club holds a car show in August in Niagara on the Lake in the center of town in this lovely Canadian village. Shaw festival tickets are available for attendees at a discount. Date is awaiting confirmation and there will be more information as soon as available. The MG Vintage Racers focus event is scheduled August 17-19 at Grattan Raceway. More information will be provided as details become available. September remains a busy month starting off with the Vintage Races the weekend of September 7-9. The following weekend is another overnight, the Stowe Vt show. Our club has supported for many years. (September 14-16). As soon as there is more information available, it will be posted on the web site and in Spokes. The Bronte Car Show outside of Burlington Ontario Canada, is also being held this year on September 16. This event draws over 2000 British only cars and a really great flea market. This is about a two and a half hour drive from Rochester. Our Fall Foliage Tour has been scheduled for October 7 this year, once again hosted by Tim and Rhonda Rizzo. This is one of our club "legacy" events and always well attended. Please mark your calendar. Also the garage tour is tentatively scheduled for the month of October, but there are no firm details as of this writing. November brings us the Yacht Club Brunch hosted by the Faust's. Date is to be confirmed, so watch Spokes for further details. In December there will be a holiday party or activity, still to be determined. One suggestion made was to attend the "It's a Wonderful Life Festival" in Seneca Falls NY, the inspiration for this classic Frank Capra movie from the 40's. Another idea floated was to host an event at Art Works in Rochester with a buffet dinner or reinstitute a pub night celebration of the season. So there is a quick overview of club activities up to this point. Now if you have an idea for an event, please let us know. We would love to add your ideas to the calendar.

Take good care Desi

MGCC Minutes of the Meeting

By Mary Murray

February 16, 2012

Call to Order- Meeting was called to order at 7:36PM by Chairman Mike Parthum.

Acceptance of January 2012 Minutes-Minutes were accepted as reported.

New Members and Guests-Steve Wenthe

Treasurer's Report-Mike Goodwin reported the Club's healthy balance.

Opening Remarks-Chairman Mike Parthum. Mike discussed "Areas of Improvement"

Activities-Dezi Benet(yes, she did accept) *March 25 is the Steak Roast & Auction. Please pay by March 15. *April 21 at Watkins Glen, Alva Currier is the car of choice. *Swing Into Spring on April 22 at Mulconry's Irish Pub & Restaurant. The address is 17 Liftbridge Lane, Fairport across the street from the parking lot where the Tuesday night cruise-ins are. This will be put on by Laurie Scribner and Dick Powers. *Basket Auction at the April Meeting. *July 21 in Pittsburgh, PA., MG is the car of choice. For more information see the articles in Spokes

Membership-Jim Priestley Membership is 118 as of tonight. 50 members have still not renewed. Please pay your membership fee so you will be able to receive your copy of Spokes and participate at the events without paying a non-member fee.

Regalia-Doug Scribner Doug had a mini regalia display.

Spokes-Don McConnell Dan is still putting in new literature and would like comments about the new additions. Please e-mail him with your thoughts. On page 19 in Spokes please read the book review, which is going to be made into a movie. Please remember all articles have to be in within seven days of the meeting.

England Report-George Herschell Safety Fast did not come in the mail so there is no report.

Librarian-Al Costich No report due to Al being absent.

Trustee Report-no report

Web Site-Leon Zak No report- Leon absent

Old Business- Autocross trailer has been moved. Willard

Brown suggested we get the names of Military Veterans from the 98th division to place into Spokes. They meet on the third Thursday. Bruce Austin loaned someone his "Old British Racing" DVD and would like it back.

New Business Discussions:~Ideas of how to attract people to our club*Deciding whether to have an activity at every meeting.* Calling cards with one year membership.*Posting on craigs list. We will need to add the website link in the posting. *Please invite people to ride in your cars. *Reach out to the younger crowd. (Eddison tech, St. John Fisher, UofR, other colleges in the area). *More cruise nights to other restaurants to bring in the younger crowd.*Local area mechanic shops *Advertising*Retirement communities*Facebook & Twitter*Reaching out and supporting other people's events*Import swap meets*Attending the Rochester Car Show at the Convention Center.*Vintage weekend which is a captive audience.*Local parades such as the Apple Blossom festival. ~Things to do*Super cruises, June, July, August in Geneseo. *British car cruise-in.*Band together in Syracuse for an event with the Triumph Club.*Would like to bring back autocross with other clubs. *The great race is stopping in Fairport. Unsure of the date.*MGT register is at Lake Ontario*MGC register is at Watkins Glen.*Our fall foliage tour will be in October. ~GasolineThe E-15 legislation has been put on hold at the moment. The legislation is trying to boost the amount of ethanol in the fuel higher. You can purchase non-ethanol fuel at Pittsford Auto Service on Rt. 31 by the railroad tracks, Cooks Valero at Westfall & East Henrietta, Cooks Valero at Rt. 39 in Avon, Cooks Valero at Rt. 63 and 36 in York. ~There was a discussion about not having a car show this year. Members voted not to have the car show as it was held in the past. ~Motion was made by Doug Schribner to have an event on June 3. The vote was yes and second. ~There was a motion made and second to give the 50/50 money to Jim & Gail Colegrove. ~A committee of volunteers was formed to determine what the event would be on June 3. The volunteers include; Dick Powers, Dave Wild, Dan Suter, Mike Goodwin, Gil Langswager, Jim Priestly, Dan Goodwin, Bob Tescione, George Haynes, Paul Osborne, Art Salo, George Heissenberger, George Herschell, Al Wagner, Doug Schribner, Lane Boughton, Al Fink, John Boum, and Dezi Benet. ~Barb Wild had her back surgery and will hopefully go home on Monday. She is doing well. ~Dave Chase stated that Herb Zechman from Orchard Park passed away. His cars are for sale. They include; 1600 MGA Coupe, TR3 (needs some work), 1600 MGA Roadster. ~John Murray won the 50/50 and donated the winnings to Jim & Gail Colegrove

Adjournment-9:21 PM

Basket Auction

April 19th Club Meeting

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



MGB50

The official

2012



Celebrating the anniversary of the production of the first MGB

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

Minutes Attendance

February 16, 2012

Bruce Austin
Bill Baldwin
Cheryl Baldwin
John Baum
Dezi Bene
Lane Boughton
Willard Brown
Dave Chase
Joe Fazio
Linda Fazio
Al Fink
Dan Goodwin
Mike Goodwin
Hollis Hames
George Haynes
George Heissenberger
George Herschell
Doug Jack
Betty Langswager
Gil Lanswager
Don McConnell
John Murray

Mary Murray
Paul Osborne
Mike Parthum
Tim Paul
Dick Powers
Dawn Priestley
Jim Priestley
Bill Rampe
Rhonda Rizzo
Tim Rizzo
Wally Roworth
Dick Rzepkowski
Marlene Rzepkowski
Pat Sangster
Steve Sangster
Doug Scribner
Rob Shrader
Frank Stepanik
Dan Suter
Dan Sweeney
Bob Tescione
Allyn Wagner

Dave Wild

Guest Steve Wenthe

March 2012 Adjenda

CALL TO ORDER (after 7:30 pm)

ACCEPTANCE OF THE FEBRUARY MINUTES

OFFICERS AND COMMITTEE REPORTS

OLD BUSINESS

- Car Show Proposal

OPEN DISCUSSION / BRAINSTORMING – TOPICS

- Summary of ideas from February
- Fundraising

NEW BUSINESS

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

DOOR PRIZES & 50/50 DRAWING

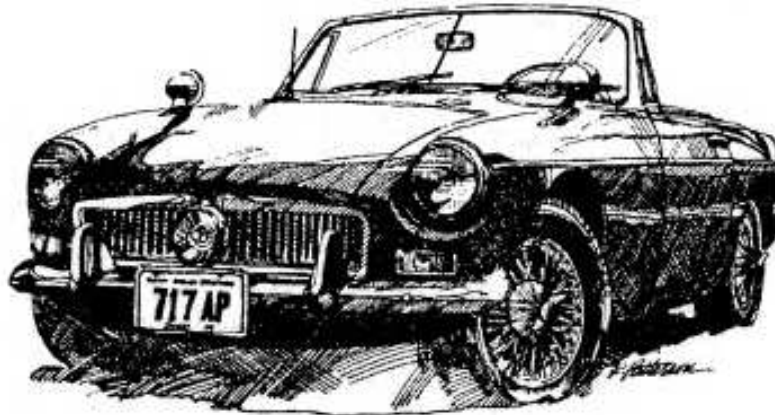
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U.S. House Committee Passes Bill Requiring Independent Scientific Analysis of E15 Gasoline

The U.S. House Science Committee approved a bill (H.R. 3199) directing the National Academy of Sciences to conduct a scientific assessment on how gasoline blended with 15 to 20 percent ethanol (E15 and E20) may impact gasoline-powered engines, vehicles and related equipment. The analysis would consider a variety of issues including tailpipe and evaporative emissions, impact on OBD systems, materials compatibility and fuel efficiency. The National Academy of Sciences would have 18 months to conduct its analysis. HR 3199 will now be considered by the full House of Representatives.

We Urge You to Contact Your Congressional Representative to Request Their Support for H.R. 3199

- H.R. 3199 acknowledges that E15 causes corrosion with incompatible parts. Ethanol increases water formation which can then create formic acid and corrode metals, plastics and rubber. The EPA allows use of E15 in 2001 and newer vehicles, but agreed to make it "illegal to fuel pre-2001 vehicles" with E15. A required warning label on the gasoline pump will not protect consumers from accidentally misfueling these vehicles/engines.

- H.R. 3199 recognizes that E15 is not yet in the marketplace. It is still the subject of several lawsuits and Congress could enact legislation to block the sale.
- H.R. 3199 prevents the EPA from permitting the sale of E15 before the report has been submitted to the House Science Committee.
- H.R. 3199 potentially protects millions of vehicles and engines that can be harmed from E15. The EPA was premature in permitting the sale since it is still unclear how E15 impacts tailpipe and evaporative emissions, OBD systems, materials compatibility and fuel efficiency.

DON'T DELAY! Click here to contact your member of the U.S. House of Representatives to request their support of H.R. 3199. Under Federal Officials, Identify Your Congressional District Representative:

Gasoline for Your Vintage Automobile

These Stations are selling Regular Gas with no Ethanol
If you know of more locations let the Editor know and we can add it.

Cooks Valaro on Westfall Road
Cooks Valaro in Avon
Cooks Valaro in York
Pittsford Auto Service

**Are You a Veteran of the United States
Army, Air Force, Navy, Marine Corp or Coast Guard?**

We would like to develop a roster of club member veterans for publication in a future edition of *Spokes*. Please provide us with the following information about your enlistment:

Name: (first, MI, last)

Branch of Service: (Army, Navy, etc.)

Date of Service: (from – to)

Foreign Duty Service: (Germany, Korea, Vietnam, etc.)

Please send information, preferably by email or postal mail, to:

Willard G. Brown

145 Danbury Cir. N.

Rochester, NY 14618

(585) 442-8996

wgbrown@frontiernet.net

Thank you for your service and your participation in this project.

MG 2012 - Dillard GA



MG2012 June 6-10, 2012

Dillard, Georgia

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

The Dillard House

In the mountains of North Georgia

<http://mg2012.webs.com/> follow the links

for further details

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

Elva to be Honored at Racing Research Center in April

WATKINS GLEN – The car whose name means “she goes” will be the focus of two days of activities in April presented by the International Motor Racing Research Center at Watkins Glen as its season opener.

The Elva is described as “deceptively simple—and surprisingly competitive” by the publisher of an award-winning book about the marque, *Elva: The Cars, The People, The History*, by racing historian János Wimpffen.

Wimpffen will be the weekend’s keynote speaker, giving his talk at 1 p.m. on Saturday, April 21, at the Center. On Sunday, activities move to Watkins Glen International, which will be hosting its 2012 season opening weekend.

The talk is free and open to all.

Wimpffen will discuss the Elva company’s origins in the 1950s in the south of England, its successes and failures at the track and its influence on better-known marques. For example, Elva helped Bruce McLaren establish the seeds of a racing dynasty by building the first McLaren-Elvas.

Among drivers at the helm of Elvas was Mark Donohue, whose first racer was an Elva Courier, with which he won the SCCA national championship in 1961.

Wimpffen’s book by David Bull Publishing was the winner of the Motor Press Guild’s Dean Batchelor Award for the best book of 2011. Copies of the book will be available for sale and signing throughout the weekend.

Saturday’s salute to Elva will include a display of the cars at the Center. The cars will be on display

again the next day at the start/finish line and Victory Circle area at WGI. A few parade laps around the famed circuit are also planned.

Elva owners and enthusiasts are invited to participate in all activities. Interested owners should contact Racing Research Center Administrator Max Neal at (607) 535-9044 or at max@racingarchives.org to register or for more information.

The International Motor Racing Research Center is dedicated to the preservation of the history of motorsports. For more information about the Center’s work, visit its website at www.racingarchives.org.



“Seneca Lodge Room Reservations”

Watkins Glen Weekend in September

Please contact Karen with questions either by email or in writing at the addresses listed below.

E-mail: karencrows@hughes.net

Karen Salisbury

P.O. Box 37

Grindstone Island

Clayton, NY 13624

Winning 1975 McLaren M23 on Display through April

WATKINS GLEN - A McLaren M23 with one of the longest and most illustrious histories of the series is now on display at the International Motor Racing Research Center.

Hosting this spectacular car is a fitting cap to the Center's 2011 yearlong celebration of the 50th anniversary of the first Formula One race at Watkins Glen. It will be on display through April.

Owned by Governing Council member Gregory G. Galdi, the M23/09 took the checkered flag as winner in its very first outing, in the Argentinian Grand Prix in January 1975 with Emerson Fittipaldi at the helm. In July of that year, Fittipaldi drove the car to victory in the British Grand Prix at Silverstone.

The M23/09 competed in 25 Grand Prix races - 29 races overall - and had podium finishes in the hands of Fittipaldi, James Hunt and Jochen Mass.

It has had only two owners: McLaren executive Leo Wybrott and Galdi. A full 25 years from its last race, the car had been residing in the Brooklands Museum.

With Mass at the wheel, the car finished fourth at the 1976 U.S. Grand Prix at Watkins Glen, its only running at the Glen. The car's most recent appearance at Watkins Glen was in a vintage event in 2006.

The M23 series debuted in the 1973 season. The initial car earned pole position with Denny Hulme in its first race.

The M23 series would go on to win its manufacturer two championships in three years and ensure its place in the history of Formula One.

From 1973 to 1977, the M23 was under a development program that resulted in numerous, often significant, changes from race to race. With feedback from drivers Hulme, Peter Revson, Fittipaldi, Hunt and Mass, the M23 underwent constant upgrades in the search for improvements to gain a competitive edge.

The body changed, the front track narrowed, a custom six-speed gearbox appeared. The now easily recognizable chisel-front nose was developed, as well as suspension modifications.

Outsiders played a big role as well. Goodyear essentially custom-designed tires for the car, and Nicholson McLaren was tasked with extracting additional horsepower out of the well-developed 3.0 liter DFV engine.

The International Motor Racing Research Center at Watkins Glen is dedicated to the preservation of the history of motorsports. To learn more about the Center and its work, visit the website www.racingarchives.org.



MGs Racing Into The Night At Sebring And Rochester Connections Too .

By Dick Powers

In the Spring of 1950, Alec Ulmann ('48 Watkins Glen chief steward), Sam Collier and SCCA's Bob Green, met at Hendricks Field, a former B-17 bomber training base. The location of the airfield was near Sebring, Florida, and the three men discussed plans for an American endurance race similar to Le Mans. The course would use the runways and many of the connecting service roads and would be a 6 hour "Little Le Mans" to take place on December 31st. Things were much simpler then.

A little Crosley Hot Shot won that race on index of performance. MGs did well, with TCs finishing 5th and 6th overall and 1st and 2nd in class. Co-driving the 6th place car with Bill Milliken from Buffalo was **Frank O'Hare of Rochester**. Jim Kimberly, in a 166 Ferrari, actually covered the most miles, but was placed 2nd overall on index. Ferrari drivers never like to finish second to anything, especially a little Crosley. By the time the next race happened in 1952 (now 12 hours), the car covering the most miles was the overall winner along with winners in different performance classes.

In 1953, Sebring became truly international. It was now the first FIA (Fédération Internationale de l'Automobile) Sports Car World Championship event of the year. This status made the 12 hour race extremely important to all the factory teams that were competing for championship points. The "Win on Sunday, Sell on Monday" philosophy was just as true then for Ferrari, Alfa, Mercedes, Jaguar, Aston Martin, Porsche and MG, as it is today. Competing in and possibly winning an international sports car class championship was proof that your car was a true sports car.

Endurance races, like the Sebring 12 Hour, Le Mans 24 Hour and the Targa Florio demonstrated the worth and superiority of one product over another. This was not lost on MG, and the American market was the biggest in the world. For MG, there was no real factory Competition Department until 1955. All racing was done by "private entrants" with some getting more behind-the-scenes help than others.

At Sebring, T series MGs and MG Specials did well and in those early years, **Fred Allen, from Rochester**, successfully campaigned the Sacred Octagon. Fred was a good MG racer, sold MG and Jag, and eventually owned the first local VW dealership, F.A. Motors.

In 1956, the MGA was new to the sports car world and racing. Abingdon had announced the MGA just before three of the cars ran as EX 182 "prototypes" at the June 1955 Le Mans race. The March 1956 Sebring race saw 3 MGAs entered by Hambro Motors, New York importers, and **Fred Allen** was one of the team drivers. The MGAs did so well that they won the "Team Prize" and sold a lot of cars in '56.

This pattern was repeated many times, with "official" British Motor Corporation (BMC) factory MGA cars at Sebring. In 1961, MGA 1600 "Deluxe" coupes finished as high as 14th overall and 1-2 in class. These cars were Twin Cam chassis, but with the pushrod engine in stage 6 tune. It was found that the pushrod engine was better than the twin cam.



1956 MGA Team

A vintage racing friend of mine, Jim Weissenborn, raced a 1960 ex-Sebring Twin Cam in SCCA club racing. Jim told me the car overheated and had many vibrations because the clutch and engine weren't balanced properly. Once they put a 1622 pushrod engine in, the car was more reliable and faster! The Twin Cam engine they took out has been at the bottom of Skaneateles Lake since 1962. (Twin Cam guys have already marked the spot).

In '63, the MGB had replaced the MGA, but at first it didn't do as well. Both Sebring cars had engine problems and DN-Fed. After that, MGBs, Midgets (1st in class in '68) and MGCs did well at Sebring, even though the MGB had stiff competition from Porsche. The best pre 2002 MG finish at Sebring was 10th overall in 1968 by a special MGC-GT. Known at Abingdon as the MGC-GTS, this car had an alloy body with in-car adjustable torsion-bar suspension and a 200hp 6 cylinder engine with alloy head and triple Weber carbs



Abingdon wanted to produce enough to run in the GT class instead of as prototypes. The plan was to sell the GTS through dealers as cars you could buy and race with little modification, sort of a very potent MGC GT version of the MGA MKII Deluxe.

This was the last of the racing MGs from Abingdon. The GTS raced again at Sebring in 1969. After that race, British Leyland, new owner of MG, closed the MG Competition Department. What fools the anti-MG folks at BL were.



MG-GTS On the track



MG Midget fast back

Let's fast forward to 2002, Sebring's 50th Anniversary. BL and Triumph are gone and Jag was part of Ford then. Who appears back at Sebring. . . MG, with help from Lola. The car was 3rd fastest in practice and after 12 hours, the MG /Lola EX 257 finished 7th overall and 1st in class. MG & Sebring, together again.

There is one last Rochester/Sebring/BMC connection. **Doug (Mini City) Scribner** has the "aluminum" roll bar from the Mini that won its class in the '67 3-hour race run prior to the Sebring 12 Hour. An aluminum roll bar, why didn't I think of that? I wouldn't have had to lose 30 pounds!

Author's Note: Since writing this article for the February 2003 *Spokes*, I've been twice blessed racing my MGA at Sebring. By the time you see this, olde 222 and I will be on our way to race there again as part of Sebring's 60th Anniversary and the 50th Anniversary of the last BMC-entered MGAs to race there. It's expected that 12 Factory Sebring MGAs will be there (including many of the '60 Sebring Twin Cams I wrote about in past *Spokes*). Prior to racing at Sebring, the MGA factory cars will be honored at the Amelia Island Concours. I'm looking forward to being there for that part of Sebring MGA history and to be racing at Sebring this March with so many historic factory Sebring MGAs.



Swing into Spring IX

Sunday April 22, 2012

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4PM start time (social hour before dinner)



Menu

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

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

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

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

Sign up sheet at the next two meetings.

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News : MG Motor UK – brand-building set to gain momentum at Brands Hatch

By Words: Clive Goldthorp Photographs: Simon Davies/Pegasus Photographics



L to R: Andy Neate, Richard Jackson, Customer Manager - Fuel, Tesco PLC, Peter Cattell, Director - Fuel, Tesco PLC, Jason Plato

MG Motor UK Limited's works British Touring Car Championship team, MG KX Momentum Racing, was officially launched at MG Birmingham yesterday. Guy Jones, the company's Sales and Marketing Director, genuinely believes that he has assembled a 'Dream Team' and those present were left in no doubt that the three year BTCC Programme will be a key element in MG Motor UK's Marketing Strategy throughout that period.

MG KX Momentum Racing's two New Generation Touring Car (NGTC) – specification MG6 GTs will, as already reported on [AROnline](#), be prepared and run by the most successful team in British Touring Car Championship history, Triple Eight Race Engineering Limited, and driven by two-time BTCC Champion, Jason Plato, and third year BTCC driver, Andy Neate. Tesco PLC has entered into a three year contract as the new team's commercial partner and will be using the BTCC Programme to promote two of the company's brands: Momentum 99 petrol and the KX Energy Drink.

Guy Jones, Triple Eight's Team Principal, Ian Harrison, Tesco PLC's Director of Fuels, Peter Cattell, Jason Plato and Andy Neate were all clearly excited and motivated by the potential of the MG KX Momentum Racing package but, with the BTCC Media Day set for Silverstone on the 19th March, 2012 and the first BTCC Meeting of the season scheduled for the 31st March to 1st April, 2012, the team faces a race against the clock to complete the design, engineering and build of two race-ready MG6 GTs in time. However, with the first MG6 GT bodyshell due to arrive at Triple Eight's base in Greatworth, Oxfordshire by this weekend, Ian Harrison was confident that his team would meet that target – indeed, they aim to have the

car out for a Test Session two weeks before the meeting at Brands Hatch.

The priority for the rest of the 2012 season will be to focus on developing a competitive and reliable package which will be capable of challenging for the Championship in 2013 and 2014. Jason Plato and Andy Neate both, nevertheless, reckoned that, given Triple Eight's track record of seven Drivers' and Teams' titles since winning both with Plato back in 2001, podiums and wins could be on the cards this year.

Guy Jones said that MG Motor UK would be using the BTCC Programme to promote the core MG brand and models but indicated that additional new products would follow – the company clearly aims to maximise the commercial benefits to be derived from participation in the British Touring Car Championship. Mr. Jones also confirmed that a full range of MG KX Momentum Racing-branded merchandise will be on sale via the Internet and trackside at Brands Hatch and thereafter but added that both his own and Peter Cattell of Tesco's primary focus was now on 'how to make the Marketing Programme work for all three brands' – both MG Motor UK and Tesco will be working jointly to engage with as many potential customers as possible. SAIC Motor will also use MG's BTCC Programme to promote the brand in China and in Europe when MG re-launches there in 2013.

The British Touring Car Championship uses a control fuel but, when asked why Tesco had chosen to use MG Motor UK's BTCC Programme to promote the Momentum 99 product, Peter Cattell said that linking the brand to a competitive car would dispel the myth that supermarket fuels were primarily about price – he wanted the public to think in terms of quality as well – and also differentiate Tesco petrol from other supermarket brands such as Asda, Morrisons and Sainsbury's. Tesco PLC has 450 filling stations across the UK and owns 35 per cent of Greenergy International Limited which currently supplies 20-25 per cent of the road fuel market here - [AROnline](#) anticipates that Tesco's filling stations will play a key role in the Joint Marketing Strategy being developed by MG Motor UK and Tesco... Interestingly, Peter Cattell's late parents both worked at Longbridge – his father was a Planning Engineer and his mother was in the Wages Department – and so playing a part in the revival of the MG marque and of MG Birmingham clearly works for him on both a personal as well as a commercial level.

Review News : MG Motor UK MG6

Photos by Neale Haynes Full Article by James Martin:

Here are some photos of the MG6 along with the Spec, from Mail online. The Full article can be found at <http://www.dailymail.co.uk/home/moslive/article-2014726/MG6-It-start-new-era-end-love-affair-says-JAMES-MARTIN.html#ixzz1n4KknfQY>

My question is can we test drive it? Where is the nearest dealer? Send some over.



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Power 158hp

0-60mph 8.4 seconds

Top speed 120mph (electronically limited)

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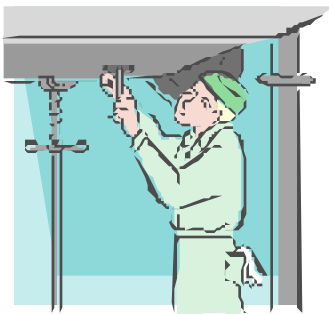
Transmission Five-speed manual

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For full Article Read more at:

<http://www.dailymail.co.uk/home/moslive/article-2014726/MG6-It-start-new-era-end-love-affair-says-JAMES-MARTIN.html#ixzz1n4KknfQY>



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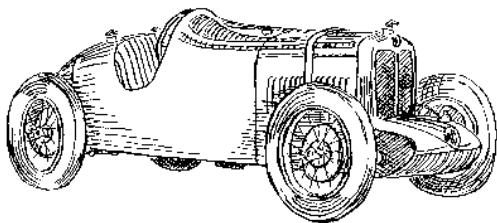
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Abingdon Alphabet part 11

By Doug Beagley

The next two models that we are to discuss are unique in the history of the MG Car Company. One was a single seater racing car. The K3 was a sports racing car, but had two seats and could be, and was, driven on the roads (by very hardy people). The cars that had been coming from the hallowed gates at Abingdon had been used for racing and were very successful, too. But the square frontal area and the width of the car was a great disadvantage when it came to competing with the single seaters. Some special cars had been built for individuals, including the great and successful K3 single seaters driven by 'Goldie' Gardner and R.T. Horton. These cars were later combined and became the "Magic Midget" which I was lucky enough to travel up to London to see when it was at the height of its record breaking career.

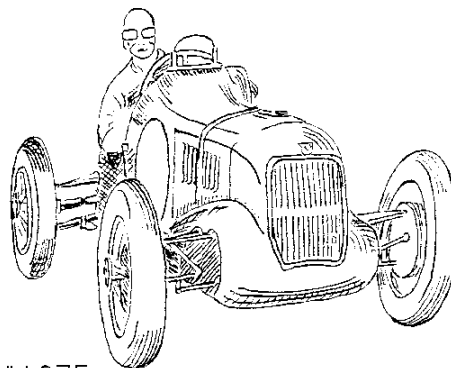


MG "Q" 1934

doug beagley 1996

The first of these cars was the Q" type. This was introduced in mid-1934, and there was a total production of 8 cars. In the past I have mentioned that the company used various parts and assemblies in continuing series of cars. In the Q" we find that the chassis has the same wheelbase as the K3 (7'10" and donnot forget that 3/16"). The track was the 3'9" of the N and it shared the brakes of that car. The engine was a strengthened P-type and the transmission did include a slipping clutch that allowed slippages when the torque reached a figure that would endanger the N differential. The body style was very similar to the later K3's with their boat tails. The thing that really made all the difference to the Q was the engine. It was tied to a Zoller supercharger which was a new name with MG. The designer of the Q, H.N. Charles, was able to collaborate with the designers of the supercharger and, in consequence, eliminated some of the troubles and problems that had been present in earlier supercharger MG's. Not only that, the "blower" was more efficient. The engine was 746 cc but when this engine was completely developed in its sprint form it was producing 146.2 hp at 7500 rpm! For those who do not like mathematics, that works out to be very close to 200 bph per litre! If this does not impress you, let me quote from Paurence Pomeroy (if you do not know who he is, go home! You should not be reading this anyway!).

He points out that the fabulous Auto Union sixteen cylinder Grand Prix racing car in 1935 gave less than 85 bhp/litre. In its ultimate form it produced 161 bph/litre, and this was more than the great Mercedes of the same period around 1939. We should also look over our shoulders and realize that this engine was a direct descendant of the first "Midget" engine which produced 20 bhp or 23.6bhp/litre!! It should be stressed this was an engine built from strictly off the shelf design and parts. There was nothing to make it the terrific engine that it was other than the development of talent that went into its production. The Q was, of course, very fast and therein was its Achilles Heel. It was somewhat like the J4 - it was just too fast for its chassis and suspension. In fact, Alex Hounslow said of the Q, "You never see a picture of a Q type with all four wheels on the deck. For Brooklands we had to fit grab handles on the floor so that the mechanic could keep himself in the car. "The Q was a success and it still a great car to see perform. It is just hard to imagine that a car that cost £550 at the factory could have the performance that the model offered. You can reckon that the equivalent was about \$2,700, and if the car was available for that much money today the line would start right behind me! It must have been a blast to drive. In mid-1935 the R" type was introduced and here we find the ultimate in racing MG's. A car that was built without any of the earlier restrictions! A car that was built with but one thing in mind - GO! H.N.Charles was a very exciting designer and one who was not short of new and original ideas. He knew better than having four cart springs, one at each corner of the car. Independent front suspensions were not new, they had been around almost as long as cars, but they were starting to appear on the everyday car in England and elsewhere in the world. It was appreciated that if all four wheels were to stay on the ground, even at Brooklands, one of the world's rougher tracks, then something better than the old suspensions was needed. This led to a clean sheet of paper and the result was a masterpiece



MG "R" 1935

doug beagley 1995

The only real leftover used in the R" was the engine which was basically the same as the Q but with stronger rods and magneto ignition. As the car was for use on the track only it was therefore possible to do without the battery and its attendant weight. The chassis was entirely new and looked like a tuning fork or Y' in plain view. The engine sat between the two legs of the 'Y' and the independent rear suspension was attached to the single end. The chassis was completely boxed and welded and weighed a mere 57 lbs. When complete. The front and rear suspension, as note, were both independent and were equipped with torsion bars. It is interesting to note that like so much of MG engineering in this period it was a matter of what looked right was right. The torsion bars were axle shafts which were turned down until they "looked right." Upper and lower wishbones were fabricates and were of very light construction and looked very fragile but were no trouble. The brakes were 12" drums but were also cable operated. The transmission was still the inevitable Wilson pre-selector. The car looked somewhat like the K3 and the Q but was, of course, to a single seater specification. In consequence it resembled many of the 'mono posts voiturette' of the day (sorry, Mum, that means single seater small capacity racing car). The radiator was still traditionally MG and the scuttle swept up to provide protection for the driver with his single racing screen. As could be expected, the car was fast and held the road (with all four wheels) but as it had all around independent suspension the body rolled. This was both a new experience for MG drivers and also quite disconcerting. There were some other minor details that could have been quickly corrected but within two months of the car's introduction Morris took over the MG operation and further racing or racing development was banned. I can still recall the dismay and disbelief that swept the enthusiasts when this announcement was made. It was unbelievable---no more MG racing? Could this be true? As I mentioned, the R" was never completely developed. In the MK 2 versions, or whatever it would have been designated, the designed had some terrific plans. The torsion bars ran fore and aft and were tied into the chassis close to the driver's seat. It was planned to hook the torsion bars to hydraulic cylinders. On the engine would be a hydraulic pump and a gyro and as the car attempted to roll the pump would be activated by the gyro and trim the car. Most certainly an advanced idea for 1935. As I have noted, the Q and R were rare birds. There were only 10 R's built, abut what a terrific car, and at a price of £750 fob the factory. The line starts behind me...again! Motor Sport magazine said this of the car, "a car which will be the admiration of the rest of the world -- a genuine Grand Prix racing car in miniature. Nothing like this has ever been within the reach of motor-racing enthusiasts at the price, either in England or on the Continent." A fitting testimonial to one of the

world's outstanding cars. If only.....And so it was that the MG Car Company came to the end of its existence as a virtual independent organization. From this point on the company was dominated far more closely than before, and much of the design work was carried on at the plant at Cowley, the headquarters and plant of the Morris Car Co. The design staff was disbanded and the competition department came to an end. It was a pity that such a unique group could not continue to function, but it was ever thus. From this point forward it was necessary for the factory at Abingdon to acquire units such as engines, transmissions, etc. from the Morris organization rather than buying independently or making their own. They had developed many ideas that were quite unique within the plant, such as their own brand of light alloy for castings that they made in their own foundry. This alloy was called Piston ium, as I recall, and was in fact all the old scrap aluminum that was around, broken pistons, etc., etc. For further on this, read Maintaining the Breed. At one time the factory was mounting iron linings within Electron drums and, when the work became more that they could handle, they put this work out to a sub-contractor. Soon there was a letter from the sub-contractor stating that they were having trouble controlling the temperature, with the thermometers and things that they were using. It appeared to them the temperature was critical, as either if too cool the lining would stick within the drum or if it was too hot the lining would distort. The MG factory went to the department that had been mounting the linings and were told that there was no trouble as far as they were concerned. They took them from the furnace when they were about right and then they spat on the lining and if the spit jumped right off the lining they slipped it into the drum with no trouble!

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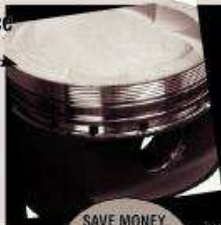
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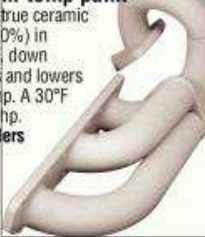


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Bury Me in an Old Mowog Parts Box

By Jay Lockrow



Here is a reprint from September 1999. How many can relate to this but to our grand kids instead. Ed

One of the things that growing a bit older brings is that your children also grow older. This is all fine until they reach that magic age of 16. Then the first thing out of their mouth after the birthday cake is put away is "When are we going to get my driving permit?"

Now I know a lot of you have gone through this little routine but there are also some that have not. At present I am right in the middle of teaching my daughter how to drive. For some reason they all seem to think it's simple until they have to do something like a three point turn or parallel park. I keep telling her that I'm not being cruel but these are the sort of things that the test instructor will ask her to do when she is taking her test. She also needs to work on her line through a corner and stopping and following distances. These things I tell her will come with experience, but to pay attention now.

The first time we went driving we went to a big empty parking lot across the road from the Buffalo Bills stadium. We literally drove around in circles for about an hour and she did quite well. (This may be the closest I've ever get to the actual stadium.) The next few times we went to a large parking lot nearby where they have grass islands with actual curbstones. I took a couple of cardboard boxes and some orange bicycle flags and we practiced parallel parking. I told her that the cardboard boxes with flags represented a Maserati and a Ferrari with expensive aluminum bodywork and not to hit them. Now, whenever I load the cardboard boxes in the car she says "Oh goody." I must say she is doing quite well and the other day we even went out on the superslab

near our house. This she thought, was an entirely new experience and she, handled it quite well. Most of the problems she has come from inexperience, which we all know there is no substitute for. I keep drumming into her head to keep her eyes open and stay alert, because it is very easy to miss something like a stop sign in a shady area, a dark car pulling out of a driveway on a shady street, or the inevitable child running out from between parked cars.

The first time I let her drive home from one of our lessons we were coming down our street and a child's ball went rolling out in the street. "Prime example!" I yelled. The child had seen us and stopped but the fact was made clear that you never know when something like this will happen. Drivers I know, who have been driving for years still do things that I feel are dangerous or just plain bad judgement. Some people just never really get comfortable driving an automobile.

The big test will be when she tries to drive a standard gearbox. She tells me she wants to learn because she has had her eye on the TC or the TR6. All I do is say Harumppph! However, I truly believe those that can drive standards for the most part make better drivers. Due to the plain and simple reason that they learn to have a better feel for the car. Cars, in a way, will talk to you but you have to learn to feel when things are amiss like the tyres not gripping properly, the car running unevenly or knowing when a car is going to slide before it actually does. This can be done on an automagic (My word for automatic) but the sensation is so much more positive with a standard gearbox because of the direct drive. Learning to drive a standard is relatively easy, but it can be hard on the clutch. I'm not sure my bank

account can afford several new clutches. Anyone have a better idea? My friend Roy Bergman suggested that we look at a new car with standard and take it out for a drive and learn on that. I am not sure she could learn all she needs to know in just a couple of hours but it may be worth a try.

The other night we were off somewhere in the TR6 and I was showing her how the process of driving a is done with depressing the clutch, shifting, then letting out the clutch. I told her this is all done while still watching the road for the usual hazards of stop signs, children chasing balls, puppies, stray bears, moose, deer and a myriad of other things. I also showed her the art of starting a standard on a hill, learning the feel of the friction point and then letting your foot off the brake and proceeding. It's not easy the first few times but you get the hang of it after awhile. I tried to show her why you double clutch when downshifting but this just seems to go over her head. Possibly when she tries it a few times she'll get the idea.

We'll keep working at it and hope she turns into a good driver. After all, we all know there are plenty of bad ones out there.

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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
 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 Susan Kath
 29 Joseph DeBlaere
 30 Karen Paul
 31 Sue Harrison

HAPPY BIRTHDAY EVERYONE!!**WELCOME BACK**

Carl & Sara Webeck
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 Rochester, NY 14625
 585-315-3723
 1971 TRIUMPH GT6, MK3

-
 -

MARCH ANNIVERSARIES

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 14 John & Laura Feligno, Sr.
 17 Elton & Patti Schulz

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Car Badge
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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 ☐

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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	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 26 UK Car Day
September 6 Board Meeting 7-9 Watkins Glen 14-16 Brit Invasion Stowe 18 (Tues) MGCC Meeting	October 7 Fall Foliage Tour 18 MGCC Meeting TBD Garage Tour	November 1 Board meeting TBD Yacht Club Brunch 15 MGCC Meeting	December Holiday Party No Meeting

Next Meeting
March 15 2012 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



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