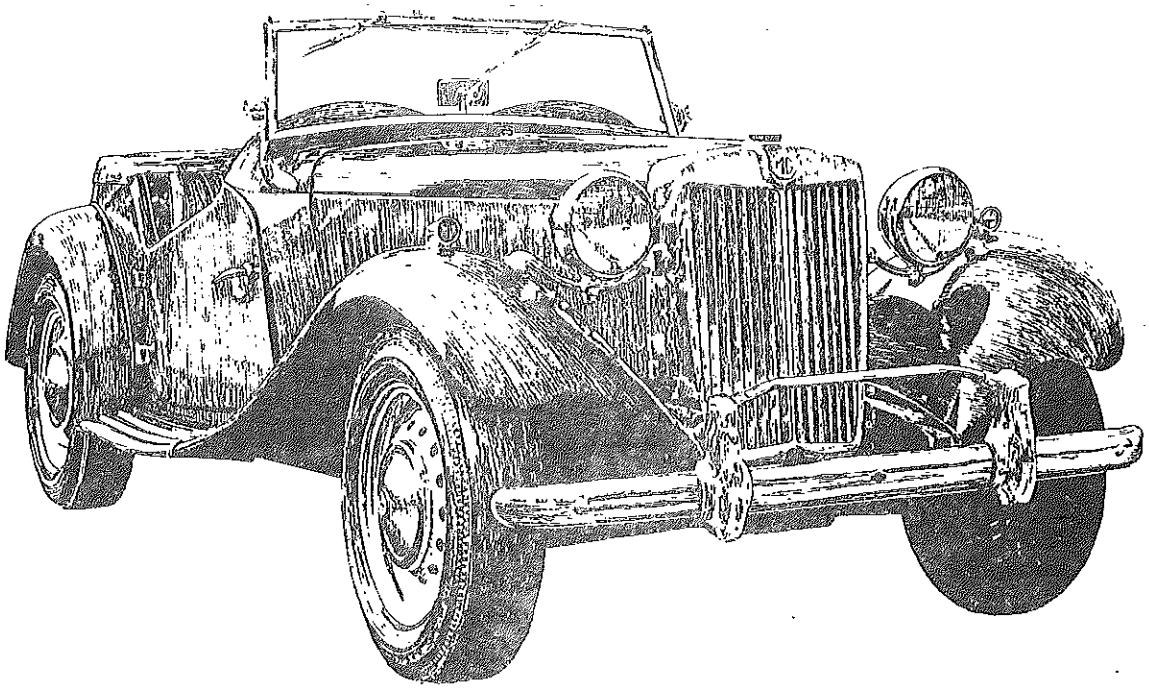
Nov. '75
Issue No

CAR MG CLUB

WESTERN NEW YORK CENTRE



the SPOKES

DEC '75 - JAN '76

WESTERN NEW YORK CENTRE

ROCHESTER, NEW YORK

OFFICERS

CHAIRMAN

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41 Hollywood Ave.
Rochester, N.Y. 14618
473-6530

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59 Laconia Park
Rochester, N.Y. 14618
244-8095

MONETARY

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265 Beachwood Cres.
Webster, N.Y. 14580
671-7735

Treasurer

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4134 St. Paul Blvd.
Rochester, N.Y. 146.
342- 2857

ACTIVITIES CHAIRMAN

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Sodus, N.Y. 14551.

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166 Loud Rd.
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223-1065

Publisher
John Boryoki
166 Delaware St.
Tonawanda, N.Y. 14150
693-4451

MGCC MEETINGS are held at the HERITAGE HOUSE
602 Ridge Rd. W.
3rd THURSDAY of each month West Webster, N.Y.

8:00 P.M.

All interested persons are invited to attend.

"SPOKES" is the official publication of the MGCC, Western, N.Y. Centre. The publication is distributed to MGCC members, local club representatives and club event participants. The deadline for submission of all articles for "SPOKES" is the Friday of the week after the regularly scheduled meeting.

Please address any correspondence directly to the appropriate officer listed above.

"ARE YOU A "PAPER MEMBER"?

So you've paid your dues, (some of you haven't yet), and now you're an official MG Car Club member. This entitles you to your copies of the "SPOKES" and Safety Fast and parts discounts -For many of you that's all you care about!

At the monthly meetings it's always the same few people who are present. When it comes to the yearly car show it's the same few people who participate. Why do these people end up working from 7 A.M. to 8 P.M. the day of the show - and many countless hours before the show? BECAUSE THEY CARE! -They care about their club, but also because of our "paper members".

A "paper member is one who has paid-up dues, but the only way we know of him is because his name is on the roster. Some of our "paper members", when phoned and asked if they would help with an activity or on a committee, say they will be there, but never actually show up.

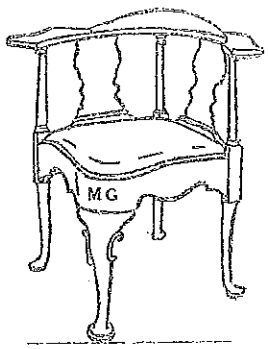
The two major problems with our club are the lack of internal communication and the lack of member participation.

Now -we all have a chance to solve both problems at once. Committees are being formed to help in the Sports Car Festival. Please help the people who year after year devote an endless amount of time to make the show a success. The more people who volunteer and participate, the easier it makes it for everyone.

PLEASE HELP!!

Mike Gaglio

CHAIRMAN'S CORNER



WORD FROM THE CHAIR

What follows was brought about by a severe attack of winter madness, an affliction common to our Rochester Household in January. The symptoms were induced by articles appearing in Car & Driver and Road & Track. These two foremost enthusiast magazines went "Bananas" over the latest Italian wow-zoomie concoction - The Lamborghini Countach. A quick scan of the photo captions was enough to make me rush the magazines to the attic where they can gather dust and grow moldy with all the past issues, each having effusive, glowing descriptions of the car of the month. As I was climbing the stairs to the attic I recalled my only encounter with a Countach and was struck by an association of events that had not occurred to me until that moment.

One Sunday last July, my wife and I were enjoying brunch at one of Toronto's outdoor cafes in Yorkville and up in front of us swoops one of these fabled cars to be immediately followed by a Ferrari Boxer Berlinetta. Now it also happens that the night before we had been at the same place, watching the passing parade when in sauntered Xaviera Hollander. These two events set me thinking. Here were three of a kind, two crimson cars and a scarlet woman. It's not that the cars were any kind of happy hookers, but that they were the best of their kind, frightfully expensive to get and even dearer to keep, intended for momentary pleasurers and there was small chance of my enjoying any of their charms.

You can be sure that I scrutinized them all carefully and in particular the machines. However, I looked at them in the same calm detached, disinterested frame of mind that you might have when check-out say, an Apollo space capsule or the Lunar excursion module - with the thought that I "aint" ever going to get into one of those. It may seem strange but I always seem to become a little more involved when admiring the various MG's. They seem to be much more real and therefore much more interesting. It isn't even the same as looking at a Jensen Interceptor or the new Jaguar XJS; with those you know that in a few years you will be able to buy one (although you may not be able to afford to maintain it). Incidentally, neither Xaviera nor the Countach can get into the United States because the rules and edicts put out by our bureaucrats are keeping them out.

Now the Countach and the Boxer are fairy-tale cars with no real relevance to the desires, needs or lifestyle of anyone I know, and no matter how much the automotive journalists harp, moan and lament over our inability to import these glorious devices I can't seem to get very much concerned. I do often get frustrated by the

passing of the Citroen 2CV, Mehari and GS as well as the nifty Fiat 500 and Bianchina, the Austin and Morris Mini Minors and the lovely little Subaru 360. Rational people do not try and see how expensive their pleasures can get - but attempt to get as much enjoyment for as little expenditure as possible. The MG does this for us better than any other car made. The Lambo or the Ferrari may be exotic but they do not offer that much beyond an MG to justify the fantastic difference in price or the reams of coverage that these cars receive.

I have a solution to the dilemma of fun cars at only fancy prices. We will create a group of dedicated zealots, as an example for the rest of the automobile owners, who will be fanatic in their faithful devotion to the MG and who will attend meetings, support events, talk about and drive MG's. We will studiously ignore Ferrari's, Maseratis, Lamborghinis (and maybe even Aston-Martins) and most certainly would not ever buy one.

Any of the members of the club having suggestions for meeting programs - Let me know what you would like and we will try to arrange it for one of our monthly meetings.

Dave

The MG Car Club extends a hearty WELCOME to new members:

Jim & Cindy Engelbrecht
99 S. Main St.
Churchville, N.Y. 14428
'57 MGA Rdstr.

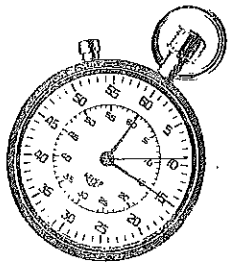
Ian N. Young
4388 Portage Rd.
Niagara Falls, Ontario
Canada LZE 6A4

Leonard J. Bieck
234 Milford St.
Rochester, N.Y. 14615

John & Betsy O'Brien
425 Cherry St.
Syracuse, N.Y. 13210

M.G.C.C.

MONTHLY MINUTES



MINUTES -- MGCC -- November 20, 1975

The meeting was called to order by Dave Brown at 8:30P.M.

The minutes of October's meeting were read and approved.

Alex Kopen gave a treasurer's report. At the present time we have a balance of $1,706.87.

The following people have been unanimously elected for 1976 year as officers of the MG Car Club.

Chairman----------David Brown
Asst. Chairman-------Phil Culbertson
Secretary----------Mike Gaglio
Treasurer----------Alex Kopen
Activities Chairman--Bruce Austin

John Borycki gave a Newsletter report. At the present time our press is under partial restoration, but will be ready very shortly.

The annual Christmas meeting will take place on December 13, 1975 at the Heritage House. A buffet shall be served. The cost will be $5.25 per person. The guest speaker will be Bill Milliken.

Our membership drive has begun. Introduction cards are available please take some and distribute them to prospective members.

We had a report from the Wagonjack gathering. We made a profit of $2.69.

The meeting was adjourned at 9:00P.M.

Howard Eckert gave a presentation of the Alexandria Bay Races of 1936-1940.

Respectfully submitted,

Mike Gaglio, Secretary
WNYC/MGCC

Members Present - 11/20/75

David Brown
Robert Adams
Howard Eckert
Larry S. Caldwell
Philip Culbertson
John & Gail Borycki
Alex Kopen
Al & Mary Isselhard
Franz Zehmann
Mike Gaglio
Bob Philip
Robert Tescione
Steve Philip
Gil & Betty Langswager
Marv & Eunice Brudno
Dave & Barb Wild
Gene Faust

MINUTES -- MGCC -- January 15, 1976

The meeting was called to order by Dave Brown, at 8:25P.M.

The minutes of November's meeting were read and approved.

Alex Kopen gave a treasurer's report. We have received the balance of the Victor Car Show of $660.00, which brings our treasury balance up to $2,233.37.

The 1976 dues are now due and being collected by Alex.

John Borycki are Spokes Publisher, gave a report. He will try to get the Spokes out monthly, but he does need articles from the members to help fill the magazine.

June 6th 1976, seems to be the most likely date for our annual Victor Car Show, according to Dave Wild.

We are presently looking for people who will help in our membership drive. Half the job is already done, that is the locating of prospective MG car owners and their addresses.

The meeting was adjourned at 8:50P.M.

Following the meeting, Marv Brudno gave a slide show presentation of Racing and Antique Cars.

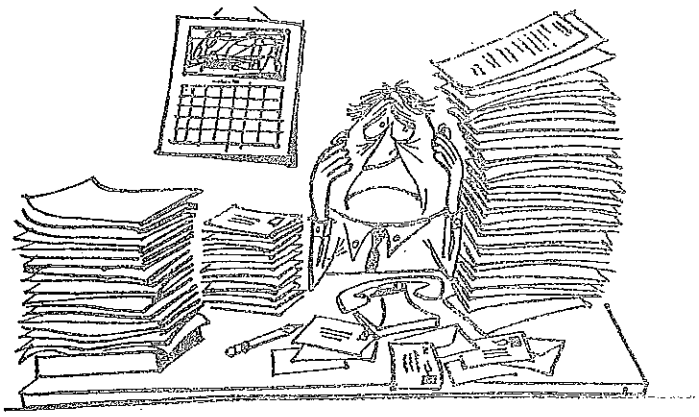
Respectfully submitted,

Mike Gaglio, Secretary
WNYC/MGCC

Mike Gaglio
David Brown
Howard Eckert
Bob & Mary Tennity
Bob & Ruth Philip
Tina Palma
Richard Gordon
Dave Wild
Al & Mary Isselhard
Alex Kopen
John & Gail Borycki
Marv & Eunice Brudno
Gil & Betty Langswager
Denny Fleisher
John Trepasso
Franz Zechman
Gene Faust
Bob Tescione

Guests

Jim & Cindy Engelbrecht
Ian Young
Leonard Bieck



EDITOR'S ABERRATIONS

FROM

DAVE WILD

Sports Car Festival V is soon coming up. The date has yet to be confirmed by the school board who control the site but we anticipate no problems in obtaining the June 6th date. (The alternate date will be the 13th).

Lou Allen and Don Wright of the Victor Lions Club will be coordinating that group's portion of the effort.

The major committee heads for the MG Car Club's portion of the effort have been assigned as follows:

Registration:	Bette Langswager
Field Marshall:	Mike Gaglio
Flea Market:	Dave Brown
Publicity:	Dick Powers
Judging:	Gil Langswager

George Herschell is preparing the art work for the dash plaques and the 1976 theme car will be the MG-TF. Jim Englebrecht has agreed to help in the advertising graphics area also. More committee assignments will follow and as soon as more of the basic work has been accomplished a committee meeting will be held to cover the details. Everyone in the club is called upon to share the work load as this is the major club event. We ask you to set aside this weekend to help your club. The Sports Car Festival has, over the years, become THE local event which sparks the season's sports car activities for area enthusiasts.

It has been generally agreed upon to raise the public admission fee to a minimum of 75¢ per person to cover rising costs. We hope to keep entry fees the same for those who display their cars, however I feel that we should raise the country market fee to $8.00 per spot now if the club is agreeable. The door prize will again be a motorcycle which should make it easy for each member to sell his share of event tickets.

The MG Car Club, as in the past, will advance the Festival account the funds to cover the initial expenditures for printing costs, dash plaques and trophies.

The Autumn issue (#13) of The Milestone Car has articles on the Triumph TR series cars while the winter issue (#14) will have articles on the MG-TF and TC and the Mexican Road-Race winning '52-'54 Lincolns.

The Antique Automobile Club of America and the Genesee Valley Antique Car Society have been giving consideration to recognizing later model cars of special interest. The cost of cars generally regarded as antiques and classics has risen out of reach of the agerage middle income family thus limiting membership growth. The unfortunate rise in costs has also triggered increasing interest in the restoration of trucks which in turn has caused a rise in the cost of interesting trucks. -The never ending cycle continues! What will be next?

There is still a need within the club for a new editor for SPOKES. After nearly 10 years of doing Spokes Barbara and I need a change, a little time to "play" with our overgrown "Tonka" toys and time to develop new projects. You must be getting tired of reading the same old drivel from me and perhaps SPOKES could use a fresh outlook and new thinking.

Dave

Editor - Spokes

I have taken a new job effective 24 November. This position is with Drake Street Motors in Elba, N.Y., THE BEST SAAB, Subaru, Suzuki dealer in the country. So Sandy, Colin and I must move to the Batavia area. Our house & barn in Victor are for sale now so any of you MG nuts who want a good 2-car heated barn with 2nd floor storage area, look us up.

We still expect we will remain active in the MG Car Club - - Batavia isn't that far away!

So remember you guys - now you'll all have a buddy in the car business!

Best regards,

Jim, Sandy & Colin

THE BISON ALLEY REGULARS

The members of the Bison Alley Regulars, Sports Car, Chowder and Marching Society slowly gathered in John Snead's garage in the alley behind his house. John opened the door of an ancient refrigerator and passed around bottles of "Old Bluecole" his private brand of home brew. When all the members were present, he banged on his workbench with a connecting rod from some long forgotten engine and brought the meeting of the Alley Regulars to order. "New business" muttered John taking a long slow swig of Old Bluecole . . . "What about old business?" said Cousin George the only stickler for parlimentary procedure. "To blazes with old business" yelled Uncle Archie as he wiped his chin," Theres more important things in store". "Like what" mused Red as he took a swig from a frost-encrusted bottle. "Like getting a new rear end for my TC before the Mipswitch Valley Hillclimb next weekend", remarked Uncle Archie. "Well why don't you do something about it too!" Red exclaimed. "I have", said Uncle Archie, "I pulled the halfshafts and removed the differential carrier and dissembled the case; I need a new crown and pinion and it will never get here in time for the Mipswitch Hillclimb if I order it from the coast and Abingdon Spares is out of them." "Anyone have one I could borrow?" Archie asked hopefully. No one answered his query. "Swap you the rear end out of that old Model T truck I have for your special high compression head with the sodium cooled velves", murmured Felix Austin as he broke into the conversation. "Phooey"muttered Uncle Archie. "What good would that do? A rear end that won't fit and no cylinder head." "It's an offer," chuckled Felix who had for years been trying to get the cylinder head for his TD. "It would take a genius engineer like myself to fit that Model T rear end to your TC mused Red. "May you have a flat tyre on the rear of your Morgan trike, on a muddy road, on a rainy night", sneered Uncle Archie. "Hasn't anyone a solution to this dilemma"? "Well", exclaimed Colonel Hughes who up to this point had been contemplating the use of Old Bluecole as a racing fuel, "There is a possible solution to the problem". . . "What?" the hopeful Uncle Archie exclaimed; -"This ought to be real good" -remarked Cousin George taking a long swig of Old Bluecole. "Why don't you go to work and print up some girlie calenders", said Uncle Archie, "Let's hear what the Colonel has to say". "Well", said the Colonel puffing on his pipe, "You chaps would have to keep this under your crash hats but an emergency flight to the coast might just be arranged, but I would need someone to help operate the radio". "I have ham radio experience "Uncle Archie said", "will that do"? "Guess it'll have to", said the Colonel. "All you really have to do is keep the seat warm anyway". "Be out in front of your house tomorrow morning at 5 o'clock, I'll be by in the TC to pick you up and you can help me put in my reserve flight time for the month. . If anyone asks, tell them you're a reporter from the Bugle doing a story on Reserve pilots". "Outstanding", said Archie. "If any of you other chaps

need some small bits and pieces make up a list and we'll pick up the goodies".

At six o'clock the following morning Col Hughes and Uncle Archie were streaking toward the West coast in an Air Force jet.. "Ought to borrow the engine out of this thing for the Mipswitch Valley Hillclimb" thought Uncle Archie out loud. "Don't think UNCLE would appreciate it", said the Colonel as he locked the plane on automatic pilot. "What about this flight?" quizzed Uncle Archie. "Have to put in flight time anyway", said the Colonel "and can you think of a better way for the government to spend their money than to maintain sports cars"? "Now that you mention it, No!" said Archie.

Very late that evening as the members gathered around the rear end of Uncle Archie's TC, Uncle Archie and the Colonel gave a full account of their 'emergency flight' as Uncle Archie assembled the differential carrier. "What did you tell the base commander when you filed a flight plan?" asked Cousin George, always a stickler for correct procedure. "Told him I had to go to the coast to pick up some gears and other small parts for a special fresh-air machine the boys in the medical department were working on", said the Colonel, "Well," mused Archie. "The TC sure is a fresh-air machine and with the modifications I have on it, I guess it would be called a special." "We'll see how special it is at the Hillclimb this weekend" said Red. "Go fit a racing slick on your MOG and clean the sparking plugs." said John. "I could beat that old heap of yours with my J.A.P. running on one cylinder". "All right" said Red. "This weekend at Mipswitch Valley Sportscar and Goodfellows Club Hillclimb, the Bison alley Regular with the fastest time of the day in each class wins a bottle of Old Bluecole and a set of Whitworth spanners". "Only wealthy engineers could afford to make that statement "said Felix Austin thinking of all that Bluecole he was going to win...

Late Sunday night as the members were sitting around John's garage working on his supply of old Bluecole, Red and Uncle Archie were polishing their new sets of Whitworth spanners. John was pulling the top off one side of his J.A.P. engined MOG as it was running on one cylinder. Cousin george asked quietly of Colonel Hughes... "Do you think you could make another emergency flight to the coast for a waterpump?" Felix Austin said nothing, just sat quietly playing his flute and sipped Old Bluecole. His Healey 100-4 never made it to the starting line.....

Girling Bloodstone

Girling Bloodstone

1976 CALENDAR of EVENTS

March 18 MGCC Meeting
26-28 GOF Semi... Lake Placid Florida
28 US Grand Prix West, Long Beach
28 Rally, GOGR (668-7909)

April
10-11 Race driver school, Bridgehampton
15 MGCC MEETING
23-24 Race, National Lime Rock Conn.
24 Drag'N Drive, T Reg., Oneonta, N.Y.
24-25 Autocross, Xerox
24-25 Hillclimb, Goldnine Penn Hillclimb Assoc.
25 Rally, GOGR (377-2107)
25 Early Ford V8 Club, Churchville Run

May 1 Race, Regional Lime Rock
1-2 Braille Rally, Lockport Sports Car Club
2 Auto Show, Hideback
14-16 Mini-GOF Chesapeake Chapt. T-Reg.
15 Race, Regional, Lime Rock
15-16 Race drivers school, Nelson Ledges
20 MGCC MEETING
22-23 Race, National, Pocono
22-23 Solo I & School, Watkins Glen
22-23 Flea Market, Dunkirk, N.Y.
28-29 GOOF MK XIII, Toronto T-Reg.
29-31 Race, Reg./Nat., Trans-Am, FF, Nelson Ledges
29-31 Flea Market, OMNI-EAST, Watkins Glen
30 Autocross, Xerox

June 5-6 Race Regional Glen 100, Watkins Glen
5-6 Race drivers School, Nelson Ledges
6 SPORTS CAR FESTIVAL V MGCC, Victor N.Y.
6 Model 'A' meet, Seneca Mall Buffalo
12 Pioneer Gas Engine Show, Ontario, N.Y.
12-13 Races, National, Nelson Ledges
12-13 Race Drivers School, Bryar
13 Race Solo II, Bicentennial, Watkins Glen
17 MGCC MEETING
19 Races, Regional, Bridgehampton
19-20 Race dirvers school, Watkins Glen
20 Race, F5000, Mosport Park Canada
24-27 GOF MK XXII, Buck Hill, Pa., T-Reg.
26-27 Solo I, Watkins Glen
26-27 Race, Regional, Thompson, Conn.
26-27 Race, Regional, Nelson Ledges
27 Autocross, Xerox

July 2 Race drivers school, Lime Rock, Conn.
3-5 Race, National, Lime Rock
10-11 Race, Regional, Thompson, Conn.
10-11 Race, F5000, Watkins Glen

15 MGCC MEETING
16-17 Mini GOF, Ohio Chapt. T-Reg.
17-18 Race, National, Watkins Glen
17-18 Race drivers school, Thompson
17-18 Motocycle Race 24 hrs., Nelson Ledges
24 Early Ford V8 club, Letchworth Park Run
24-25 Race, National, Nelson Ledges
25 Race, Trans-Am & F5000 Road America
25 Autocross, Xerox
30 Race Driver school, Lime Rock
30-1 Pioneer Gas Engine Assoc, Reunion, Fairville, N.Y.
30-1 Milestone Car Society National Convention, Indi.
31-1 Race Regional, Nelson Ledges
31 Race, Regional, Lime Rock

Aug. 1 Antique & Classic Car Show, GVACS, RIT Campus
7-8 Race drivers school, Thompson
8 Race, F5000, Mid-Ohio
12-15 Pageant of Steam, Canandaigua, N.Y.
14 Race, Regional, Lime Rock
14 Auto Show, New Hope, Pa.
14-15 Race, National, Watkins Glen
15 Race, Trans-Am, Brainard International
19 MGCC MEETING
21-22 Hillclimb, Pagoda, Pa. Hillclimb Assoc.
21-22 Race, National Thompson
21-22 Race, Regional, Nelson Ledges
28-29 Race, National, Pocono
28-29 Race, Regional, Watkins Glen
28-29 Solo II, NEOIV Runoffs, Bryar
29 Autocross, Xerox

Sept. 3-5 Race, National & Trans-Am, Lime Rock
5 Race, F5000, Road America
11-12 Race drivers school, Nelson Ledges
11-12 Race, Regional, Bridgehampton
11-12 Race, Regional, Lime Rock
16 MGCC MEETING
16-18 GOF MK XXIII, Ossining, N.Y.
17-18 Hillclimb, Redrock, Pa. Hillclimb Assoc.
25-26 Races, Regional and Endurance, Nelson Ledges
25-26 Race, GP, Moseport (?)
26 Autocross, Xerox

Oct. 1-2 GOOF MKXIV, Toronto
1-3 Flea Market, Carlisle, Pa.
2-3 Motorcycle, 5 hr. endurance race, Nelson Ledges
2-3 Race, Regional, Lime Rock
7-10 Nat. Antique Car Meet, Hershey, Pa.
8-10 Race, USGP & Vintage Car Races, Watkins Glen
8-10 MINI GOF, Ohio Chapt. T-Reg.
17 Race, Regional, Lime Rock
17 WAGONJACK MEET, MGCC (?)
21 MGCC MEETING
23-24 Race, The Fun One Regional, Watkins Glen

30-31 Race, Great Pumpkin, Regional, Nelson Ledges
31 WAGONJACK MEET, MGCC (Alternate date)
31 Autocross, Xerox

Nov. 18 MGCC MEETING

Dec. 18 MGCC Christmas Party

2 at Cornell Invent Auto Emission Curb

ITHACA (UPI) — An auto emission control system which reduces nitric oxide and other pollutants without affecting engine performance and mileage has been developed by two Cornell University engineers.

The new system was invented by Edwin Resler, the Joseph Newton Pew Jr professor of Engineering and director of Cornell's Sibley School of Mechanical and Aerospace Engineering. He was assisted by Research associate Herbert Kosstrin.

The two said they made slight modifications in spark plugs, pistons and intake and exhaust manifolds in two vehicles to achieve their results.

Small storage chambers in each spark plug are the keys to the system, Resler said. The chambers take in a small quantity of unburned fuel-air mixture or hydrocarbons just before ignition.

After the firing, the hydrocarbons return to the cylinder chamber where they mix with the nitric oxide gas residue, he said, turning it into harmless nitrogen.

Resler said the system meets 1977 standards for auto pollution control. Nitric oxides are among the most difficult pollutants to control because they are easily produced by the high engine temperatures needed for efficient performance, he said.

Mini-Spare Tire

A MINI-SPARE tire that will take up 50 per cent less trunk space than the conventional spare tire may be standard equipment on some 1977 auto models, according to an official at Firestone Tire & Rubber Co.

Mario A. DiFederico, executive vice president of Firestone, said, "This tire may be stored upright at the outer edge of the trunk or in a small recess in the floor of even the smallest cars. Auto makers, concerned with trunk floor-space and weight, have expressed strong interest in this new concept.

"Consequently," he added, "we expect to supply it for some 1977 models."

The tire, known as the Tempa-Spare, is stored fully inflated. DiFederico said it weighs about 40 per cent less than a conventional size radial.

"This reduced weight will contribute to fuel economy, and will make changing a tire much easier," he added.

DiFederico said a car will not "tilt" when the tire is mounted because the car's suspension system and the other three tires help balance the vehicle when the smaller tire is used.

He noted the tire is designed for temporary use, but is capable of being driven up to speeds of 50 miles per hour "for a considerable number of miles," if that is necessary.

Certified Milestones

AMERICAN

BUICK RIVIERA	1949
BUICK RIVIERA	1963
BUICK SKYLARK	1953-54
CADILLAC ELDORADO BROUGHAM	1957-58
CADILLAC 60 SPECIAL	1948-49
CADILLAC 61 & 62 (CPE/CONV)	1948-49
CHEVROLET CORVETTE	1953-57
CHEVROLET CORVETTE	1963
CHEVROLET NOMAD	1955-57
CHRYSLER IMPERIAL	1951-54
CHRYSLER 300	1955-61
CHRYSLER TOWN & COUNTRY	1946-50
CONTINENTAL MARK II	1956-57
CORVAIR MONZA SPYDER	1962-64
CROSLEY HOTSHOT & SS	1950-52
CUNNINGHAM (ALL)	1951-55
DUAL GHIA	1956-58
FORD SKYLINER (RETRACTABLE)	1957-59
FORD THUNDERBIRD	1955-57
FRAZER MANHATTAN	1947-50
HUDSON HORNET	1951-54
IMPERIAL (ALL)	1955-56
JAGUAR 3.4 and 3.8	1957-64
JAGUAR XK 150	1958-61
KAISER DARRIN	1954
KAISER DELUXE/DEL. VIRGINIAN	1951-52
KAISER DRAGON	1951-53
KAISER MANHATTAN	1954-55
KAISER VAGABOND	1949-50
KAISER VIRGINIAN	1949-50
LINCOLN CAPRI	1952-54
LINCOLN CONTINENTAL	1946-48
LINCOLN CONTINENTAL	1961-64
OLDSMOBILE 88 (HTP/CPE/CONV)	1949-50
PACKARD CARIBBEAN	1953-56
PACKARD CUSTOM	1946-50
PACKARD PACIFIC & CONVERTIBLE	1954
PACKARD PATRICIAN & 400	1951-56
PONTIAC SAFARI	1955-57
STUDEBAKER AVANTI	1963-64
STUDEBAKER GT HAWK	1962-64
STUDEBAKER STARLIGHT COUPE	1947-49
STUDEBAKER STARLIGHT COUPE	1953-54
STUDEBAKER STARLINER (6 & V-8)	1953-54
WILLYS-OVERLAND JEEPSTER	1948-51

EUROPEAN

A. C. ACE & ACECA	1954-61
ALFA ROMEO GIU. SPYDER	1956-64
ALFA ROMEO GIU. SPRINT SPECIALE	1959-64
ALLARD SERIES J, K2, K3	1946-56
ASTON MARTIN DB1 TO DB4	1948-63
AUSTIN HEALEY 100 & 100M	1953-56
BENTLEY (ALL)	1946-64
BMW 507	1957-59
CISITALIA GT BY PININFARINA	1946-49
CITROEN DS19 & ID19	1955-64
DELAGE D.6	1946-49
DELAHAYE 135, 175 & 180	1946-51
FACEL VEGA (ALL V-8'S)	1954-64
FERRARI (ALL V-12'S)	1947-64
HEALEY SILVERSTONE	1949-50
JAGUAR XK-120	1948-54
JAGUAR E-TYPE	1961-64
LANCIA FLAMINIA ZAGOTA	1959-64
LOTUS ELITE	1958-63
M.G. "TC"	1946-49
MASERATI 3500 GT	1957-64
MERCEDES-BENZ 220SE (CPE/CONV)	1957-64
MERCEDES-BENZ 300 (ALL TYPES)	1952-64
MERCEDES-BENZ 600	1964
MORGAN PLUS FOUR	1950-64
NASH-HEALEY	1951-54
NSU WANKEL SPYDER	1964
PORSCHE SERIES 356	1949-64
RILEY 2.5 RMA-RME	1945-55
ROLLS-ROYCE (ALL)	1947-64
TALBOT LAGO 4.5 & RECORD	1946-54
TRIUMPH TR2 & TR3	1953-63

SPECIALS & LOW PRODUCTION

BUGATTI TYPE 101	1951
PACKARD PANTHER DAYTONA	1954
TUCKER '48	1948
WOODILL WILDFIRE	1952-58

The new RSVs are no joke

D&C—Chicago Sun-Times

The Experimental Safety Vehicles (ESVs) built several years ago for the government were a joke. They were big, heavy, lumbering creations.

Now, a very sane and practical approach to such vehicles is being taken, as illustrated by Calspan Corp.'s $3.1 million Research Safety Vehicle (RSV) program for the design of a small, roomy, advanced safety car for family use in the mid-1980s.

The program is sponsored by the National Highway Traffic Safety Administration, which plans to use its results to establish safety standards for all cars sold in the post-1980s.

An actual-size clay model of what an auto may look like in the next decade has been built as an aid in the final design of the car by Chrysler Corp., a major subcontractor to Calspan in the project. "Later this year, a regular car incorporating many safety features will be built," says Dean Richmond, a Calspan spokesman.

Chrysler is providing the styling and detail engineering design. Besides over-all responsibility for the program, Calspan will test components and prototype vehicles and develop the occupant-protection system, utilizing such items as air bags and seat belts.

Frey's bill drives toward metric

Assemblyman Thomas R. Frey has filed legislation for the 1976 legislative session to help New York State drivers with the metric system.

The first bill would require all new or replaced highway signs to indicate distance in kilometers as well as miles.

The second bill would require 1979 or later model vehicles to have speedometers marked in both kilometers and miles per hour.

Both bills would be additions to the State Vehicle and Traffic Law.

Linde invents lighter radiator

Union Carbide Corp.'s Linde Division in the Town of Tonawanda has developed an aluminum radiator for automobiles which the firm claims is 40 per cent lighter than copper and brass radiators.

The new radiator was invented by Dr. Leslie Kun, a research and development engineer at the town firm. Union Carbide plans to produce and market the "Ucar" radiator. However, it has not been decided where they will be mass produced.

According to company officials, several large automobile companies are testing the new radiators.

Seat Belts Must be Worn in Ontario

On and after February 1, you MUST wear your seat belts when traveling in the Province of Ontario. Failure to do so can result in fines ranging from $20 to $100.

Ontario also has cut speed limits, going from 70 to 60 on such highways as 401. Roads with a 60 mile limit will be cut to 50 and the Ontario portion of the Trans-Canada highway will have a speed reduction from 60 to 55 miles.

Denmark's DWI Penalties

1st Offense BAL*	PENALTY	LICENSE REVOCATION
.075%	Fine - one month salary, after taxes	1 year
.10%	Fine - one month salary, after taxes	1 year
.125%	Imprisonment is mandatory - 30 days	1½ years
.15%	Imprisonment is mandatory - 30 days	1½ years
.20%	Imprisonment is mandatory - 30 days	2 years
2nd Offense	Imprisonment is mandatory - 60 days	5 years
3rd Offense	Imprisonment is mandatory - 60 days	Forever

* Blood Alcohol Level. In N. Y. a .010% BAL constitutes DWI.

[illegible] way

[illegible] most [illegible] dismal [illegible] [illegible] made of the [illegible] importance [illegible] tion of [illegible] preparation, [illegible]

Metal primers [illegible] other [illegible] against rust and corro[illegible]

Metal rusts when [illegible] air—and other rust [illegible] creates an acid which [illegible] processes of rust and [illegible]

Primers lie in wa[illegible] [illegible] When this happens, the [illegible] [illegible]cally with the acid [illegible] neutralize the corrosive [illegible] acid.

[illegible] tools, furnishings and equipment [illegible] things needing periodic [illegible] and treatment for rust, [illegible] metal equipment in [illegible] corrosion takes place [illegible] than it does outside. [illegible] metal exposed to long periods [illegible] and absence of daylight [illegible] for rust and corrosive [illegible]

[illegible] lists practically all of [illegible] situations you'll encounter [illegible] about the home.

Here's [illegible] finishing

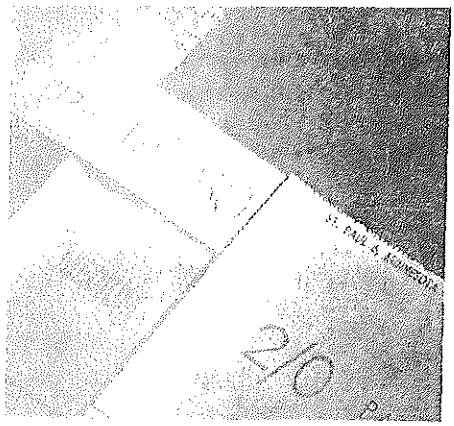
Metal	[illegible]	[illegible]	[illegible]	Finish coat
Iron and Steel	[illegible]	[illegible]	[illegible]	Spray or brush enamel.
	[illegible]	[illegible]	[illegible] zinc oxide [illegible]	Glossy enamel, trim and shutter paint, exterior rubber base paint, house paint or other finish.
Aluminum and	[illegible]	[illegible]	[illegible]	Same as above.
Copper	[illegible]	[illegible]	[illegible]	Spar varnish (copper). Acrylic or butyrate lacquer (aluminum).

Chart is key to comparative grit sizes

Aluminum oxide Silicon carbide Garnet		Emery	Flint
Very fine	600		
	500		
	400 (10/0)		
	360		
	320 (9/0)		
	280 (8/0)		
	240 (7/0)		
	220 (6/0)		Very fine
Fine	180 (5/0)	3/0	
	150 (4/0)	2/0	
	120 (3/0)	1/0	
			Fine
Medium	100 (2/0)	½	
	80 (1/0)	1	
			Medium
	60 (½)	1½	
Coarse	50 (1)	2	Coarse
	40 (1½)	2½	
	36 (2)	3	
Very coarse			Very coarse
	30 (2½)		
	24 (3)		
	20 (3½)		
	16 (4)		
	12 (4½)		

Next to the diamond in hardness, silicon carbide abrasive is an electric-furnace-formed blackish cinder of sand and coke. Below this on the abrasive scale is aluminum oxide, another product of electric furnace fusing.

Garnet is slightly softer than aluminum oxide while emery comes next down the scale of hardness. Flint is a [illegible] form of quartz rock. Crocus is a dark-red iron oxide.



Grit sizes are stamped on back of sheet. Some are "mesh" sizes - from 12 (very coarse) to 600 (very fine). Others have arbitrary numbers such as 2/0 and 6/0. Some are marked by "fine," "medium," "coarse," and so on

Abrasive classifications for wood, metal, and glass

WOOD	hand shape and sand	Garnet -- aluminum oxide
	power shape and sand	Aluminum oxide - garnet
FLOORS	sand	Silicon carbide
METALS	(hard) shape and sand	Aluminum oxide
	(soft) shape and sand	Aluminum oxide
	(hard) polish	Aluminum oxide and emery
	(soft) polish	Emery -- aluminum oxide (very fine)
	remove rust	Aluminum oxide
TOOLS	sharpen	Aluminum oxide
GLASS	shape and sand	Silicon carbide

PASSENGER CAR TIRES

There is a large amount of confusion on the part of the consumer today about the different types of tires. The types of tires are the following:

a) Radial ply
b) Belted Bias Ply
c) Bias Ply

I All tires include the basic elements of carcass and tread. The tread, of course, is the part of the tire that comes in contact with the surface of the road, and the carcass is the body of the tire.

a) If we cut apart a conventional tire and flatten it out, you would see that the cords of the ply fabric are laid down on crossed angles to the centerline of the tread. This angle determines strength of the tire as well as flexibility. The optimum angles required in ply placement for maximum resilience, flexibility, and tread rigidity vary so widely from each other that a compromise must be made in a conventional tire.

b) The belted bias tire is an improvement over conventional cross ply tires. Once again the secret is in how the plys are placed in the tire. In this tire, 2 body plys are laid down with crossed angles, just like a conventional tire. On top of these plys, two or more strips of ply cord called belts are placed underneath the tread, and cords are placed at acute angles to the centerline of the tire. This provides greater rigidity to the tread, lessens tread shuffle and improves the road gripping qualities of the tire.

c) In a radial ply tire, the body plys are placed so that the fabric cords are at a 90-degree angle to the centerline of the tread. Viewed from the side they would look very much like spokes. On top of these body plys, under the tread, are placed 4 or 6 belts of ply fabric with the cords placed at an extremely acute angle to the centerline of the tread. This provides great strength to the tread and allows the sidewalls to flex without distorting the tread.

II What type of tire do you want on your car? Here is a brief run-down of what to expect from the different types of tires.

a) Radial Ply:
   best tread wear and traction
   lowest heat buildup
   most expensive tire
   poor ground clearance
   hard ride
   depends almost entirely on belt for strength in circumference

b) Belted Bias Ply:
   major portion of standard original equipment
   belts permit use of wider treads without excessive heat buildup
   belts restrict squirming and lateral movement of tread
   bias ply tires have strength in circumference even without a belt. Presence of a belt is added bonus

c) Bias Ply:
on market for lower priced replacement tire - mainly for older cars
may be eliminated in future
does give a balanced combination of strength, durability and soft ride

III The types of cord used in the fabric of the plys is also of importance. Tires are most generally constructed with nylon, rayon or polyester cord in sidewalls and fibreglass or steel in the belts.

a) "Kevlar": (DuPont Trade Name)
newest cord
stronger than nylon, also pound for pound stronger than steel
mainly used for large truck belts
Dunlop uses this material also in Radial R. S. Patrol Tires for the belts

b) Nylon:
next strongest cord
nylon "flat spots" - polyester and rayon do not

c) Polyester:
next to nylon in strength
has greater high speed impact resistance
greater uniformity and durability
less rolling resistance and cooler running

d) Rayon:
least strongest of body cord
has a higher thermal threshold than nylon or polyester

e) Steel:
provides the strongest belt with the highest impact resistance and maximum stability - but gives a hard ride

f) Fibreglass:
provides a softer ride than steel - has good stability and durability but cords tend to fracture on high impact or if tire is run overloaded and underinflated for extended periods of time.

I have outlined the types of tires available, their construction and materials used for their construction. From this, we can determine that the best tire you can buy is the "Kevlar" belted radial with the next in line being the steel belted polyester radial ply, then the glass belted polyester bias ply, and the conventional bias ply being kept mainly for older vehicles where budget is the main consideration of their purchase.

Interchangeability:

a) Never mix tires of different size or construction on the same axle

b) Bias and Bias Belted tires of the same size may be mixed front and rear provided they are paired on the same axle

c) Radial tires may be mixed with 83-78 or 70 series bias and bias belted provided radials are paired on the rear

d) Never put radials on front wheels if bias or bias belted are on the rear

Load Range:

The "load range" system is now being used in tire marking with letters (eg. Load Range B-C-D etc.) to identify their particular load range and inflation limits.

B - 4 ply rating

C - 6 ply rating

D - 8 ply rating

Aspect Ratio:

The aspect ratio is the ratio of the height of a tire section over its width.

600-16 of mid 30's had aspect ratio of 1

750-14 of mid 50's had aspect ratio of .87

775-14 of mid 60's had aspect ratio of .83

F70-14 of today has aspect ratio of .71

By Edward Group

TIRE SIZE COMPARISON CHART

Conventional	70 Series	78 Series	Radials
7.00-13	D70-13	7.00-13	185R13
6.95-14	D70-14	C78-14	175R14
7.35-14	E70-14	E78-14	185R14
7.75-14	F70-14	F78-14	195R14
8.25-14	G70-14	G78-14	205R14
8.55-14	H70-14	H78-14	215R14
8.85-14	-	J78-14	225R14
7.35-15	E70-15	-	185R15
7.75-15	F70-15	F78-15	195R15
8.25-15	G70-15	G78-15	205R15
8.55-15	H70-15	H78-15	215R15
8.85-15	-	J78-15	225R15
9.00-15	-	9.00-15	-
9.15-15	-	9.15-15	235R15

$23,000 for a 1932 Ford?

Every cloud must have its silver lining; or so they say. The cloud to collectors of every type of historical car is that there are simply no original or well-restored cars to be bought at reasonable prices. Those who purchased cherry cars years ago or who already have well-restored cars are holding on to them. When they are offered for sale, the firm asking prices are astronomical. Long-time owners can't be blamed. First of all, there is no reason in the world to sell an item for less money than it's worth. Then, after a sale they can't replace the car with the proceeds of the sale.

This leaves the collector in a most unusual position. He must pick over the carcasses of the leftover parts cars—restorable cars—and must often begin with a mere shell or frame as a starting point. Life thereafter is one swap meet after another to acquire enough of the bare bones to complete and restore his car.

Therein lies the silver lining, for a whole new world of entertaining leasure time is opened. The swap meets are fun, the people are great, the haggling is intensive and the feeling of accomplishment as the car comes back to life is terrific. But the basic point remains: if you want a 100-point historical car, you either have to be loaded financially or get into the mainstream of the car club/swap meet group.

Back briefly to the longtime owners of original or well-restored cars. A certain 1932 Ford Roadster with very low mileage and original paint is definitely not for sale in California. The owner has turned down offers of $22,000 and $23,000. He knows that he cannot replace the car which is more important in his life than the money. It's pretty immaterial and unimportant that he paid $1100 for the car, less than five years ago. [illegible] 1935 Ford Roadster [illegible] even down to the [illegible] ly turned down [illegible] the car is [illegible] more money.

We all [illegible] and $250,000 [illegible] sell regularly at [illegible] all [illegible] Packard and Lincoln classics that regularly change hands in the $50,000 to [illegible] range. We are also [illegible] the superior [illegible] Fords which have sold at [illegible] $15,000 to [illegible] may not know [illegible] ten private transactions [illegible] in which [illegible] those listed. In one, [illegible] berg was sold for $345,000. In another, an owner [illegible] $500,000 for a very [illegible] chine. I cannot name the machine for [illegible] would identify its owner who wishes to remain anonymous. Let me assure you however, that each of [illegible] going prices [illegible] price" but a [illegible] figure.

If you can afford to buy any of these [illegible], stop reading at once, and turn to the road test on the new Rolls-Royce. If you can't afford them, you will probably be interested in the worth of the rebuilt car which started life as a [illegible] or its finished value in relation to the cost of rebuilding it.

A properly reconstructed car built of either restored original parts (but excluding fiberglass or poor-quality reproduction parts) will sell for 15 to 20 percent less than a well-restored car that was rebuilt from all of the original parts.

The cost of rebuilding in relation to the value upon completion is directly related to two factors. The first is the quality and authenticity of the restoration. The owner of a poorly rebuilt car (often referred to as an amateur restoration) may have trouble breaking even. He is bound to lose money [illegible]

[illegible]

[illegible] have started [illegible] than an [illegible] Over the [illegible] they have toiled [illegible], scrounged [illegible] of the car of their [illegible] tedious hours [illegible] into dream [illegible] take tremendous offers [illegible] finished cars or [illegible] are now [illegible] condition [illegible] completed the money [illegible] purchase [illegible]

[illegible] The [illegible] presently in a recession with extremely high unemployment figures. Don't [illegible] be either a [illegible] of income or a full-time [illegible] the demand for good [illegible] is greater [illegible] any time in the [illegible] across the nation [illegible] are completely [illegible]

[illegible] mechanical [illegible], paint and [illegible] have very little con[illegible]. Commercial mechanic [illegible] body shops simply cannot [illegible] because they [illegible] to get the regular work in [illegible] in a hurry and turn to [illegible] job. This is why commercial shops can't do the [illegible], tedious detail work [illegible] by the owner of a car of historical interest.

Many people now are supporting themselves by selling [illegible] at swap meets. The [illegible], nationality or color of the [illegible] is unimportant. [illegible] important is the part or [illegible] available for sale. If you're new to the hobby, or [illegible] interested, [illegible] you'll see what we [illegible] an old timer, you know what we mean.

COLD WEATHER STARTING PROBLEMS

The temperature in the Central and Northern sections of the country will probably take a nosedive several times during the next two or three months. Even in the Deep South it may drop into the chilly range.

On these cold days, a car or truck that has been starting and performing reasonably well may refuse to start.

Service Call

By the time the car owner decides to call the service man for help the battery in the car is probably run down and the engine may be flooded.

The "dead" engine can sometimes be brought to life with the aid of a booster battery.

Caution

When connecting a booster battery, be sure the positive cable is connected to the positive terminal of the car battery and the negative cable to the negative terminal. Improper cable connections, even if only momentary, may destroy the alternator diodes.

Never use an 18 or 24-volt booster battery on a 12-volt system for the same reason.

Before attempting to start the engine, be sure the automatic transmission is in "neutral" and that all accessories are turned off. This will eliminate unnecessary load on the battery during the starting process. Do not "grind" the starter for long periods of time. Operate for short intervals only and thus avoid overheating and possible starter damage, as well as a discharged booster battery.

Flooding

If the engine is flooded, hold the throttle and choke valves wide open while cranking the engine. Air flowing into the manifold through the open valves will help to clear the flooded condition.

Do not pump the accelerator on a flooded engine as this will only increase the flooding.

If the starter will not crank the engine with a booster battery connected, a push with your service truck may do the trick. However, cars equipped with certain types of automatic transmissions cannot be started by pushing and it may be necessary to tow the car to your shop for a checkup.

Trouble Shooting

You may be successful in starting the engine, but unless you are given permission to try to eliminate the causes of the trouble, your customer will probably have the same headaches all over again on the next cold morning. So, if possible, get his okay to take the car into your shop for a good tune-up and a thorough check of the electrical and fuel systems.

The trouble may be due to heavy oil in the crankcase, a "tired" battery, a badly worn starter or solenoid starter switch, a weak ignition coil, oxidized distributor contacts, or a combination of several minor troubles.

Oil

With SAE 20 oil in the crankcase, the power required to crank the engine when the temperature is zero is two and one half times the power required at a summer temperature of 80 degrees. With heavier oil in the crankcase, the power required would be multiplied many times. So change the oil if necessary to the correct winter grade.

Battery

Recharge the battery, if necessary, but be sure to disconnect one battery cable before connecting the quick charger. This will avoid possible alternator diode damage from high voltage surges in the quick charger. *Do not, under any circumstances,* attempt to start the engine with the quick charger connected to the car battery.

After recharging the battery, test it under load with a high-rate discharge tester to determine its condition. Remember that while a new fully charged battery will deliver its full-rated power at a temperature of 85 degrees, it will deliver only 46% of its rated power at zero and only 30% at —20 degrees. Obviously, if the old battery is weak or is undersize for the application, it cannot possibly do the job in cold weather and must be replaced with a new full-size battery. *Never* install an undersize battery. *Don't expect a boy to do a man's job.*

If you would like to have us include an article on some particular part of the ignition system or if you have some helpful hints for our readers, drop us a line:

Service Bulletin Editor

THE ECHLIN MANUFACTURING CO.
Branford, Conn.

Battery Cables

Cable connections at the battery posts and at the ground connections on the engine must be clean and tight. If they are frayed or corroded, replace with new full-size cables. Frayed and corroded or undersize cables will restrict current flow to the starter. I am sure you would not expect the Fire Department to douse a big fire with a one-half inch garden hose.

Starter — Solenoid Starter Switch

With a fully charged battery in the car, check the starter by connecting the leads of a good voltmeter to the battery terminals as shown in Figure 1.

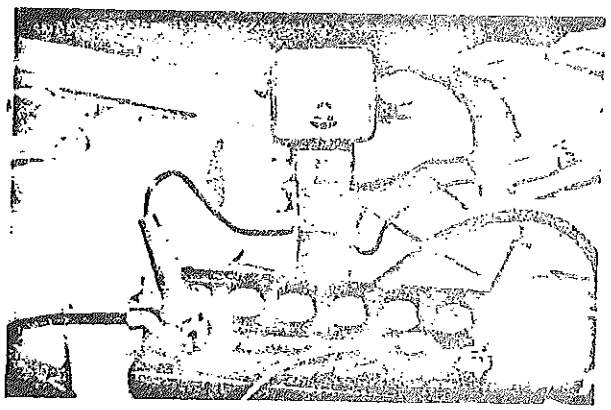


Figure 1

With the coil wire removed from the center tower of the distributor cap and connected to a good ground, operate the starter briefly. If it does not turn the engine at normal cranking speed and the voltmeter reading is under nine volts on a 12-volt system, the starter is drawing too much current and must be removed for repairs.

If the voltmeter reading is 9 volts or more, but the starter does not turn the engine at normal cranking speed, check the solenoid starter switch.

Connect the voltmeter leads to the two large terminals on the starter switch. Again, operate the starter briefly. If the reading is more than .2 volts on a 12-volt system, the switch contacts in the solenoid starter switch are probably burned and the switch must be repaired or replaced.

If starter repairs are necessary, do not fail to check the armature shaft and bushings. Worn bushings or a worn armature shaft may result in heavy starter current draw and slow cranking. Undersize bushings are available to compensate for armature shaft wear.

Fuel Supply

If the starter cranks the engine at normal speed — and the engine still does not start — the trouble may be due to lack of fuel in the carburetor. This could be caused by a dirty fuel filter or a badly worn fuel pump. In cold weather, it could also be caused by ice in the carburetor, the fuel filter, the fuel pump or in the fuel lines.

If the fuel system is clear and fuel is reaching the carburetor and still the engine does not start, the trouble is probably in the ignition system.

Resistance — Primary Circuit

Primary circuit connections at the ignition switch, the connector block, the ignition resistor, the ignition coil terminals, and at the contact set terminal, must be clean and tight to avoid excessive resistance in the primary circuit. Make sure that the distributor housing is properly grounded to the engine block and that the flexible distributor lead wires inside the distributor are not broken.

Distributor Contacts

Pitted and oxidized contacts, as shown in Figure 2, may be the cause of hard starting.

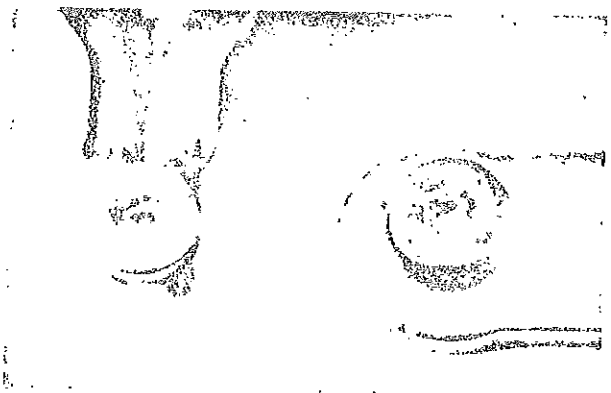


Figure 2

This condition is usually the result of normal wear. Blue-black oxide on the contacts will also cause hard starting. This condition may be due to high voltage regulator setting, particularly in cold weather. It could

also be caused by the use of the wrong ignition coil, the wrong resistor — or the resistor may be "shorted out" by a defective bypass circuit. After replacing the contacts and condenser, check the voltage regulator with a good voltmeter and adjust, if necessary. If the regulator is worn and cannot be properly adjusted, it must be replaced.

Ignition Resistor

The value of the resistor or resistance wire used with the ignition coil must be correct for the application. If the value is too high, the coil output will be reduced. If it is too low, blue-black oxide will form on the distributor contacts. Make sure the resistor bypass circuit is operating properly . . . for if it is not, blue-black oxide may form on the distributor contacts or the primary voltage supplied to the coil during the starting period will be reduced. Remember, a loss of only one volt in the primary circuit may result in a loss of 2500 volts at the spark plugs. This loss could be responsible for failure to start on a cold morning.

Ignition Coil

If the ignition coil tests weak or is the wrong type for the application, of course, it must be replaced. Be sure there are no carbon tracks or "cracks," as they are sometimes called, on the outside of the coil tower or on the inside of the rubber nipple. Also, be sure that the inside of the coil tower is not burned or corroded and that the coil wire is properly seated in the tower socket.

Coil Polarity

Check the coil polarity by connecting the negative lead of a voltmeter to one spark plug terminal and the positive lead to the ground. With the engine idling, the meter will read upscale if the polarity is correct.

If the meter reads downscale, the polarity is wrong and as a result, the voltage required to jump the spark plug gaps will be 30% to 50% higher than if the polarity is correct.

When making a polarity test, *always* connect the ***negative*** voltmeter lead to a spark plug terminal regardless of the polarity of the battery. Wrong coil polarity can be easily corrected by reversing the wires at the primary terminals of the coil.

Distributor Cap and Rotor

Carefully check the cap and rotor for cracks or carbon tracks and replace, if necessary.

Approximately 3,000 volts are required to jump the gap between the rotor blade and the distributor cap inserts under normal operating conditions. As the

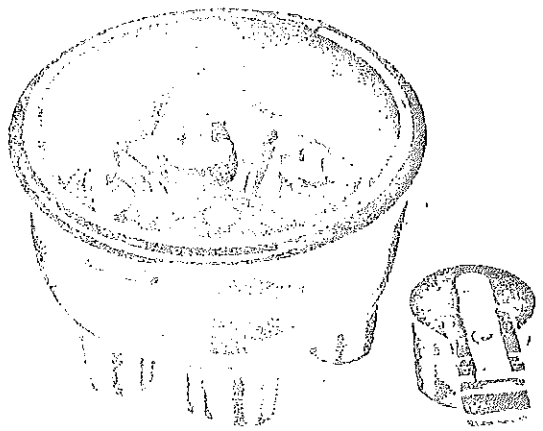


Figure 3

shown in Figure 3, the required voltage increases substantially.

Do not attempt to clean or scrape the burned surfaces as this will only increase the gap. Replace both the cap and rotor.

Resistor-Type Spark Plug Cables

Perhaps while listening to a program on your car radio, you pass certain cars and trucks and the program is momentarily "washed out." Maybe when watching a TV program in your living room and certain cars and trucks pass your home, the picture is momentarily "torn up." The cars and trucks involved are probably not equipped with resistor-type spark plug cables and, consequently, every spark plug cable is a miniature broadcasting station.

Most late-model cars and trucks are equipped with resistor-type spark plug cables to eliminate this interference. And what is more important, this will also eliminate possible interference with radar installations. The core in early production resistor cable was rather fragile and was easily broken by a sharp pull on the cable. The gap created would increase rapidly in service resulting in a skip. If the break occurred in the coil-to-distributor-cap cable, the engine would not start in any weather.

Later production cables were much stronger, but could be stretched by a sharp pull on the wire resulting in increased resistance.

The latest type cable with a fibreglass reinforced core will tolerate more rough handling, but reasonable care is still necessary to prevent stretching or breakage.

Some servicemen have the impression that resistor cable interferes with engine performance. As a result, many of them make a practice of replacing resistor-

every tune-up. They do not realize that by so doing, they are putting from five to nine little broadcasting stations on the air, each one broadcasting interference.

Extensive laboratory and dynamometer tests have definitely proven that resistor-type spark plug cable in *good condition* does *not* affect engine performance, gas mileage or ease of starting. However, if rough handling causes breaks in the core or if resistance builds up with age, the engine may not start in cold weather. Of course, when cables are found in this condition, they should be replaced with new resistor-type cables.

A few years ago, SAE set up specifications for resistor cables of 3,000 ohms per foot minimum and 12,000 ohms per foot maximum. When the resistance is in this range engine performance will not be affected.

Spark Plugs

If the spark plugs are badly burned and worn, of course, they must be replaced. Since spark plug gap specifications vary on different engines, set the gaps on the new plugs to proper specifications.

If the plugs are fouled with raw gas, oil, or with deposits on the core, sometimes they can be cleaned with a good spark plug cleaner. *Do not attempt* to clean the insulator with a wire brush because when this is done, minute particles of the brush imbed in the insulator, soon resulting in "tracking" and spark plug failure.

If the plugs are in good condition, but the electrodes have rounded firing surfaces due to wear, file these surfaces flat with sharp corners at the edges and reset the gap to the correct specifications. The voltage required to jump the gap between rounded electrodes is from 1,000 to 3,000 volts higher than with electrodes having flat surfaces. This factor alone could be responsible for failure to start in cold weather. Carefully examine the spark plug boots for carbon tracks on the inside and replace them, if necessary.

Ignition Timing

Carefully check the ignition timing and reset, if necessary. Improper ignition timing will result in hard starting.

Carburetion

Make sure that the choke operates freely and will close when the engine is cold.

The automatic choke on some 6 cylinder Dodge engines starting with 1953 models may stick in the open position.

The choke mechanism on these cars is mounted in a well in the exhaust manifold. As the thermostat coil heats, it unwinds and the end of the coil may scrape against the bottom of the well. See Figure 4.

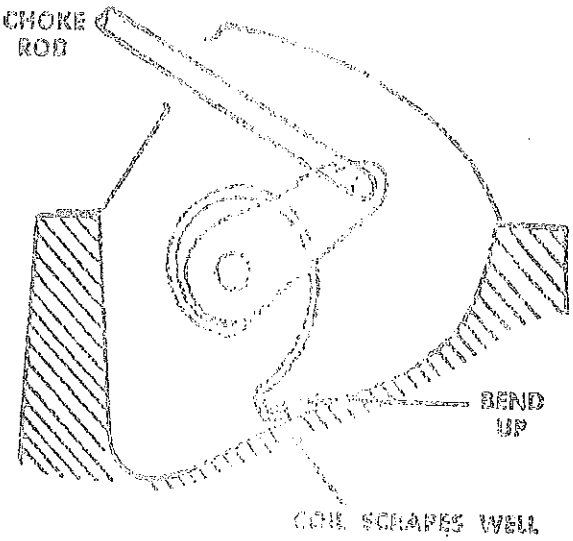


Figure 4

When the engine cools, the coil remains in this position and as a result, the choke valve does not close. This can usually be corrected by filing off the sharp corners and carefully bending the hook, as shown. Reassemble and set the choke adjustment at the proper index mark. The choke valve *must* close when the engine is cold.

If the carburetor floods easily, the float needle valve and seat may be worn and the carburetor should be removed for cleaning and repair. Convenient carburetor repair kits are available from your NAPA jobber.

Many of the troubles which have been pointed out are minor and by themselves may not substantially affect engine starting. But a combination of several may add up to a major trouble that would have a definite effect, particularly in cold weather. So correct these troubles as you find them and you will eliminate cold weather starting problems for your customers.

How much does car ownership *really* cost?

A car's sticker price is just the epidermis on a whole body of hidden, or at least not so obvious, costs. Maintenance, fuel, depreciation—all of these and more have a significant bearing on the *real* cost of owning a car. Unfortunately, these costs accrue over a period of time, making it difficult for a motorist to accurately gauge their impact on his budget.

Recently, the Department of Transportation made a detailed study of the incidental costs of car ownership. The findings are in a report by L.L. Liston and R.W. Sherrer titled, *Cost of Operating an Automobile.*

"The purchase price," the report states, "is only the first in a series of costs incurred in the automobile's approximate 10-year trip from the assembly line to the junkyard." In fact, the original cost of a car is only a fraction of the total accumulation of costs. In figuring the expense for operating a standard size, four-door sedan, a compact car, and a subcompact for 10 years and 100,000 miles, the study considered many factors. Among these were depreciation, fuel costs, maintenance, taxes, insurance and other costs such as parking and tolls. The total, not counting original price, for the sedan was $15,892.36; for the compact, it was $12,878.53; and $11,153.10 for the subcompact. Figured on a basis of cost-per-mile for 100,000 miles, this computes to 15.9¢ for the sedan, 12.9¢ for the compact and 11.2¢ for the subcompact.

This cost study was done using data gathered for driving in the Baltimore area, which the authors felt to be more or less average. In Boston or New York, for instance, the costs would be higher—in a rural area, lower.

The total figures for operating the cars in the study are surprising enough. But the detailed accounting which added up to these sums is revealing.

Using a price of 52.1¢ per gallon for gasoline, the sedan gobbled up 5807 gallons at a cost of $3025.96 during its life span. The compact used 4699 gallons at a cost of $2448.45, and the subcompact used 3501 at $1824.41. Of course, since the report was finished gasoline prices have risen, so these figures are conservative.

Depreciation was figured on a sales price for each of the three cars of $50 at the end of 10 years. So over that period of time the sedan owner lost $4201 in value, the compact owner $2860, and the subcompact owner $2360.

The differences for repair and maintenance among the three cars, though obvious, were not as pronounced, with the sedan owner paying $2939.94, the compact owner paying $2365.53, and the subcompact owner $2119.61.

Taxes, including registration fees, gas and oil, titling and excise tax on tires, totaled $1509.07 for the sedan, $1158.38 for the compact and $924.96 for the subcompact.

Insurance costs were very similar, with the sedan costing $1618, the compact $1532 and the subcompact $1466.

One factor not added into the cost equation was finance charges. But the report considered these and figured the interest on a 36-month loan for the sedan would be $517, for the compact it would be $356, and for the subcompact $291. If an owner paid cash, it would still cost him money because of interest he would lose by not having that money in savings. At 5½ percent, this would come to $286 for the sedan, $197 for the compact and $161 for the subcompact.

"Oddly enough," the report said, "many automobile owners do not seem to be aware of many of their automobile costs. It is only when a motorist is confronted with a substantial monetary outlay for his tires or for major mechanical repairs that he shows much concern about car expense."

Some of the costs are not directly borne by the owner, in fact; but he pays nevertheless. For instance, the average automobile is traded or sold three or more times during its lifetime. Often this is due to its poor mechanical condition. Unless it's junked, a dealer makes repairs and passes the cost on to the next owner. That person does not consider the repairs separately; he simply looks at the total price.

The report contains some dubious accounting—gasoline costs are figured on a price per gallon which includes tax, then the tax is considered again in a separate category, making for a bit of double billing. But this would only make a few hundred dollars difference in the end. Otherwise the study carefully considers all the factors with a bearing on costs, and it is a valuable consumer guide. It even goes so far as to assume that as a car gets older it is used less, and it takes that factor into consideration when figuring the year-to-year costs. These, incidentally, decrease somewhat each year.

What the report shows is that owning and operating a car is far from being the free, or at least pretty cheap, ride we all think it is. The one statistic that really brings this out is the daily cost during the first year of ownership. For the standard sedan, it is $6.65. The compact costs $4.30, and the subcompact costs $3.52. It is still not as dear as food or lodging, but it is a major expense to be carefully considered by any intelligent budget planner.

CENTS PER MILE

	ORIGINAL VEHICLE COST DEPRECIATED	MAINTENANCE, ACCESSORIES, PARTS & TIRES	GAS & OIL (EXCLUDING TAXES)	GARAGE, PARKING, & TOLLS	INSURANCE	STATE & FEDERAL TAXES	TOTAL COST
STANDARD SIZE	4.2¢	3.4¢	3.2¢	2.0¢	1.6¢	1.5¢	15.9¢
COMPACT SIZE	2.9¢	2.7¢	2.6¢	2.0¢	1.5¢	1.2¢	12.9¢
SUBCOMPACT SIZE	2.3¢	2.5¢	2.0¢	2.0¢	1.5¢	9¢	11.2¢

RECIPES

GLAZED FRESH APPLE COOKIES

1-1/3 cups brown sugar
½ cup shortening
1 egg
2 cups flour
1 teaspoon baking soda
½ teaspoon salt
1 teaspoon cinnamon
½ cup milk
1 cup finely chopped pared apple
1 cup raisins
1 cup chopped walnuts

Cream shortening and brown sugar together. Add egg. Sift together and add flour, baking soda, salt and cinnamon. Add milk. Then add apples, raisins and walnuts. Mix well and drop by rounded tablespoons 2 inches apart on greased cookie sheet.

Bake 11-14 minutes in preheated 400-degree oven. While warm, spread with vanilla glaze.

VANILLA GLAZE

1½ cups confectioners' sugar
1 tablespoon butter
½ teaspoon vanilla
¼ teaspoon salt

Blend above ingredients together and add enough milk to make a thin frosting.

Nancy Group

DIXON'S "NEW YEARS" ... CALORIE DIET

MONDAY

Breakfast: Weak Tea
Lunch: One Bouillion Cube in One-half Cup Diluted Water

Tuesday

Breakfast: Scraped Crumbs from Burnt Toast
Lunch: One Doughnut Hole(without sugar) One glass of Dehydrated Water
Dinner: Three Grains Cornmeal Broiled

WEDNESDAY

Breakfast: Shredded Egg Shell Skin
Lunch: One-half Dozen Poppy Seeds
Dinner: Bee's Knees & Mosquito - Knuckles Sauted in Vinegar

THURSDAY

Breakfast: Boiled-Out Stains of Old Table Cloth
Lunch: Belly Button of a Navel Orange
Dinner: Three Eyes from Irish Potato

FRIDAY

Breakfast: Two Lobster Antennas
Lunch: One Tail Joint of Sea Horse
Dinner: Rotisserie - Broiled Guppy - Filet

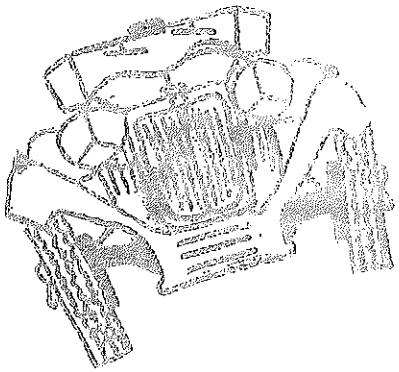
Saturday

Breakfast: Four Chopped - Banana Seeds
Dinner: Broiled Butterfly Liver

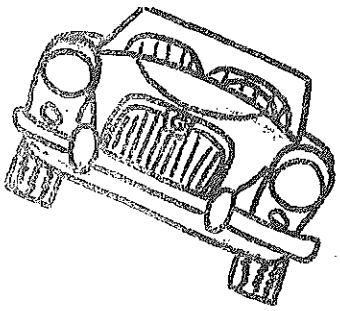
Sunday

Breakfast: Pickled Humming-Bird Tounge
Lunch: Prim Rib of - Tadpole; Aroma of Empty Custard Pie Plate
Dinner: Tossed Paprika & Clover Leaf

NOTE: A seven-ounce glass of steam may be consumed on alternate days to help in having something to blow off!!!



MARKET PLACE



WANTED
MG-B preferably fine to mint condition Dave Brown
716-473-6580

FOR SALE
MGB- 1971 Roster, Overdrive, hardtop, new exhaust system, 23,000 miles, 28 mpg in the city
Gene Pasquale
6 Wendell Place
Roch. 14603
716-254-6748

FOR SALE

British parts: Dismantling; TR-2's, 3's, 4's, 250's, GT's, Spitfires, Heralds, MGB's, Midgets, All Sprites, 3000's, Daimler SP-250, others. British junkers and wrecks wanted. 377-1160 586-0811

MG TC and other parts for sale

.Bonnet complete with hardware
.Brooklands style wheel-new hub - old brown plastic rim
.Lucas SLR 576 fog light
.Tachometer in speedometer case?(no clock)
.Parking lights -Morgan style
.Headlamp Brackets - need new studs
.Radiator cap - hole drilled through top
.Badge bar - not original
.False nose - dented
.Wiper connecting arm
.Wiper motor - not MG -was on car - it works - Lucas
.Gas cap
.Lucas Horn - old -TA/TB?
.DESMO fender mirror
.Marchal headlights - 7" rusted reflectors
.Ignition warning light
.Thermostat - MGA new - 158°

All parts TC unless noted
Call or write Dave Brown
41 Hollywood Ave.
Rochester, N.Y. 14618
473-6580

1975 Wagonjack Meet Results

I MG Pre-T
1936 MG-PB
Bob Tennity

II MG-TA,TB,TC
1947 MG-TC
Doug Redmond

III MG-TD
1950 MG-TD
Bob Philip

IV MG-TF
No Entries

V MGA
1958 MGA Conv.
Jeff Langsvaeger

VI Sports Car Pre-1956
1952 Jaguar
T. Oliver Waugh

VII Contemporary Sports '56-'66
1961 TR3 Triumph
Mike Gaglio

VIII Domestic Sports to 1966
1960 Corvette
Howard Eckert

IX MGB, Austin Healey, Spriget to '66
1961 AH 3000 MkII
Eric Cummins

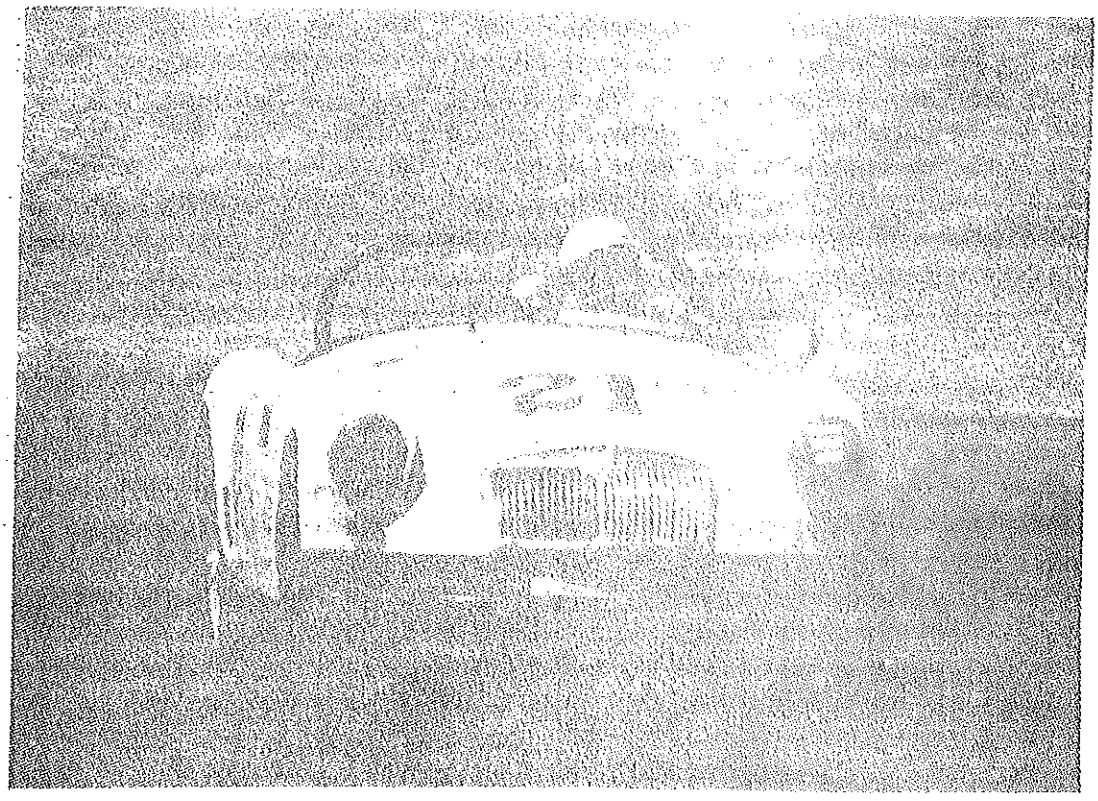
X Foreign Sport Sedans to 1966
1957 BMW Isetta
Clarence Allen

XI Models Entrants under 16
1926 Ford Hot Rod
Brian Brown

XII Models Entrants over 16
Morgan "Trike"
Steve Philip

Total entries Cars - 40

Models - 8



MEMBERSHIP

MG CAR CLUB, WESTERN N.Y. CENTRE

Membership in the MG Car Club is open to any interested person. Ownership of an MG is not a prerequisite for membership.

Dues are $10.00 yearly which includes a year's subscription to the local club newsletter, "SPOKES", and the international newsletter, "SAFETY FAST".

Spouses become members also at no extra cost.

If you should wish to join, please send this completed application along with a check made out to "MGCC, Western N.Y. Centre", to:

Treasurer------- Alex Kopen
4134 St. Paul Blvd.
Rochester , N.Y. 14617

Call Gil Langswager at (716) 663-3319, Marv Brudno at (716) 544-9746 or Dave Wild at (716) 223-1065 for additional information.

APPLICATION FOR MEMBERSHIP
MG CAR CLUB
WESTERN N.Y. CENTRE

Name:_____

Address:_____

City:_____ State:_____ Zip:_____

Phone:_____

Car(s) Owned:_____

_____

_____

Interests:

Racing:____**MG 'T' Series Cars:**_____**Autocrosses:**____

Rallying:___**Concours D'elegance:**__**Restoration:**_____

Other:

166 Loud Road
Fairport N.Y.
14450

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