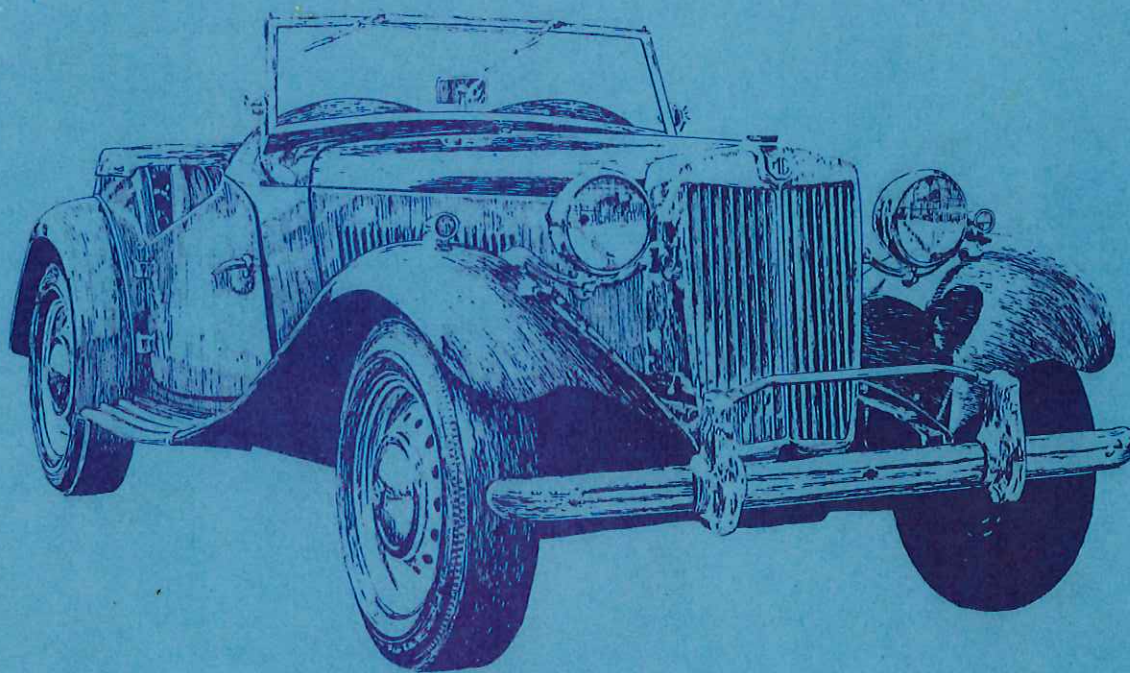


June July 75



WESTERN NEW YORK CENTRE



the
SPOKES

201
MAY - JUN - JULY 1975



WESTERN NEW YORK CENTRE
ROCHESTER, NEW YORK



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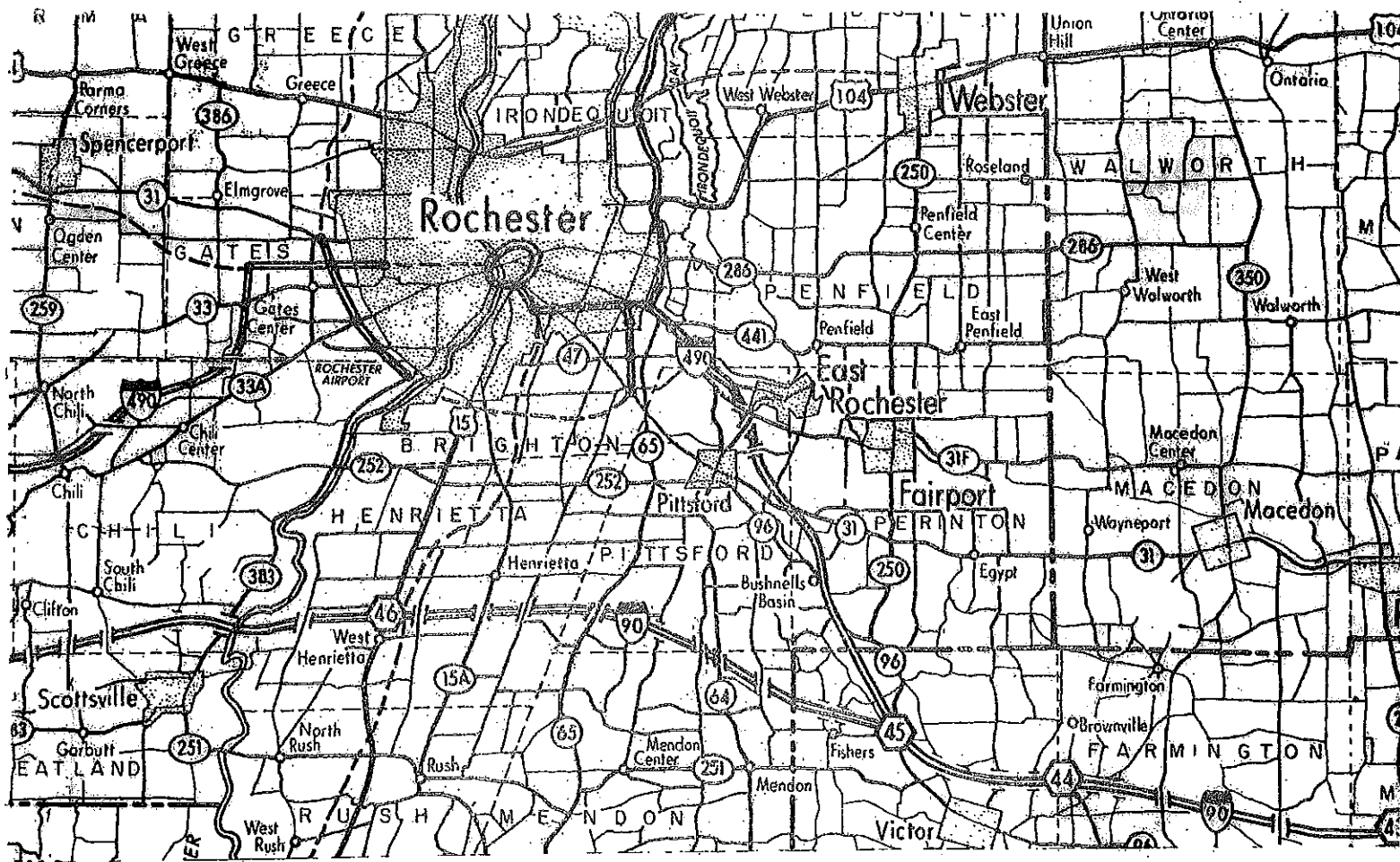
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MGCC Meetings are held at the HERITAGE HOUSE, 602 Ridge Rd. W. Webster, N.Y. 3rd Thursday of each month at 8:00PM. All interested persons are urged to attend.

"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.



NEED HELP, STRANGER?

SPECIAL NOTICE TO VACATIONING SPORTS CAR ENTHUSIASTS WHO MAY EXPERIENCE MECHANICAL PROBLEMS OR DESIRE INFORMATION WHILE IN THE ROCHESTER, N.Y. AREA:

THE MG CAR CLUB, WESTERN N.Y. CENTRE IS READY, WILLING AND ABLE TO PROVIDE AID.

CALL ONE OF THE FOLLOWING NUMBERS FOR HELP:

NORTHWEST SIDE (GREECE, N.Y.)

**Gil Langswager
716-663-3319**

**Bert Patenall
716-342-5585**

SOUTHEAST SIDE

**Dave Wild 716-223-1065
Fairport, N.Y.**

**Jim Ottman 716-924-5201
Victor, N.Y.**

CENTRAL (ROCHESTER)

**Bob Philip
716-482-3195**

NORTHEAST SIDE

**George Herschell 716-872-1194
Webster, N.Y.**

BUFFALO AREA

**Paul K. Nevin
204 Kay Street
Buffalo, N.Y. 14215
716-837-5653**

CORNER

CHAIRMAN'S



WORD FROM THE CHAIR

I never met an MG I didn't like. Perhaps it was love at first sight, opening up the latest copy of "My Weekly Reader" and seeing a photograph of a slim and frail beauty in an article on foreign trade. Who would have thought that you could make a car that looked like that - what was it? - An MG-TC. The year must have been 1945 or 46; it wasn't until a year or so later that I actually believed one of those lithe and supple (ever drive one of MG's "Flexible Flyers" across a rough pasture and have first one door then the other pop open?) machines up close. It exceeded my wildest expectations.

I did not get to ride in, let alone drive an MG until 1952 and that was a TD. That first ride was also the first time I experienced the thrill of the dreaded side sup. -There must be a mailbox south of Binghamton which still bears the scars of that late-night meeting with Abingdon's finest!

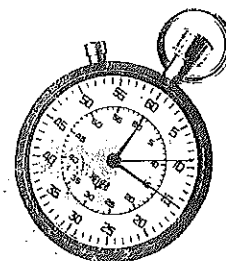
I also convinced my roommate that the only car worthy of a young man was the TC. He bought one and I got to ride in it. Now that I recall it was a great deal like the one I have now - we couldn't put up the top and there was no heater. It didn't have any tread on the tires and we enjoyed quite a few unintended skids, sideslips, and near spin-outs in many miles of cold, wet, drafty motoring. He subsequently traded the TC for a DKW and a whole different set of problems but that's another story.

The thought that got me started on this hit me when I took the TC out for the first time last month. It's amazing how well the teenage fantasy has held up. It wasn't until 25 years after I first saw the MG-TC that I had one of my own. Try that out on your other youthfull dreams - have they all held up as well?

In those 25 years I lusted after other four-wheeled objects, MG's among them, even owned a few, and the most memorable cars or pleasurable moments associated with cars seemed to be associated with MGs. My objective for the rest of this year is to keep those experiences pleasurable, not only for myself, but for all the members of the club. If any of you have any comments, suggestions or criticisms let me hear them. I would really like to know what you feel would make for a better organization in helping us enjoy our favorite types of cars.



M.G.C.C. MONTHLY MINUTES



MINUTES - MGCC - April 17, 1975

The April meeting was called to order by Dave Brown at 8:15PM.

The minutes of the last meeting were read and approved.

Alex Kopen gave a treasurer's report - stating that we had a balance of \$1,683.15.

Dave Brown gave an activities report and told us that Jory Squib who makes electric cars from VW's will be the speaker at May's meeting.

Dave Wild gave a report on the up-coming Victor Car Show. Please register your cars early and help save us last minute paper work. Posters are now available if you know of any place where you could place them where people would notice them, please place one there.

Judges for the show are needed. No previous experience is needed. There will be a judges school sometime before the show. Volunteers for the different committies are needed. There will be a general meeting Saturday, May 31, 1975 - the day before the show.

Dave Wild has received an award for being a member of SCCA for 20 years.

Respectfully submitted

Mike Gaglio, Secretary
MGCC/WNYC

Members Present

Richard Gordon
Mike Gaglio
David Brown
Alex Kopen
Murray Michaels
John & Gail Borycki
Barbara & Dave Wild
Bruce Austin
Ron & Evie Erwin
Gene Faust

Larry, Kathy & Heather Caldwell
Gil & Betty Langswager
George Schweinberger
Marv & Eunice Brudno
George & Nancy Herschell
Jim Ottman
Beth Yaeger
Wallace Gesinger
Howard Eckert

Guests Present

Steve & Patty Philip
Donald Wright
Bennett A. Kendig, Jr.
Joan & Jerrold Engel

MINUTES - MGCC - May 15, 1975

The May meeting was called to order by Dave Brown at 8:30PM.

Minutes of April's meeting were read and approved.

Alex Kopen gave a treasurer's report, we have a balance of \$1093.39 in the treasury.

Dave Brown stated that if "you haven't paid your dues by now, this will be your last issue of Spokes and will no longer be a paid member."

Dave Wild gave a report on the Victor Car Show. The door prize will be a Suzuki-TS-75-Colt. A reminder that any money from ticket sales before the show will go to the club which sold them. The day of the show the ticket money will be split between two clubs. Ads will be in the newspaper Saturday, May 31 and Sunday, June 1st. Please check to see if the posters you have distributed are seen being displayed.

As of today there are 27 registrations in-none of which are members.

There will be a general meeting, Saturday, May 31, at 1:00PM. in the Victor School. Members please register early and help save last minute work!

We now have a new publisher of the Spokes - John Borycki.

Our many thanks to Gil and family for their many years of hard work as publishers.

Dave Wild is looking for a person to take his place as Editor. Dave will help teach anyone who is interested in taking over the job.

A wine tasting party has been scheduled for June 8th at Alex Kopen's house. More information will follow in the mail.

A picnic has been scheduled for Sunday, July 20th at Mendon Ponds Park.

A new deadline date for the Spokes is the Monday following the meeting.

The meeting was adjourned at 9:50PM.

Respectfully submitted,

Mike Gaglio, Secy. MGCC/WNYC

Members Present

Mike Gaglio
Alex Kopen
Philip Culbertson
Bob & Mary Tennity
Gil & Betty Langswager
Bob & Ruth Philip
John & Gail Borycki
Allan Walters
Bob Adams

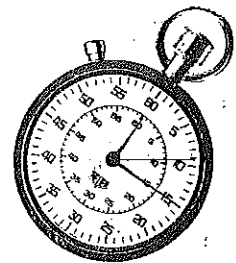
Al Ibsenara
Beth Yaeger
Ron Erwin
Tina Palma
Larry Caldwell
Wally Gesinger
Bruce & Cindy Austin
Marv Brudno
Dave Brown

Guests Present

Mr. & Mrs. Jerol Engel
Jerol Engel, Jr.



M.G.C.C. MONTHLY MINUTES



MINUTES - MGCC - June 19, 1975

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

Minutes of the May meeting were read and approved.

Alex Kopen gave a treasurer's report. We now have \$369.09, this is without any money from the Victor Car Show.

The wine tasting party will be rescheduled for some time in September, at Bruce's "new" house.

The picnic at Mendon Ponds is on July 20, 1975. At Evergreen Pavilion, from 11.00A.M. til-----

A tour through Dick Gordon's museum will be August 17. More details to follow at another time.

Dave Wild gave a report on the Victor Car Show. It grossed approximately \$5,500. There were 323 registered cars and approximately 9,500 to 10,000 people attended the show. Many thanks to those who worked on the show and helped make it a success.

The meeting was adjourned at 9:10P.M.

Respectfully submitted,

Mike Gaglio, Secretary
MGCC/WNYC

Members Present

Mike Gaglio
David Brown
Bruce & Cindy Austin
Gil & Betty Langswager
Jerrold A. Engel
Kathy Sanguedolce
Larry, Kathy & Heather Caldwell
Dave & Barbara Wild

Alex Kopen
Dick & Beth Yaeger
Richard Gordon
Bob & Ruth Philip
Eunice & Marv Brudno
Jeffrey Langswager
Philip & Gerry Culbertson

Guests

Dennis Fleisher
John Trepasso

Robin Russo
Al Bohnhoff



EDITOR'S ABERRATIONS

FROM

DAVE WILD

This article will be short as we are all working like beavers on the Sports Car Festival IV. As of this writing we have over 50 cars pre-registered and nine of those are Ferraris! The Festival this year includes a contest-within-a-contest. The event will include a special judging among the MG classes to select the nation's best MGs. This will result in the final selection of THE BEST MG of any age in the nation. British Leyland Motors will supply the trophies for the 50th anniversary of MG. The special judging forms to be supplied by British Leyland put the emphasis on original equipment and appearance so there may be some surprises in store in the end result of the judging. The remaining car classes in the event will be judged as in the past with minor changes to our successful judging forms.

In keeping with our policy to add new classes whenever justified by entry support, we have added five new classes this year and may add more if given sufficient notice.

The door prize, a Suzuki TS-75 motorcycle, is being supplied through Drake Street Motors of Elba, N.Y.. As well as Suzuki, they sell Lambretta and Laverda two-wheelers and Saab and Subaru cars.

The Swamp Root String Band will again entertain throughout the afternoon and we have placed a request for good weather.

Due to the nature of this event the initial work is done by a group of several key people. However it is every member's responsibility to help publicize the event and talk your friends into bringing their favorite cars out for the day. We also must ask each of you now to devote a day or more of your time to this major event of your club. -We need your help on Sunday June 1st and if at all possible, please attend the general meeting on Saturday May 31st at 1:00 p.m. at Victor Central School. We anticipate an entry of over 300 cars which means quite a judging job, as well as large registration, parking and scoring chores. -Please plan your weekend accordingly and help carry the load.

This is the first time we have been in a position to adopt a "pay-as-you-go" plan for the initial show expenses which run about 1300-1500 dollars. This is where your club treasury balance is used and this amount must be set aside in order to take advantage of the more attractive prices obtainable with cash purchases. In effect the MG Car Club has advanced the Auto Festival account the money to cover these early expenses. At this point the door prize, all the trophies,

the direct mail postage, the printing and a portion of the advertising is paid for. This, however, is not a time to be complacent. We must sell the assigned tickets and work as required to make the event even more successful. The better we can do in this line, the more money we will have available to make charitable contributions. As the festival becomes more and more established we should be able to make increasingly larger contributions and that requires a stable financial base.

Delivery of any materials regarding the Festival should be made, on Saturday May 31st at the Victor Central School cafeteria and "Festival operations center". The cafeteria is adjacent to the tennis courts on the school grounds. Festival personnel will be present at the school from noon till 5:00 on Saturday and from 7:00 a.m. till everything is cleaned-up on Sunday, June 1st.

Additional posters, flyers and door prize information is available on our porch if you need more to advertise the festival. Call us for additional tickets to sell.

The move of the printing equipment has been completed. The Langswager family did a fine job with the printing and the club owes them many thanks with a special thanks to Jeff. The equipment is now installed at John Borycki's home at 166 Delaware St., Tonawanda, N.Y. 14150. Due to the additional time involved in mailing information, copy and supplies back and forth between here and Tonawanda we must move the deadline. Henceforth, the deadline for rough copy to be supplied to the editor will be the Monday following the regularly scheduled meeting. "Camera-ready" copy can be supplied no later than the first of the month. As in the past, everything but the meeting minutes must be written double-spaced and sent to the editor. The minutes are sent directly into typing and then on to the publisher, John Borycki. Additions or deletions to be made to previously submitted articles or new information may be passed on to the editor by telephone. -Please try and meet the deadline and allow us to maintain the traditional high quality of the SPOKES.

● A new portfolio of 14x22 photo prints of Corvettes is now available from Penn Prints Ltd., 222 Penn St., P.O. Box 499, Reading, Pa. 19603. These 20 lithographs of Corvettes are \$15.95 for those who crave corvettes.

● The Kruse Classic Auction Company has scheduled an antique, classic and post-war car auction for June 28 in conjunction with the Pocono 500 race. This event, to take place at Pocono International Raceway, should be of special interest since many antique, sprint and "Indy" cars will go on the auction block. It will also include Tiny Gould's J2X Cad-Allard and a collection of 11 children's pedal cars.

● The Franklin Mint has made a collection of 100 silver mini-ingots available for the collector at \$2.00 each. They will be sold as five ingots per month and each ingot portrays one of history's most important cars. These are a smaller version of the similar ingot collection that was available earlier.

● Sets of moulded plastic plaques in black with gold relief (5½x11½) are being sold by W.S. Mason (Export Marketing) 25 Fairbourne Rd. Braunstone Lane, Leicester, Great Britain. Four plaques make up each set of MG, Austin, and Morris plaques at £3.50 per set. The sets include: Austin-1910 town carriage, 1923 Austin seven, 1959 Mini 850, 1971 Maxi; Morris-1913 Bullnose, 1952 Minor, 1966 1300, 1971 marina; MG-1924 MG-1, 1945 TC Midget, 1955 MGA and 1973 MGB/GT.

● The Watkins Glen Grand Prix weekend will include the U.S. G.P., the VW Gold Cup Super-V races and two events for Vintage sports cars. One vintage race will be for pre-war race cars and a second for post-war "vintage" race cars. - October 3-5.

● A fibreglass MG-TD body is becoming available from Fibre fab Co. for installation on a VW chassis. Way Dune Buggy Co. on Joseph Ave. is Presently assembling one of these replicars and plans to market them locally.

● We understand that Pacesetter Motors is also investigating a British-built MG-Teerica replicar. -No details, but this may be the steel replicar based on the popular MG midget.

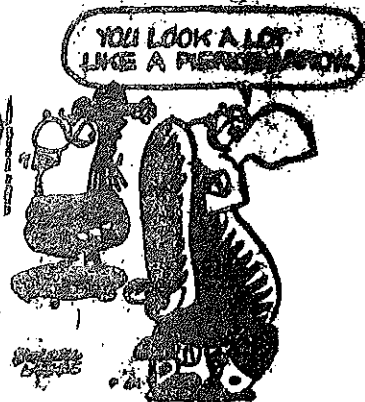
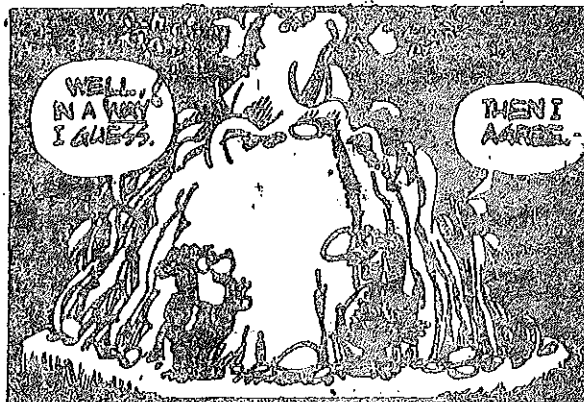
● The Empire State Region of the Classic Car Club of America is holding its first Historic Auto review at the Monroe County Dome Arena on May 24 and 25. Several of our members will be displaying their cars among the 80 expected vehicles. Several special display cars are to be included in this show with admission of \$2.00 for adults and .50 for children under 12.

The MG Car Club extends a hearty WELCOME to the following New members:

Jerry & Joan Engel
11 Clarks Crossing
Fairport, N.Y. 14450
'75 MG Midget

Tina Palma
504 Cedarwood Terr.
Rochester, N.Y. 14609
'69 MGB

Bennett A. Kendig, Jr.
335 Wellington Ave.
Rochester, N.Y. 14619





Courier-Express/Ric Delaney

Bruce N. Higley, a utility inspector, measures clearance on a new Cosworth Vega engine assembly

The care and control being used in hand-making the high-performance, two-litre engines for Chevrolet's new Cosworth Vega were revealed on Tuesday at the General Motors Div. 6 motor plant on River Rd. in the Town of Tonawanda.

The plant, which is the sole producer of Cosworth Vega engines, is utilizing a specially enclosed, temperature-controlled "clean room" to produce the engines. In production for two weeks now, the plant is currently

making about 15 of the new motors daily, and expects to increase daily production to 25 in the near future.

James A. Whitacre, plant manager, said approximately 60 employees are working on the Cosworth Vega engines, 30 of which are doing actual assembly work on a two-shift basis. He said the plant will ultimately be producing about 5,000 Cosworth Vega engines a year but that only about 2,000 will be built this year due to the late start and to start-up kinks.

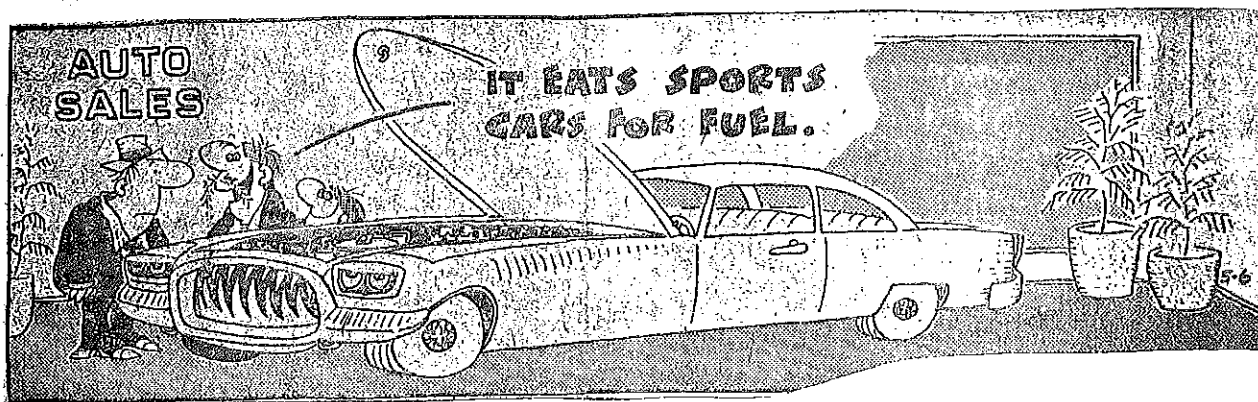
James W. McLernon, former

Chevrolet plant manager here who is now Chevrolet's general manufacturing manager in Detroit, said only a limited number of the engines will be produced each year. He said the engine was four years in planning and development and has such features as a 16-valve aluminum cylinder head, twin overhead camshafts, and electronic fuel injection.

"The initial design of the all-aluminum head with 16 valves, four per combustion chamber, was done cooperatively by Chevrolet engineering and Cosworth

Engineering Ltd. of England," said McLernon. "Subsequent design and development work was completed by Chevrolet."

Leo M. Seidl, regional plant manager, said the Tonawanda plant assembles and tests the Cosworth Vega motors and then ships them to the GM Assembly Div. plant in Lordstown, Ohio, where they are assembled in the new Vega. He said eight out of the 12 Chevrolet dealerships in the Niagara Frontier have signed up to sell the Cosworth Vegas, due in area showrooms shortly.



by Jay Lockrow

Before I go into a lot of technical baloney, let me say that I don't really know any correct procedure for testing an automobile. Even if I did, I didn't have the Cosworth Vega long enough to put it through any kind of exhaustive tests. The only reason I'm bothering to write this at all is because there are so few of the things around for people to try. Besides, I like the idea of bragging about the fact that I drove one.

Anyway the other night this clown we know that works for Chevy, comes sliding to a stop in our driveway with Vega Twin-Cam NO # 0018. We opened the bonnet and looked at a maze of plumbing that hides a rather compact little twin-cam four-cylinder engine. After a bit of the usual small talk we decided to take it out on the nearby expressway and "wail" it a bit. My dad was "first up" and he gave it a fair amount of the old juice and the car went quite well. It was fitted with a quite nice four-speed gearbox, radial tyres and mag wheels. I would gather that these are standard equipment as the price tag on this particular car was about 6200 big ones. Very few options are available which I feel is good. For example you can NOT get air-conditioning with the car. Our particular car had tinted glass, a radio and a few other little items that brought up the base price that I recall as 5800 smackers. Dad tried one rather quick stop and the brakes pulled the car down well. It didn't have brute power like a Corvette but it was smooth and agile. I tried the thing next and was quite impressed. I feel it is one of the finest things to come of GM in many years! I had it up around 80 or 85 and except for an out-of-balance wheel found it to handle quite well. On the way back, I took it around a 90 degree corner quite quickly and to my amazement it stuck like glue. I didn't try any of the stuff the car magazines do trying to induce skids, oversteer, under-

Chevy to Boost Output Of Its 'Hand-Made' Sporty Vega Engine

By DON O'HARA

Unique assembly operations for the new high-performance Cosworth Vega engine were unveiled today at the Chevrolet Motor Division's huge plant complex in the Town of Tonawanda, which is stepping up its daily output of the limited-production power-plant.

James A. Whitacre, plant manager, said the plant is now turning out 15 of the new motors daily, and expects to increase the daily production rate to a top level of 25 units by next week.

This compares with other production operations in the plant that build 2600 V-8 engines per day.

The low-volume of output for the new Cosworth Vega engine is due to use of a specialized work force of 30 skilled employees who hand assemble the various components in an air-conditioned "clean room."

"The design features of the engine are as exciting and different as is the mode of operation from mass production assembly lines to limited production, manual precision assembly," Mr. Whitacre said.

HE TOLD newsmen that "high quality requirements necessitate engine-stand build-

ing rather than our normal high-volume assembly-line approach to manufacturing."

"Hand assembly operations," he said, "are accomplished by hand gauging, hand torquing and manual inspection procedures."

The Cosworth Vega engine has twin overhead camshafts and a 16-valve aluminum cylinder head. It produces 130 horsepower at 5600 RPM, or approximately 70 per cent more power than the Chevrolet-Tonawanda built base Vega engine.

"Based on our current aluminum die cast engine block," Mr. Whitacre said, "the Cosworth is the first twin-cam design, four-valve per cylinder engine since the last Model J Duesenberg was assembled in 1929."

ALSO NOTED that it is the first engine of its type to incorporate electronic fuel injection, it was pointed out that the Environmental Protection Agency fuel rating for the Cosworth Vega is 25 miles per gallon during highway driving and 17 mpg in city driving.

James W. McLernon of Detroit, Chevrolet's general manufacturing manager, told newsmen that "initial demand for the new Cosworth Vega has been excellent."

Of the 5000 units planned for the first year's production, orders have already been received for approximately half of this output, Mr. McLernon said.

He also noted that Chevrolet's order books for its full line of cars and trucks has been growing. "Consumers are returning to the marketplace. We're optimistic about the remainder of 1976."

Mr. McLernon said that laid-off workers throughout Chevrolet will be returned as fast as possible, consistent with activity in the new car marketplace.

steer etc. -After all it was not mine and I didn't want to have to shell out any wampum to cover the cost of a bashed wing!

After bringing it back I took a peek on the underside and it appeared to me that Mr. Chevrolet has beefed up the suspension a bit. It had, of course, one of those big frying-pan recalitrators, or whatever they call them, in the exhaust system. The actual finish of the car didn't seem to me to be any different than an average Vega. The only way to spot them is that they have stickers on them that say "Vega Twin-Cam" and you can have any color you want as long as it's black with gold trim.

To say that I wouldn't want one would be facetious, but I would have to think long and hard before I shelled out that kind of money for a Vega!

Only 1 to 16% Use Seat Belts

Safety belt use is far below the level that has generally been reported, the Insurance Institute for Highway Safety has announced.

The average person who uses a safety belt is one who was injured in a car crash, does not smoke while driving, has a "higher education" and feels that safety belts are "comfortable and convenient", the Institute concludes.

Those who do not use safety belts are not associated with a person killed in a car crash, thus casting doubt on the belt's utility, according to the report.

The study also showed that, in a significant number of discarded interviews, such interviews were rejected because "a significant proportion of people who claim that they use safety belts 'always' do not have the belts fastened when actually observed in their vehicles."

In a survey of 4,000 drivers, the Institute found that belts are used far less frequently than claimed. In 1968-1971 cars, lap

belts were used by 16 per cent in the large cities while shoulder belts were used by only six to one per cent.

These figures contrast sharply with the National Council's claims that belts are being used "about 40 per cent of the time on the average."

The survey also found that "the safety belt systems in most vehicles are poorly designed. Many belts flop out of doors when they are released and must be retrieved and stored before the door can be closed. Lap and shoulder linkages which must be fastened separately are often indistinguishable and present the potential user with a good simulation of a Chinese puzzle when the belts are entangled in the middle of the seat. These problems were solved long ago by properly designed reels and single-latch three-point belts, particularly in the outside seating positions. Only a very few American manufactured models have had such configurations," it says.

Certified Milestones

AMERICAN

BUICK RIVIERA	1949
BUICK RIVIERA	1963
BUICK SKYLARK	1953
CADILLAC ELDORADO BROUGHAM	1957-58
CADILLAC 60 SPECIAL	1948-49
CADILLAC 61 & 62 (CPE/CONV)	1948-49
CHEVROLET CORVETTE	1953-54
CHEVROLET CORVETTE	1963
CHEVROLET NOMAD	1955-56
CHRYSLER IMPERIAL	1951-52
CHRYSLER 300	1951-52
CHRYSLER TOWN & COUNTRY	1946-47
CONTINENTAL MARK II	1956-57
CORVAIR MONZA SPYDER	1962-64
CROSLEY HOTSHOT & SS	1950-51
GUNNINGHAM (ALL)	1951-52
FORD SKYLINER (RETRACTABLE)	1957-58
FORD THUNDERBIRD	1955-56
FRAZER MANHATTAN	1947-48
HUDSON HORNET	1951-52
IMPERIAL (ALL)	1955-56
KAISER DARRIN	1954
KAISER DELUXE/DEL. VIRGINIAN	1951-52
KAISER DRAGON	1951-52
KAISER MANHATTAN	1954-55
KAISER VAGABOND	1948-50
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	1953-54
PACKARD CUSTOM	1946-50
PACKARD PACIFIC & CONVERTIBLE	1954
PACKARD PATRICIAN & 400	1951-52
PONTIAC SAFARI	1955-57
STUDEBAKER AVANTI	1953-54
STUDEBAKER GT HAWK	1962-64
STUDEBAKER STARLIGHT COUPE	1947-49
STUDEBAKER STARLIGHT (6 & V-8)	1953-54
WILLYS-OVERLAND JEEPSTER	1948-51
WOODILL WILDFIRE	1952-53

EUROPEAN

A. C. ACE & ACECA	1954-55
ALFA ROMEO GIU. SPYDER	1956-58
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	1953-54
BENTLEY (ALL)	1946-64
BMW 507	1957-59
CISITALIA GT BY PININFARINA	1946-49
CITROEN DS19 & ID19	1955-64
DELAGE D.8	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	1955-64
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	1948-55
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

WESTERN NEW YORK CENTRE
ROCHESTER, NEW YORK



Summer Picnic

July 20

12 Noon to ???

at

Mendon Ponds,
Evergreen Lodge
(ask at the Gate)

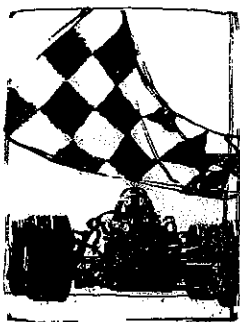
Beer, Wine and fuel for fire furnished by your Club.

For further information --- Call Bruce or Cindy Austin at 654-9210.

LIKE TO BE A BILLIONAIRE?

1 billion dollars is one thousand million-dollar bills (which don't exist). If you placed a billion one-dollar bills (which do exist) end to end, the money trail would extend almost one hundred thousand miles, or more than four times around the earth. Supposing a person set out to pick these up at the rate of sixty per minute, eight hours a day, five days per week, it would take more than 134 years to get the money recovered. If you spent \$60 an hour (or \$1440 per day) it would take almost 2000 years to bring the buying spree to an end and be broke. You could buy 50,000 of the world's most expensive cars at \$20,000 apiece. And, for travelling expenses of \$500 a day, covering airlines and hotels, you could spend almost 5480 years of your life travelling.

"Author Unknown"



ACTIVITIES SCHEDULE

July	12-13	Race, 6 hrs. Watkins Glen
	13	Rallye, TCR
	13	Autocross, SCCA/WNY
	13	Race F-5000 Watkins Glen
	*17	MGCC MEETING
	*20	MGCC PICNIC, MENDON PONDS, "EVERGREEN PICNIC AREA"
	20	XAC Autocross
	27	Gianni's Despair Hillclimb
	27	Rallye, COCR
	27	Autocross, SCCA (GP Event)
Aug.	2	SCCA/TCR Driver's Rally
	8-10	Pro Rallye SCCA/WNY, Olean, N.Y. "Happiness is Sunrise Rally"
	7-10	Race F-5000, Mid-Ohio
	9-10	Auto Snow, New Hope, Penn.
	9	Autocross, Porsche Club, Avon Kart Track
	9-10	National Race, Watkins Glen
	10	Rallye/Autocross School GMSC - GP Event
	16-17	Solo II Runoffs, Watkins Glen
	17	Autocross, SCCA
	*21	MGCC MEETING
	23	Rallye, COCR GP Event
	23-24	Regional Race, Watkins Glen
	24	Autocross, XAC
	31	Motorcycle Hillclimb, Keek Farm, Egypt, N.Y.
Sept.	7	Autocross, SCCA GP Event
	7	Hot Rod Show, Roch. Street Rod Assoc. Olympic Park
	11-14	GOP MG T-Register, Lake Placid, Fall Meet
	13-14	Race SCCA/FLR National, Watkins Glen
	13-14	Drivers School, SCCA/WNY, Nelson Ledges
	14	TCR Rallye, GP Event
	14-19	Glidden Tour AACA, Canandaigua, N.Y.
	*18	MGCC MEETING
	21	Canadian GP Race
	28	XAC Autocross
	28	Rallye COCR
Oct.	5	U.S. Grand Prix, Watkins Glen
	9-12	Hershey Antique Car Meet
	12	TCR Rallye (Charity Event)
	*16	MGCC MEETING
	19	SCCA Regional Race
	26	Rallye COCR, Halloween Halocaust
	25-26	Race SCCA/WNY "Great Pumpkin Affair" Nelson Ledges
	26	MGCC WAGONJACK MEET
	26	XAC Autocross GP Event
Nov.	2	SCCA Rallye GP Event
	9	TCR Rallye
	*20	MGCC MEETING
	23	COCR Rallye

Silicone...

A Major Brake Fluid Breakthrough

Chemists have found a replacement for glycol that offers greatly improved performance characteristics, with only a few drawbacks

by Richard Senter

It won't be long before automotive braking systems have a lot in common with your favorite topless dancer. Silicone, a synthetic substance previously best known for making mountains out of molehills, now appears to offer a number of important advantages as an hydraulic agent. As you know, hydraulic fluid—the lifeblood of the braking system—is compressed in the car's brake lines to transmit the braking force to the individual wheel cylinders. One of the biggest problems with glycol, the conventional brake fluid in use today, is its tendency to absorb water (the \$10 word is hygroscopicity) during its service life. When this happens, the boiling point of the fluid is lowered (often causing vapor lock and brake fade), corrosion of metal parts is more prevalent, and, when the temperature goes down, there's a corresponding increase in viscosity. In other words, cold weather makes the fluid thicker and slower to respond to braking commands. Automotive engineers have been aware of glycol's deficiencies for some time, but up to now have not had a suitable substitute.

Silicone is not only suitable as a substitute, it is vastly superior, according to its proponents which include two leading silicone producers, General Electric and Dow Corning. As noted, the most serious defect of conventional glycol-based brake fluid is its water absorbing nature. Even though a system may be sealed, if there's a rubber hose, seal or gasket present, moisture can be attracted. And the result of water absorption, which increases with service life, is a degradation in the hydraulic action which becomes evident in both high and low temperature operation. In controlled water pickup tests conducted by GE, glycol fluids picked up from 3 to 7 percent water. But the highest water pickup for a silicone brake fluid was less than two tenths of a percent. Dow Corning also ran a two-year, 56,300 mile test pro-

gram with silicone at the end of which no water was detected in the fluid.

Greater temperature demands are being made on hydraulic brake fluids today than ever before. Anti-pollution devices, power assisted brakes, automatic transmissions and added vehicle weight all combine to increase operating temperatures. These temperatures can go as high as 295 degrees Fahrenheit, so the boiling point is very important. And for glycol, the boiling point is dependent on the amount of water absorbed. With hard and repeated braking, as when descending a steep grade, the fluid may become so hot as to vaporize. This can result in vapor lock and sudden brake failure. Silicone has, and retains, an original high boiling point of 500 degrees F., giving excellent vapor lock resistance.

At the same time, in low temperature conditions, the water present in a glycol fluid increases its viscosity or thickness and brake system response is appreciably slower. A level of 5 percent water in a glycol system is said to nearly double its low temperature viscosity. But because they don't absorb water, silicone fluids demonstrate less viscosity change over a temperature range from minus 40 degrees up to over 500 degrees. And lower viscosity at lower temperatures is a definite safety factor.

Over a three year period, GE tested the properties of silicone based fluids in 500,000 miles of driving in and around Waterford, New York, where the winters are apt to be pretty rugged. The participants, who used both domestic and imported vehicles, reported faster braking response in cold weather and not a single case of brake failure due to silicone fluids.

The other disadvantage of glycol's affinity to water is corrosion. According to a report by the Army's Aberdeen Proving Ground, sufficient chloride (or salt, such as used on highways during the winter

months) and water will permeate brake hoses to initiate corrosion of metal parts in conventional brake systems. But data gathered by GE, in which brake hoses containing glycol and silicone fluids were immersed in a salt and water solution, indicates that in-service corrosion of brake components should be reduced through the use of silicone fluids.

Further confirmation of this comes from Dow Corning, which recently completed a test of a 1970 SS Chevelle after two years and 56,300 miles with silicone fluid in the braking system. Brake performance was trouble-free and when the fluid was drained it was still crystal clear, showed no evidence of degradation, and contained no water. When the car's wheel calipers and master brake cylinder were torn down and sectioned for analysis, the rubber and metal components looked like new and there was reportedly no evidence of wear or corrosion. This is a good indication that, while brake experts recommend changing glycol fluids at least every 18 months, silicone fluids should be good for the service life of the car.

Recently, silicone was certified for use as a hydraulic fluid by the National Highway Traffic Safety Administration under Federal Motor Vehicle Safety Standard #116, dealing with brake safety standards. This clears the way for it to replace glycol, and probably none too soon. If you've tried to buy antifreeze lately, you know there's a severe shortage of glycol. It seems too much of the stuff is being used to manufacture double knit clothes and plastic garbage bags these days. On the other hand raw materials for producing silicone (quartzite, methanol and hydrochloric acid) are readily available and the OEM market alone is said to represent a potential of 10 million gallons a year. A GE spokesman indicated, though, that it would be a while before silicone brake fluid is used in new cars. But it should

do well in the replacement market because it is completely compatible with present brake system hoses, fluids and metals. That means you can safely use silicone to top up a system containing glycol.

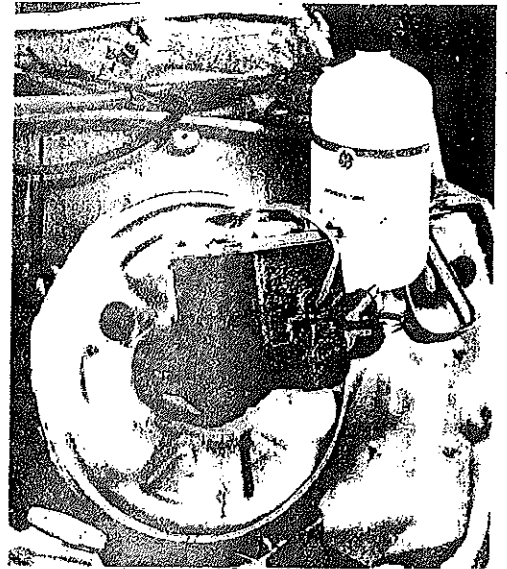
Although these fluids will not mix, and form two layers if allowed to stand, this fact in no way detracts from the ability of a two-phase system to act as an effective brake fluid. A GE field test covering 40,000 miles, in which a 50-50 silicone-glycol fluid was used in the system, was completed with no difficulties. This compatibility was one of the criteria for NHTSA approval of silicone fluid as a substitute for glycol. Any fluid sold for use in brake systems, of course, should possess superior physical and chemical properties to insure safe and reliable operation.

With all its other advantages, silicone brake fluid has also been shown to rank among the least toxic and least hazardous

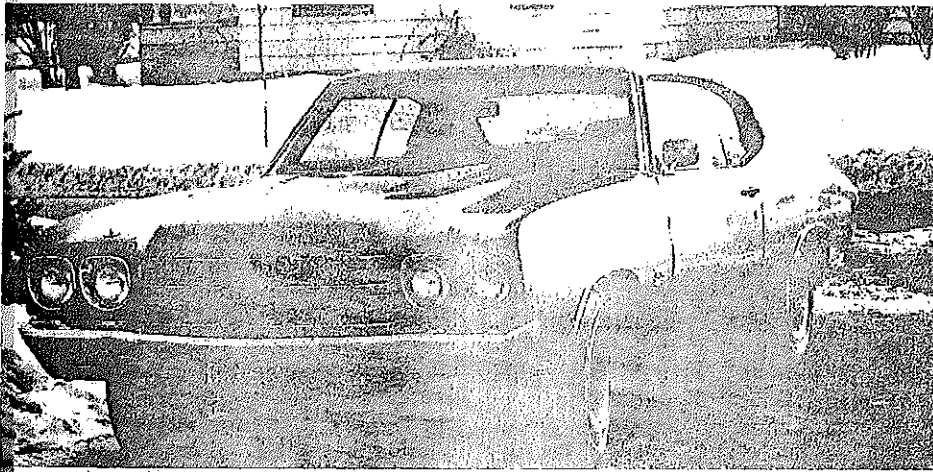
of all industrial substances. Silicone, in fact, has been used for a number of years in auto polishes, fan clutch fluids, gasketing materials, ignition wiring, spark plug boots and cooling hoses. Because of its inertness, silicone brake fluid presents no serious paint removal problems if spilled on a car's finish, unlike the corrosive nature of conventional fluids. However, this very inertness, plus its nonbiodegradability, may pose a disposal problem if the material is used extensively.

Dow Corning feels it may be possible for the fluid to be recycled, as its 2-year, 56,300 mile test indicates, but if this is not feasible, disposal by incineration is practical and non-polluting. Properly designed incinerating equipment would yield only carbon dioxide, water, and silicon dioxide, and the latter could be used as land fill.

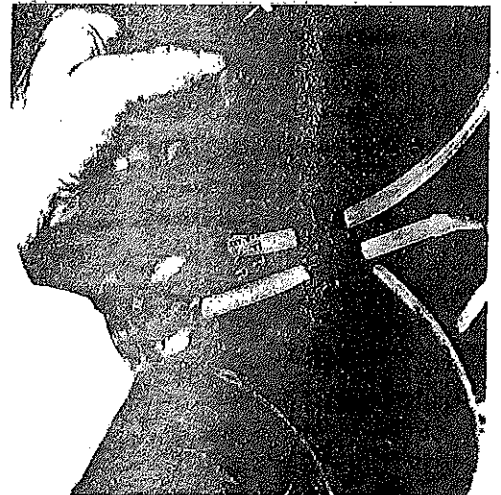
In summation, silicone brake fluid is compatible with hoses, seals and gaskets



General Electric's silicone brake fluid (upper right) was tested in 500,000 miles of driving in New York.

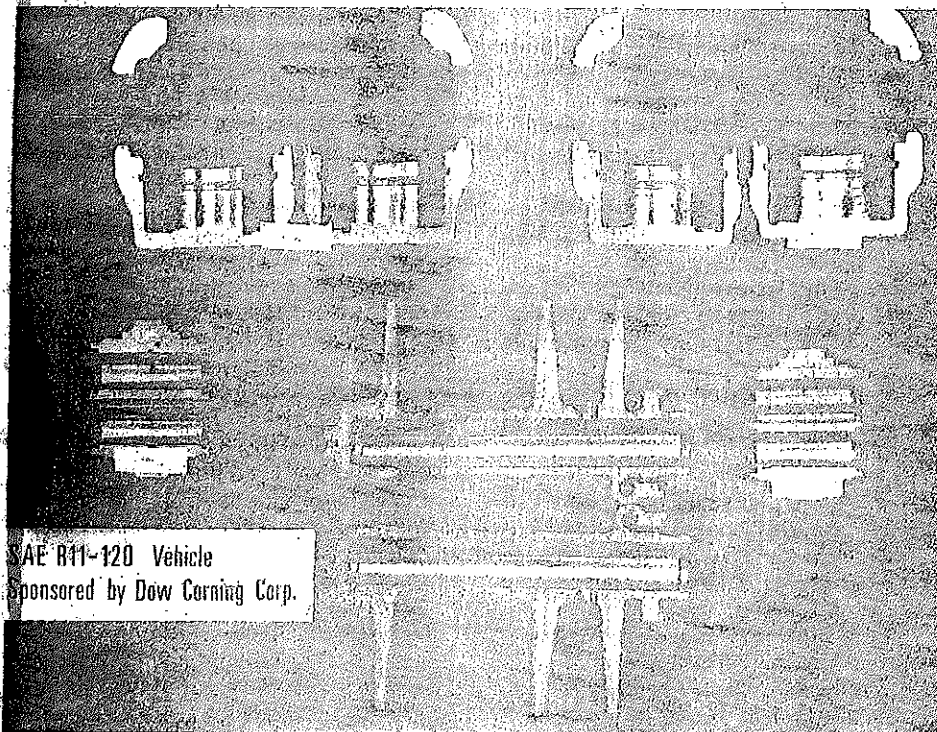


Dow Corning's test vehicle: a 1970 SS Chevelle.



When the wheel calipers and master cylinder of Dow Corning's test car were torn down and sectioned for analysis, all the components looked new, with no evidence of wear or corrosion.

Showing no trace of degradation or water absorption, the silicone brake fluid drained after 56,300 miles is still crystal clear.



SAE R11-120 Vehicle
Sponsored by Dow Corning Corp.

in current brake systems and is also compatible with current brake fluids, it has a low potential for causing corrosion, it has a very low vapor pressure, it shows no decrease in boiling point or large increase in low temperature viscosity, it does not attract or absorb water, it performs satisfactorily in many types of cars, and it eliminates the need to change brake fluid on a regular basis. Silicone brake fluid offers improved performance, safety and reliability to present as well as future braking systems. Its use would seem to be of benefit to the vehicle owner as well as the auto industry. •

Refreshers

ROSÉ WINE COOLER

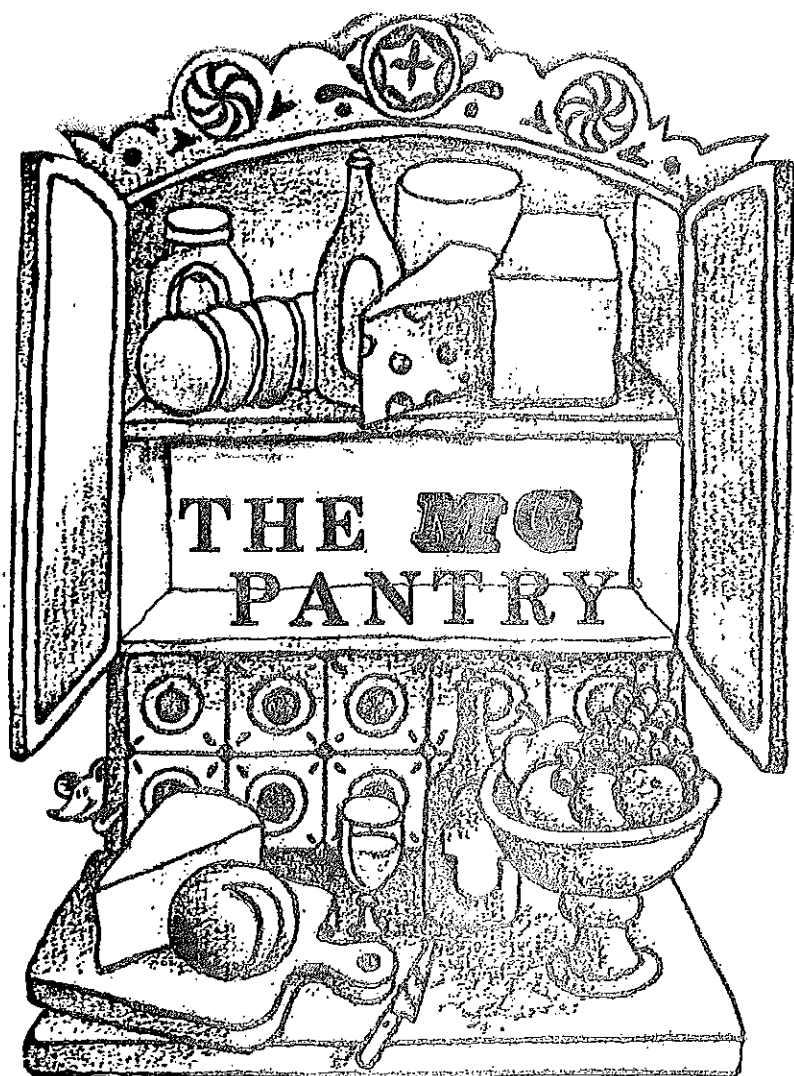
1 large bottle rosé wine
1 bottle (7-oz.) soda water
8-9 tablespoons frozen lemonade concentrate, thawed
Dash of grenadine

Have all ingredients well chilled. To serve, mix all ingredients together. If you like a sweeter drink, add a little more lemonade. Pour over crushed ice in tall glasses. Makes 8 servings.

SPICED ICED TEA

1/2 cup sugar
Grated rind and juice of 1 lemon
Grated rind and juice of 1 orange
1" cinnamon stick
1/2 teaspoon whole cloves
4 cups hot double-strength tea
Lemon slices (optional)

Put all ingredients, except last 2, and 1/2 cup water in small saucepan, bring to boil and simmer, stirring occasionally, 5 minutes. Strain, add to tea and chill. When ready to serve, pour into ice-filled tall glasses. Serve with lemon, if desired. Makes about 1 1/2 quarts.



Pineapple-Lime Float

1 12-ounce can (1 1/2 cups) pineapple juice
1 cup lime juice
3/4 cup sugar

Combine pineapple juice, lime juice, sugar, and a few drops green food coloring; chill. Fill 6 glasses half full with lime mixture; add a scoop of sherbet to each. Fill with ginger ale. Garnish with fresh mint, if desired. Makes 6 servings.

Green food coloring
1 pint lime sherbet
2 7-ounce bottles (about 2 cups) ginger ale

Watermelon-Wine Punch

1/2 of a 6-ounce can (1/2 cup) frozen pink lemonade concentrate, thawed
1 4/5-quart bottle rosé

Combine 1/2 cup sugar and 1/2 cup water; boil 5 minutes. Combine concentrate and wine; chill. Carve edge of melon. Cut 2 melon balls; remove remaining pulp to use another time. punch into melon; add balls and ginger ale. Makes 2 quarts.

1/2 watermelon, cut lengthwise
1 28-ounce bottle (3 1/2 cups) ginger ale, chilled



here's what's cookin'

Sangria

recipe from: Hotel Mar Dor (Spain)
serves: 4

1 - 2 oz. Cointreau
1 - 2 oz. Brandy
1 - 2 oz. Gin
1 - 6 oz. Bottle lemonade (Fanta)

Fill med. size pitcher with above, then Spanish sangria wine or any dry red wine. Stir - add sugar to taste. Decorate w/ orange, lemon, apple, banana slices.

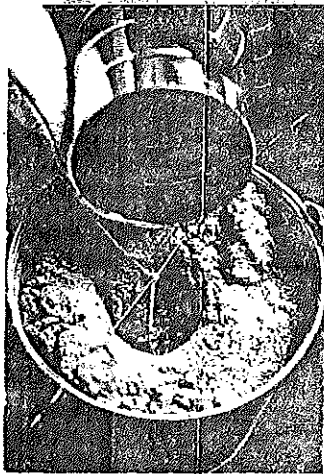
SANDCANDLES



Soft shimmering sandcandles. They add a warm romantic touch on the deck, the patio or in your livingroom. Whimsical and fun, sandcandles are easy to make.

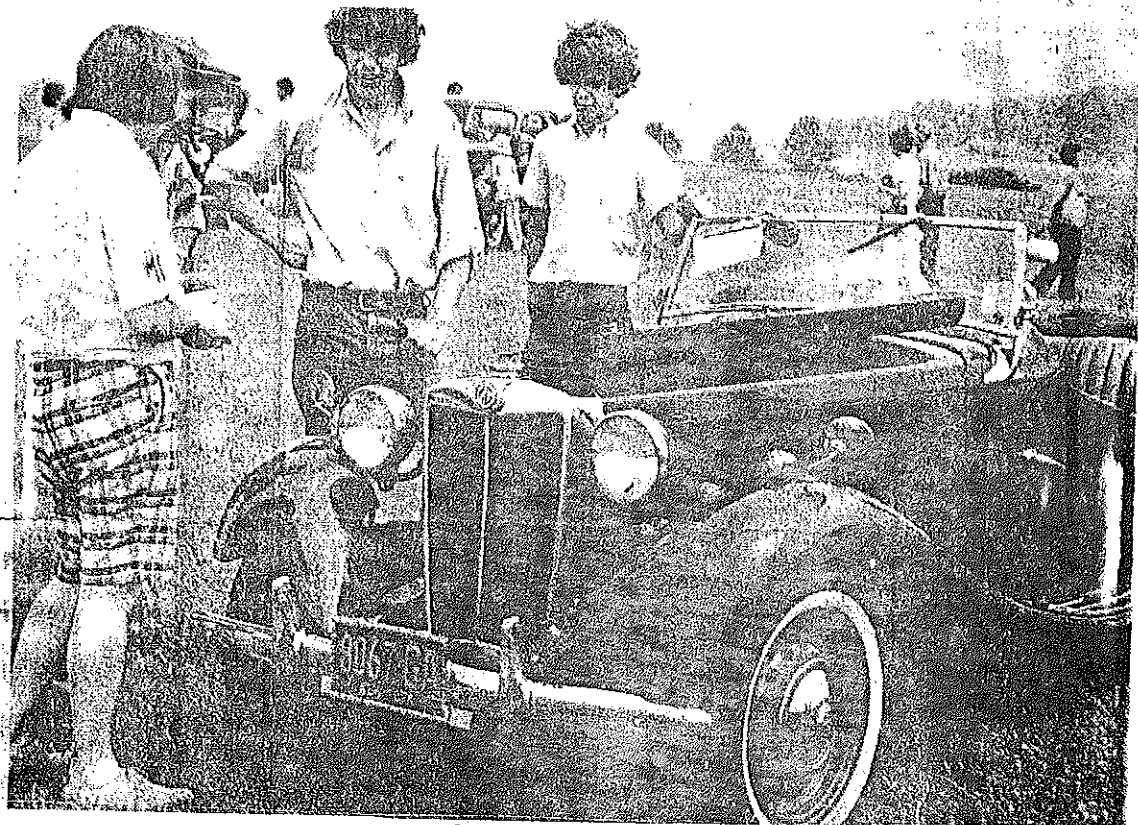
Kits are available at most craft stores for the sandcandles. The things needed are simple: scented wax, colored wax chips, wicks, a can to melt the wax in and a burner. Also needed is a thermometer to measure the temperature of the wax. (A candy thermometer will do.)

Make the shape for your candle in damp sand. Be creative, let the shape be anything that comes to mind. Ours were round, stuck with pencils to make holes for funny leg like arms. Once this is done, put the wick into the mold. Drop it over a wire or stick to keep it straight. Heat the wax in the can to 300°, no higher as the wax reaches a flash point at 400°. Pour it into the sand mold and let it harden completely. Gently remove the candle from the sand, wash off the excess sand.

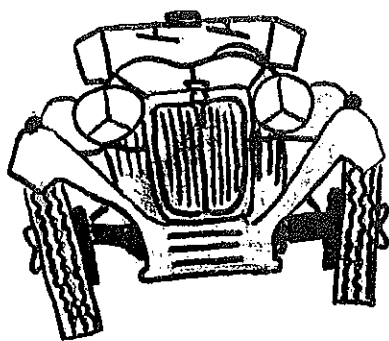


The candle may be left with the outside cover of sand or it can be dipped in colored wax. The new color adheres to the sand. Dip the candle in and out of the hot colored wax quickly so as not to melt the candle. Let this cool and harden.

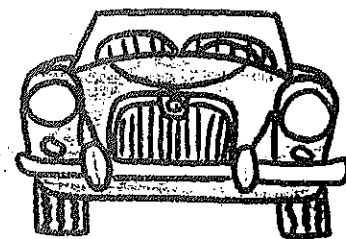
Lighted sandcandles add a soft glow and gentle fragrance to any room. They make great gifts too. Your friends will think you're fantastically clever. So go ahead—and enjoy yourself—be whimsical. Add a creative flair to your home with sandcandles.



ADMIRERS stand around a classic MG, carefully examining its finer points. The Victor Antique Auto Show drew cars from the area and many people enjoyed the good weather while looking at these vintage autos.



MARKET PLACE



FOR SALE

1954 MG TF 1500
Red wire wheels
Asking \$3000
Larry Williams
23 Vine St.
Batavia, N.Y.
716-343-0735

FOR SALE

1960 AH SPRITE (Bugeye)
First place in Sports Car
Festivals '73 & '74
Extra parts (complete drive
train, instruments etc)

or

1952 Ford Anglia
28,000 original miles, green,
nice. Must sell one or the other.
Tom "Gord" Grice
236 Elmwood Ave.
Lockport, N.Y. 14094
716-434-6731

FOR SALE

1960 MGA TwinCam Coupe
many spares, \$3000
Paul Nevin 837-5653

FOR SALE

MGA 1500 Roadster -
Disassembled but complete for
restoration or parts - \$400
Jeff Langswager
716-663-3319

FOR SALE

Conv. top and misc. parts for MGB
including complete drive train
Larry Caldwell
621-4153

FOR SALE

1963 Volvo 544
Prize winning show car \$4000

1967 Volvo 210
Stationwagon - One of 200 in
U.S. Good original \$2000

Minibike Bonanza
3.5 Techumsah \$100
Bob Tescione
62 Wilmington St.
Rochester, N.Y. 14620
442-7080

FOR SALE

TC Bonnet and hardware - \$160
Lucas Winglights (Morgan?)
Lucas "Clearhooter" horn.
Dave Brown
716-473-6580

FOR SALE

Healey parts - reasonable(cheap)
100-4, 100-6, 3000
Dan Young 254-2510 or
Ron Jones 671-3637

WANTED

'53 MG TD at about \$1,000
Also need roll bar for MGB
Mike Mascelli
17 Gail Lane
Latham, N.Y. 12110
785-7589

WANTED

MG T series excellent restored
condition-serious buyer
Jerry Powarski
64 Vanderbuilt St.
Buffalo, N.Y. 14206
716-892-8207

FOR SALE

Many MGTD parts -
Some body parts, engine
parts, gear box, brake,
etc., etc.

Ron Edwin
716-654-9615

FOR SALE

1960 MGA MKII 1600
Roadster. Wire wheels,
55.6 K miles, original
blue paint, top, tires,
interior (good), spares.
Runs well as is; can
restore gradually.

-1950.

Bill Cavitt Jr.

43-3055 or 225-6860
ext. 265

WANTED

Assistant Editor for Spokes.
Volunteer early and avoid
the rush! Contact Dave Wila
at 223-1066 or at the next
club meeting.



TIRED?

Reprinted from The Kansas Restaurant magazine

The next time people ask you why you are tired, tell them. Your exhaustion is fully justified and you can prove it by a few simple statistics: The U.S. has a population of 200 million. Of these, 72 million are over 65, leaving 128 million people to do the work. When you subtract from the 75 million people under 21, you get 53 million. There are also 27,471,002 employed by the Federal Government in one capacity or another which leaves 25,528,998 to do the work. The 8 million in the Armed Forces leaves only 17,528,998 to do the work and when you subtract from this the 15 million on state and city government payrolls, and the 1,520,000 in hospitals, mental institutions and similar places, the work force is reduced to 1,008,998.

Fine—but there are an estimated 800,500 bums, vagrants, and others with a pathological fear of work. That leaves 208,498 people to carry the national workload, 208,496 of whom are presently behind bars. Which, brother, leaves you and me. And I don't know about you, but I'm getting tired.

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



THIRD CLASS MAIL

JUN/JUL
75