

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 55 No 10

Issue No. 655

October 2013



Vintage Racing at Watkins Glen

The Magazine of Automobiles

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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SUBMISSIONS ARE WELCOME

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

Meetings

Meetings are held the third Thursday of each month, except December at the Knights of Columbus, 70 Barrett Drive, Webster N.Y. Board meetings are held the First Tuesday 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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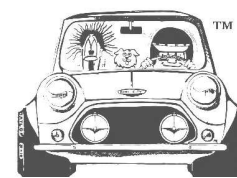
Copy ready business advertising:

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

Contents

Cover Photos By	Dick Powers & Ange Lisuzzo
Chairman's Corner	4
MG Bruce	4
Activities	5
Minutes of the Meeting	6
Meeting Attendance	7
When You Rebuild Your MGB Motor	8
Joe Tierno Presenting	9
Bury Me in an Old Mowog Parts Box	10
Leaf Peeper Fall Tour	11
2013 Collier Cup at the Glen	12
Bronte Picture Report	14
Watkins Glen Concours Report	16
Classifieds	16
Regalia and Membership Form	19
Calendar of Events	Back Cover

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 13 Fiora Drive
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Please indicate exactly how the name should appear on the plaque.

Chairman's Corner

Dave Chase

Hi all,

Well here we are with all the splendors of Fall. 17 of us just got back from Stowe, Vermont on a wonderful trip. The foliage was super and the weather couldn't have been better. Several of our members came home with trophies. The Austin's got a first, The Jack's and Rzepkowski's got a second, And George Hershel got a third. I believe there were about 650 British cars on the field. You all should think about joining us next year, we have a ball.

Let's remember Betty Lanswager who is recuperating from a fall. Tim Rizzo was also back in the hospital but should be home by the time that you get this. If you know of anyone who is sick please let Nancy Chase know.

My thanks to Mr. John Baum for running the meeting for September. As always, he does a great job. Also, I understand that our speaker for September, Bob Welch did a great job, thank you Bob. We have two positions on the board to fill for next year. One is for the Secretary and the other is for the Activities Chairman. These are two important positions and we need to get a volunteer for the October nominations. Please consider volunteering for one of these positions. Desi will be out of town for much of next year but has offered to help out the new chairperson as much as possible.

Let's all get out and enjoy the fall foliage with the cool crisp air and don't forget the fall foliage tour is on October 13.

Dave

MGBruce

Don McConnell

Officially summer ended on September 22. The weather doesn't feel like it. Mother nature wants to give us those beautiful days with high tempters in the 60's & 70's with lots of sun. These days would be used for road trips in your sports car. Bruce my MGB is sitting in the garage saying "I wish I could, I wish I could"



Speaking of September Watkins Glen Vintage festival and Races were fun. Friday downtown is busy. I display some of my Lotus F1 Racing Car models in a concours for small cars. My collection ranges from 1/12 to 1/43 scale in plastic kits or die cast metal. It is a lot of fun

talking to other model builders and learning new methods for painting and detailing. Hope you enjoyed your trip to the Glen (if you were able to attend).

As I mentioned at the September meeting I am starting to prepare the calendar for 2014 and I suggest a theme of young people in an MG or other British car so have some fun and gather your photos.

Enjoy October with its nice days and beautiful color. Drive that sports car with the top down there will not be many more nice days. See ya at the October meeting.

Happy Top Down
Don

Photo by Dick Powers

Activities

By Desi Benet

Hi Everyone,

September was very busy, the MG Car Club was well represented at the Vintage Races, Stowe and Bronte.

At Watkins Glen, we were well represented in the Vintage Races as well as the town events on Friday. And of course, many thanks for the Log Cabin Party!!!

We had few cars but a number of our club attended Bronte. This year, the Toronto Triumph Club celebrated their 30th anniversary, drawing over 1100 British cars on the field. They also celebrated with a vintage bi plane and tri plane dog fight from the Brampton area War Plane Museum.

On the following weekend, a number of our club members attended Stowe. We hope to have a report at the next meeting.

But moving on to October events and beyond:

On October 13th, Tim and Rhonda Rizzo have teamed up with the Triumph Club for our **Fall Foliage Tour**. This year, we will be attending a fall event at Bristol Mountain; you can bring a picnic or purchase food at the destination. There are a number of activities at Bristol Mountain including chair lift rides. We will meet at the Tim Hortons on West Henrietta Road and Leigh Station Road, start time and distance to be determined. If you have any questions, please give me an email or a call. See the flyer in Spokes for details.

Remember to calendar the annual **Yacht Club Brunch** at the Rochester Yacht Club on November 3, hosted by Gene and Anne Faust. Anne is also considering re establishing the toy cars for this event. See the flyer later in this newsletter.

The cost of the Yacht Club Brunch is \$23 pp **payable to Ann Faust by October 28**. Send a check to Anne Faust, 67 Glenwood Drive Webster NY 14580.

Save the Date: Year End Party, December 28 at Ricks Prime Rib. Watch the November Spokes for details.

This is a very elegant brunch, with chefs composing omelets, as well as a full creative breakfast selection.

Sorry, no garage tour this year, we were just not able to work this out. If anyone has any ideas for next year's garage tour, please let me know.

Take care and see you at the Fall Foliage Run.

Desi

MGCC Minutes of the Meeting

By Mary Murray

September 19, 2013

August Minutes Accepted

John Baum (vice-chair) officiated because Dave Chase was in Stowe.

New Members-Martin Ippolito Guest-Tom Lyzua

Birthdays-Allyn Wagner

Reports-

Activities-Welcome back from Grand Prix Festival. Next year MG is the featured car.

Last week was Bronte Park, many of our members attended. It was the 30th anniversary of Delorean. There were 30 of them there.

Many missing members tonight because of going to Stowe.

October 13th is the Fall Foliage Tour-starting at Tim Horton's at Lehigh Sta. Rd at West Henrietta and ending at Bristol Mt., where there also is a Scottish Festival. Check Spokes for times.

November 3rd is the Yacht Club Brunch at the Rochester Yacht Club at 11:30 am and is hosted by Anne and Gene Faust.

December 28th-holiday party at Ricks Prime Rib.

Treasurer-Kudos to everyone, we have a healthy balance.

Membership-Martin Ippolito-new member with a 1929 Model A, 1987 Alfa and 2 Austin Healy Sprites.

Regalia-Doug and Laurie are in Stowe

Spokes-articles are due 1 week from today. The calendar for this year will be children or young people in British car.

England-It's still there

Librarian-Thank you Dan Goodwin converted the vhs tapes to CD's. MGA restoration and MG rebuilt are 2 of the Cds.

Web-Leon stated we have had a bunch of hits and a bunch of visitors.

In October we will be taking nominations for officers. Activities Director and Secretary People will not be running for office again. November will be the election of Officers.

Old Business-Gil and Dan Suter are getting pictures together for the sale of the TD.

New Business-none

Updates- John Baum has a fuel tank problem and Jeff Kath said he will talk to him about helping him fix the problem.

Presenter for the evening was Bob Welch. His work has him traveling overseas and while he was in Munich he went to the BMW museum. He showed a lot of pictures of Alfa buses and trucks. Such as disco vol-antia (flying saucer), 1960 guiletta sprint, 1960 guilia TZ, BMW had 1939 335,1923m R32 Motorcycle, 1939 Model 328 and many more. Last time Bob was at Fiat he was asked to leave because he was driving a Mercedes.

Questions asked after picture show-Why does the Alfa have red headlights? Didn't know the answer. Tony Makepeace said that France had amber lens post war, maybe that's why.

Door prizes given out,

Adjournment at 8:20pm

Meeting Attendance

September 19, 2013

Bob Abels
Georgean Abels
Bob Tescione
Annabelle Tescione
Nick D Aloisio
Ginger D Aloisio
Barb Wild
Dave Wild
Susan Kath
Don McConnell
Chris Baum
John Baum
Art Salo
Pat Sangster
Steve Sangster
Rob Shrader
Dan Goodwin
Alan Costich
Hollis Hames
Tony Makepeace

Jeff Kath
David Leete
Ned Paulsen
Bob Welch
Karen Hanggi
Jim Davis
Al Fink
Michael Claprood
John Zoltner
Anne Faust
Gene Faust
Tom LeStrange
Allyn Wagner
Doris Britt
Aldis Lemesis
Janet Lemesis
Desi Benet
Darcie Murray
Tim Murray
Mary Murray

John Murray
Leon Zak

New members
Martin Ippolito
Tom Lyzua

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Consultants: Dick & Marlene Rzepkowski

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

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

Stuff to Think About When You Re-build Your MGB Motor

By Tom Glanville

From the SPOKES November 2001

OIL PRESSURE FOR STREET MGB

According to the MGB workshop manuals the maximum operating oil pressure is set to "bleed off", via the oil pressure relief valve, at 70 PSI. These manuals also state that the running oil pressure should be between 50 to 80 PSI at normal operating temperature, when applied to a street MGB. Also quoted within these manuals is the engine idle oil pressure of between 10 to 25 PSI at normal operating temperature.

The MGB engine has two different oil pumps and you can not install a 3 main bearing oil pump to a 5 main bearing engine block, or vice versa. However, It is possible to install a 3 main bearing oil pump gasket to a 5 main bearing block without noticing you have made a mistake. The 5 main engine block gasket sets come, for some strange reason, with 2 different gaskets, make sure that you fit the correct one. Using the wrong gasket will give you zero oil pressure upon start up.

Often overlooked is the oil cooler assembly. This component should be replaced or, at least, thoroughly cleaned out with clean solvent over and over again until there is absolutely no traces of old oil or debris present inside the cooler.

Quality main, rod and cam bearing sets should be used, such as Clevite 77® line Trimetal bearings. This type of bearing offer: Conformability to adjust for less than perfect tolerances and geometry. Durability to assure long life. Embedability to trap abrasive particles. The best bearing surface to minimize friction and heat generation. Unfortunately these bearing sets are very expensive. Many engine builders simply use BI-metal bearings, which are much cheaper and do not have the qualities of Trimetal bearings.

Specifications for the following engine component clearances can be found in the appropriate workshop manual:

Internal oil pump clearance. Camshaft bearing to camshaft journal.

Main bearing to main bearing crankshaft journal. Rod bearing to rod bearing crankshaft journal.

These should not exceed the maximum allowable clearance. Camshaft bearings can cause low oil pressure particularly the middle cam bearing. Make sure you or your engine builder absolutely follows the

specifications in the MGB shop manual for clearances.

OIL PRESSURE FOR RACING PURPOSES:

The 3 main bearing MGB and MGA engine shares the same oil pump. Both of these oil pumps can be modified for more efficient output. Instructions for modification can be found in Robert Bentley's 62-74 /74 1/2-80 reprint MGB workshop manual, available through BRIT - TEK, # BK001 / # BK002. "Leyland Competition Manual" to "67", also available through BRIT - TEK, # BKO 17 and "68 on # BKO18".

The stock 5 main bearing MGB oil pump has some of these modifications in its' design. Further modifications can be made to this oil pump to produce greater output at higher engine RPM. (contact Crowther Racing Engines @ 7077786050 for this service). A modified oil pump is also available under BRIT-TEK part # 12H1429HF.

For racing purposes this "bleed off" oil pressure should be increased to 75 to 85 PSI with the installation of an uprated oil pressure relief valve spring BRIT - TEK part # UOVIOO.

On the 18V engines the crankshaft connecting rod journals only had one oil feed hole. It makes no sense to uprate the oil pressure relief valve spring or packing pieces on this engine. Earlier 5 main bearing engines had 2 oil feed holes. Because of crankshaft interchangeability of this engine, from one 5 main engine block to another, it may be possible that your particular engine could have either crankshaft fitted in it.

It would be recommended that you modify the 18V crankshaft with additional connecting rod journal oil feed holes (Cross drill the rod journals).

If you are installing a new pressure relief plunger it is recommend that you seat this item with the use of valve grinding paste as follows: Place the plunger on an appropriate piece of wooden doweling so that it is tight. Apply some coarse valve grinding paste on the seating face and rotate as if grinding in an engine valve. Repeat with fine valve grinding paste. Clean out all evidence of grinding paste within the bore passage. Use carburetor cleaner spray for final clean out. Be sure to liberally lubricate the plunger and bore passage with engine assembly lube or engine oil when you do the final assembly.

OIL PRESSURE VERSUS OIL FLOW.

Simply stated, oil pressure is a consequence of restricted oil flow within the engine internal lubrication system. There must be enough volume of oil flowing

Continued on page15

Joe Tierno Presenting At The IMRRC In November

By Dick Powers



At the IMRRC in Watkins Glen, on Saturday Nov.2 at 1 p.m., Joe Tierno will be speaking about "Tazio Nuvolari: His Life and Times."

In the 20's-30's, Nuvolari raced motorcycles and Grand Prix cars and was a champion in both areas. In 1932, he was European Grand Prix Motor Racing Champion driving for Alfa Romeo.

Joe has done extensive research for this presentation, so this is one not to miss!

Hope to see you there,
Dick Powers

Popular British Sports Car Production

Fall 2002 British Motoring

Here is some interesting information from British Motoring, The Fall of 2002 issue. It shows Popular British Sports Car Production. This will be a series starting with Austin Healey.

Austin Healey/MG	Sprite/ Midget	61-71	80,363
Austin Healey	Sprite	58-61	48,999
Austin Healey	3000	59-68	42,925
Austin Healey	100	53-56	14,612
Austin Healey	100-6	56-59	14,396



NOVEMBER BRUNCH

NOV. 3, 2013 11:30 A.M

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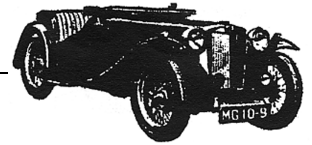
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Bury Me in an Old Mowog Parts Box

By Jay Lockrow



A year or so ago someone on my email list sent me one of those things where you try to think of a name of a person that is famous or semi famous and then they ask a few questions and then somehow they give you his or her name. I don't recall how it well it actually worked but several people said they were amazed. Some one said you could not stump them so I thought I would try. I stumped them first try and they had to ask me who I was referring to. I used the very famous race engine builder Harry A. Miller and the site had never heard of him. I chuckled a bit and told them a little about Miller and I don't believe I have ever gone back to the site and probably would not be able to find it now anyhow.

Anyway the other day I was in a waiting room while my daily driver was being serviced. You know oil change, New York State suspension and that sort of thing. I was looking at some fairly decent automotive magazines when I came across a wonderful article about the Miller meet at the Milwaukee Mile track in Milwaukee of all places. I read it immediately and between you and me I also removed it from the magazine and saved it with my other Miller material. Sadly I thought of all the people around me at the time and of many of the people I know I would wager many of them have never heard or read about the late, great Harry A. Miller. As famous as he was in certain automotive circles he is still an unknown among those that are not true motor heads. I have read about him in English magazines and the information was up to date. I often wonder why he is not better known.

So who is the great Harry Miller? Your best bet is to find a copy of *"The Miller Dynasty"* by mark Dees. You might find a copy in a local library but I doubt it. Try the Watkins Glen Motor Racing Research Center and you would probably find a copy. Amazon is a possibility also but the book is now out of print and I don't think you will get a copy for under \$225.

Harry Miller started out making lightweight racing carburetors did very well in racing circles because he eventually branched out to making engines. Not just any engines, but racing engines that created a dynasty that lasted many years after his death in the early 1940s. The famous Offenhauser four cylinder that dominated the Indianapolis 500 until the early 1960s was really a marine engine designed by Miller that was highly developed by Fred Offenhauser who was at one point Millers plant foreman. Harry was some sort of genius that had wonderful ideas about racing engines. He would sometimes scratch out an idea on the back of an envelope or napkin and his draftsman engineer, the great Leo Goosen, would take it and turn it into engineering drawings. From here it was developed and he would build most anything you wanted from a four cylinder to a straight eight or V eight. Many early championships were won with Millers and many speed records to boot. His engines were unbeatable and they dominated the racing scene for forty years.

One of Millers big breaks came when an early driver Bob Burman was campaigning a Peugeot race car around the states. His engine blew up and Peugeot wanted nothing to do with him. Burman took the engine to Harry Miller who rebuild it and copied several of the engineering features. Among these features were twin overhead cams and four valves per cylinder. His engines were jewel like and if you

ever get the chance to see one you will understand why. He was a perfectionist and his engines had to "look right" besides being marvels of engineering..

In the early 1960s two rare front wheel drive Miller race cars were discovered covered in dust and grime in the old Bugatti factory in France. The late author Griff Borgeson managed to purchase the two Millers and bring them back to the states. They were originally taken to Europe to run, probably at Monza and were later purchased by Bugatti. Bugatti let some European drivers run the cars and they broke the gearboxes. These cars were designed to run on oval tracks and not be shifted, hence the problem. They were stuck in the warehouse until discovered in the 1960s. The interesting thing is the Bugatti type 57 straight eight engine is almost a bolt for bolt copy of the eight cylinder Miller. One of the front drive Millers is in the Indianapolis motor Museum and is the Ralph Hepburn car. The other is in the Smithsonian Institution and is the Leon Duray Packard Cable Special. One of the stipulations on the Smithsonian car is that it is to be taken out on occasion and used for the purpose for which it was intended. I, for one, applaud this for someday I want to see a Miller in action. Stories about miller abound in the hundreds and this page could be filled with them but if you are interested like me, dig a little and you will find a fascinating history of Harry Miller.

This brings us back to the article I swiped from the magazine. Every year in mid July the Harry Miller club has an event at the Milwaukee Mile where owners come from all over and bring old oval track race cars from the early 1900s to the roadsters form the 500. Miller cars themselves are very rare today but there are some that show up. Most are assembled from original parts but there are some, like the front drives mentioned, that are original Millers. They run controlled laps and have a wonderful time with these old campaigners. One of these years I'm going to make it. I have a very good friend that lives only a few miles

Leaf Peepers Fall Tour

Sunday Oct. 13th., 2013

Joint Tour with MGCC & GRTTC.

Tour is FREE, but you pay for your own food at Festival at end of tour at Bristol Mt. Ski Resort, or BYO food/drink. Chair Lift Rides Available. (\$7).

Start at Tim Horton's corner of Lehigh Station Rd. and West Henrietta Rd. (Rt. 15).
Parking around back, with overflow at Red Roof Inn.

Gather Time: 9:00

Navigators Meeting: 9:15

Depart Time: 9:30

Route Distance Approx. 90 miles. 3 hour drive including rest stop.

I think it would be safe to say the group has multiple options for end of tour food. As there is a fall festival, there will be food vendors outside there as well as a sit down restaurant available.

OPTIONS INCLUDE:

A.) Pack & bring your own picnic basket to enjoy at the top (or bottom) of the chair lift ride(~\$7). Yes you can BYO wine or beer.

B.) Use the restaurant, a la cart, pay as you go. 1st lever includes-- Hamburgers, hotdogs, sausage stations, 2nd level has more "sit down" space & cash bar--fresh pizza (or by the slice) and a "special" which was chicken & biscuits last year (this year TBD 'till we get closer).

There will be picnic tables outside at bottom & top of the chair lift. Top of lift will also have Warming Hut open to stay out of inclement weather.

That should give you a feel for what you may want to do. No money collection necessary for any of the choices, BYO or pay as you go.

C.) OR...Continue north past Bristol Mt. and stop at Lock's Stock & Barrel on the LEFT 0.8 miles
BBQ

Scottish Highland Games During The Fall Festival

The Buffalo Heavies are putting together the best Scottish Highland Games during the Bristol Mountain Fall Festival on Sunday, October 13th, from 10am-5pm. Events to watch for are the Caber Toss, Stone Put, Scottish Hammer Throw, Weight Over Bar and Sheaf Toss. To top it off you will see big, burly guys competing in kilts. All of this plus our Fall Festival activities which will include Sky Rides, live music, beer and wine tastings, a variety of vendors, face painting, caricature artist and arts and crafts table.

DeBlare's & Rizzo's

DISTANCE AWARD FOR 2013

It is sign up time for the Steve Fitch Distance Award for 2013.

This circulating award is presented to the club member each year who drives the most distance in their Vintage British Car.

To register in the competition for this award, please see Desi Benet at the April club meeting to record your milage or send along a digital photo of your odometer by no later than May 1 to be eligible for this award.

2013 Collier Cup at the Glen

By Dick Powers

Saturday was a beautiful Watkins Glen September day for the Collier Cup. I was praying for another Monsoon like we had last year, but not to be. 22 MG vintage racers took the flag for SVRA's 29th Collier Cup Race. Competition was strong throughout the grid with MGBs dicing for the lead, followed by a mix of Bs and As. Then came some good Midget racing between our own **Tom Glanville** and **Dennis Gonzalez**. They were the leading Midgets dicing for the **Bill Glanville Cup**. **Ted Hershey** was in the mix for a while, but retired due to a broken suspension bolt. Mike Barstow, in his very fast MGTD, was next, battling with Joe Puma's Midget, and Jim Holody's Twin Cam MGA. Dan Leonard's TC Special followed, just a few tenths ahead of the race long dice my **222** was having with Ed Cronin. Unfortunately **Dick Rzepkowski** had transmission and then engine problems, so didn't make the Collier Cup race.

The awards:

The Jack Archibald "T Cup" awarded to the first production T Series MG to cross the finish line - Mike Barstow from Fremont, California.

Bucher/Decker Trophy awarded to the first MGA to cross the finish line - Chris Meyers from Burlington, Connecticut.

Bill Glanville Trophy awarded to the first Midget to cross the finish line - Dennis Gonzalez from San Juan, Puerto Rico. The podium was filled with Glanville family members who were here to remember **Bill Glanville** and cheer on their MG family!

Denver Cornett Trophy awarded to the first MG to cross the finish line - Jeff Devine in an MGB from Ontario. Denny Cornett and family took to the podium to award the Denver Cornett Trophy and honor the legacy of Denver Cornett, Jr.

SVRA Collier Cup as chosen by MG vintage racers - Pete Thelander from Westminster California.

Another racer from our club, **John MacDonald**, was there racing his Bugeye Sprite. He had his share of mechanical trouble and he, wife Pat and son Ian were home on Friday working on the car. He changed the transmission and clutch and was back at the track on Saturday. Things were all sorted out by Sunday and in the Group 1 race, John finished 1st in class. Congratulations John!



Photo by Angf Lisuzzo



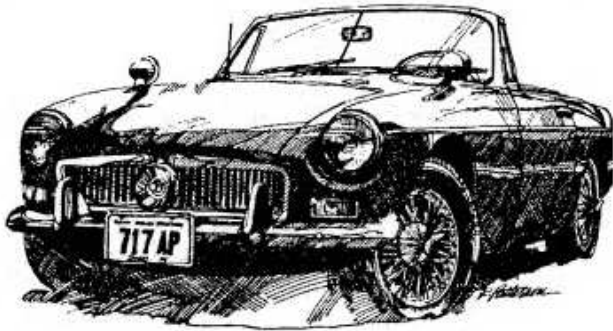
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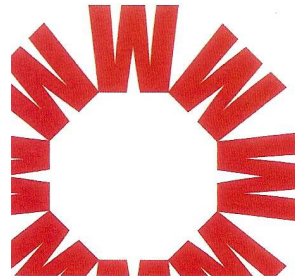
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Stuff to Think About When You Re-build Your MGB Motor

From page 8

within the lubrication system and enough pressure forcing the oil to flow. The oil backpressure is mainly due to the operating clearances that exist between two adjacent lubricated surfaces and the oil pressure relief valve setting (the strength of a spring you use).

The main bearings and rod bearings are given a clearance factor of between .001" and .0027". I would never assemble an engine using the lower of these two numbers. If an engine is assembled with this close of a tolerance then there is a danger that you will "wipe" the bearing material during start up.

I assemble the main bearings with .0025" to .003" clearance and the rod bearings with .0025" to .003" clearance. Besides avoiding bearing material wipe, this slight increase in running clearance will allow oil flushing. Oil flushing allows abrasive particles that are suspended in the oil to be readily pump out from the side of the main bearing and rod bearing surfaces instead of embedding into the bearing material itself.

Oil being pump out from the rod-bearing journal is thrown directly onto the lower part of the piston and cylinder bore. At higher engine RPM this could cause oil consumption problems in older engines.

So you can see then, that as the engine RPM increases so does the volume of oil being pumped out from the main and rod bearing surfaces, consequently, there must be adequate pressure to support this volume. Since, there is no practical way to vary the "bleed off" pressure for any given engines RPM, you must think in terms of supplying enough pressure at the higher end of the engine RPM scale. That

is why you need to modify the oil pump output, along with increasing the oil pressure relief valve "bleed off" pressure, for competition purposes.

I initially used 10W/30 in my engine rebuilding. Use of this thinner viscosity oil allows the oil to flow more readily through the lubrication system before initial start up. After 500 hundred miles you drain the oil and change the oil filter (I always use WIX filters) and switch to 20W/50 which is ideal for the summer time climate in New York.

Thanks to.

Bob Ford at BRIT- TEK 1-800-255-5883

Chris Conoley at Cambridge Motorsports L
TD, Mass Racing Developments,
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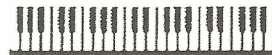
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For Sale, A brand new MGB gas tank, never used. Heritage version made in England, fits '65 to '69. Moss part no. #456-815. Cost \$400 new. Asking \$200/OBO.
Joe @ 585-229-2230 or deblaere@frontiernet.net

For Sale: 73 VW BUS. Owned by professional VW mechanic for 30+ yrs. Always garaged, little rust (frame & body are solid). Mechanicals excellent, new 1776cc engine (1000 miles on it), new heads, larger valves & hi torque cam, new clutch, new brakes all around & good tranny synchros. Has big oil cooler & filter additions, alternator conversion, new battery & starter. Carb is 2 bbl progressive: economy when needed & power when you want it. Partial camper conversion (sleeps 2). Michelin tires. Needs some finishing work (mostly inside), major stuff is done! Originally built it for my daughter as advertising. Asking \$3950 OBO call Joe 585-229-2230.

For Sale: 1970 MGB. green convertible, 4spd, wire wheels, black interior, and luggage rack. licensed and inspected. While it is very fun to drive, I don't have the time to drive it and use her the way it deserves. I inherited the MG from my Dad around 7 years ago. If interested contact.
kbishoping@rochester.rr.com for price info and questions

Wanted: I am looking for a fiberglass body of the type that was available in the 1950s-60s to fit MG 94" wheelbase chassis (TD, MGA, Triumph, etc). Mainly looking for one called Atlas (later Allied) which looked like a period Italian coupe (see photo), but certainly will consider others. Please e-mail me
at dmesuter@rochester.rr.com, or 585-377-1877.
Thanks, Dan



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stonywoods840@rochester.rr.com

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

Watkins Glen Concours Results

By Dave Wild

Here are the result from Fridays Concours downtown

1st Best of Show

1954 Arnolt Bristol Bolide

Stan Cryz Denham, Mass

2nd

1970 Datsun 240Z

John Taddonio Webster, N.Y.

3rd

1951 Jowett Jupiter

Ted Jowett Beaverton, Ont Canada

Historical

1955 Lancia Aurelia

Walter Miller Syracuse, N.Y

Peoples Choice

1957 Turner 803

Bill & Cheryl Baldwin Victor, N.Y.

Brock Yates Cannonball Award

U.S Muscle Cars

1965 Shelby GT350

Randy Delisio Lyons, N.Y

Honorable Mention

1963 Maserati Sebring

John Baumler Lee Center, N.Y.

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1966 Alfa Giulia GTC

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Honorable Mention

1967 Sunbeam Tiger Mark II

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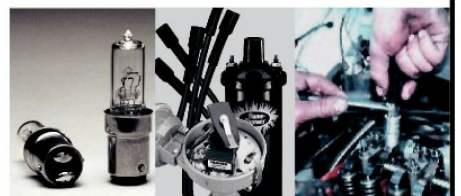
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Sticker



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

All items are available for purchase at our monthly Meeting, or delivery can be arranged.

Contact: Laurie Scribner 585-8725133 (weekdays).

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

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

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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166 W Church St.
Fairport, NY 14450



MG Car Club Western New York Centre – Calendar of Events 2013

For the Latest information visit our Web site mgcarclub.com

January 3 Board Meeting 17 MGCC Meeting	February 3 Wine & Cheese/ Valve Cover Races 21 MGCC Meeting	March 7 Board Meeting 8-10 Amelia Island Concours 21 MGCC Meeting 24 Steak Roast & Auction	April 18 MGCC Meeting/ Basket Auction 12-14 Kimber Festival 20 British Auto Day 21 Swing into Spring
May 7 Board Meeting 4 Tune Up Clinic 11 Curtis Museum Tour 16 MGCC Meeting 17-19 Carlisle Import /Kit 26 Garage Party	June 2 MG Club Picnic 9 Laps & Lunch 10-14 NAMGBR MG 2013 20 MGCC Meeting	July 2 Board Meeting 17-21 NAMGAR GT 38 18 MGCC Meeting 20 Pultneyville Parade 21 MGCC Sports Car Show 28 Multi Club Picnic	August 4 GVAC Show 15 MGCC Meeting 18 UK Car Day TBD Cars for Cancer
September 3 Board Meeting 6-8 Watkins Glen 15 Bronte Park Show 19 MGCC Meeting 20-22 Brit Invasion Stowe	October 9-12 Hershey AACA East 13 0 Fall Foliage Tour 17 MGCC Meeting TBD Garage Tour	November 5 Board meeting 3 Yacht Club Brunch 21 MGCC Meeting	December 28 Holiday Party at Ricks Prime Rib No Meeting

Next Meeting
October 17, 2012 7:30 PM
Knights of Columbus
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