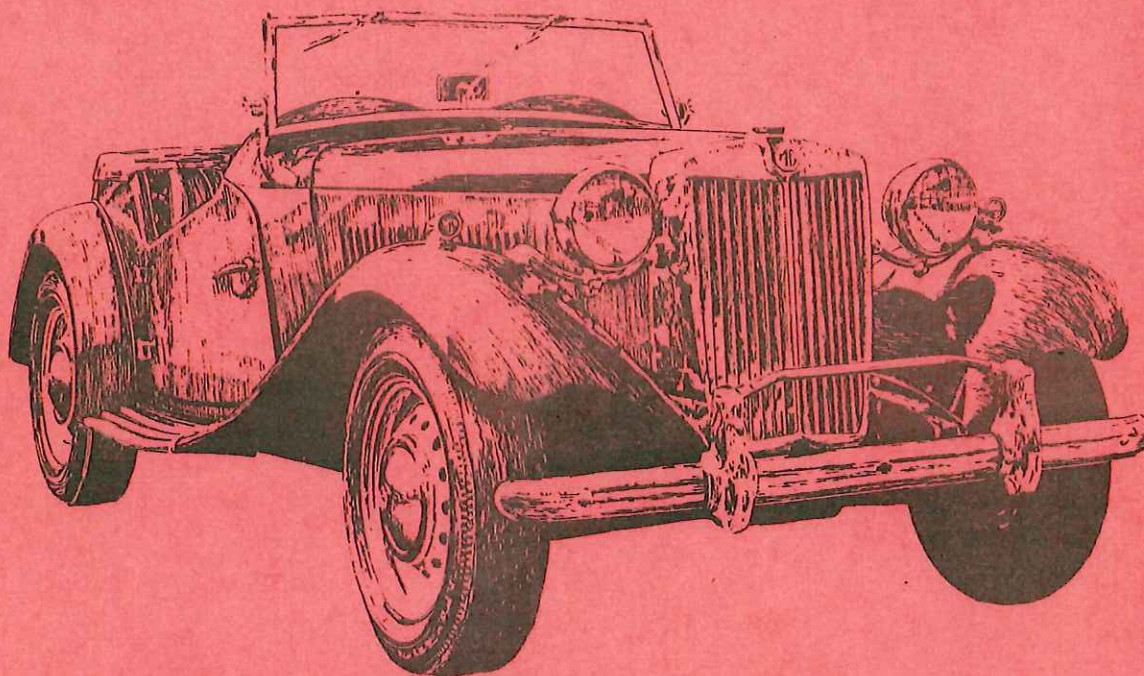




WESTERN NEW YORK CENTRE



the
SPOKES

NOV 1975



WESTERN NEW YORK CENTRE
ROCHESTER, NEW YORK



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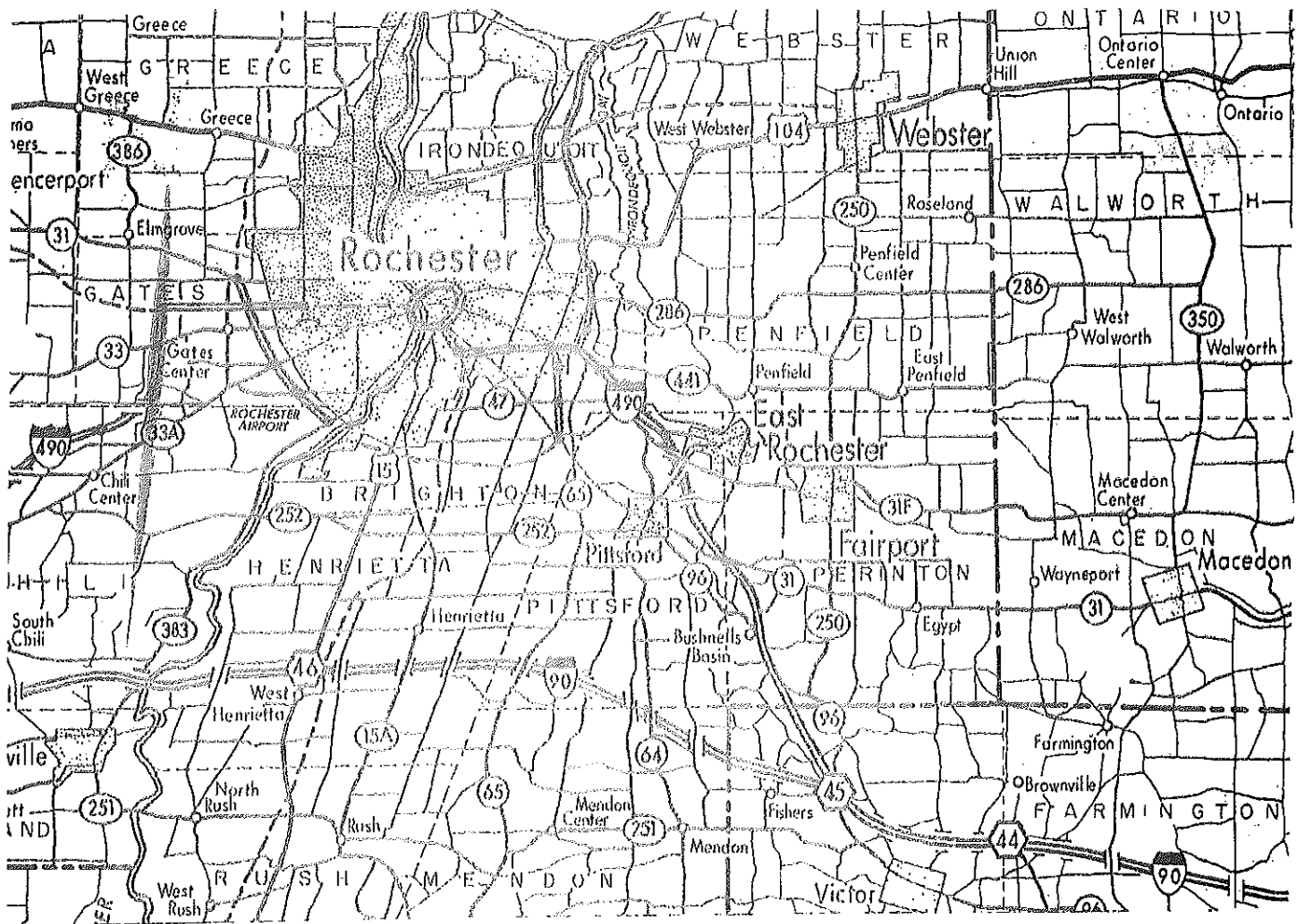
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MGCC Meetings are held at the HERITAGE HOUSE, 602 Ridge Rd., W. Webster, N.Y. 3rd Thursday of each month at 8:00PM. All interested persons are urged to attend.

"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 716-377-5272
FAIRPORT, N.Y.

JIM OTTMAN 716-924-5201
VICTOR, N.Y.

CENTRAL (ROCHESTER)

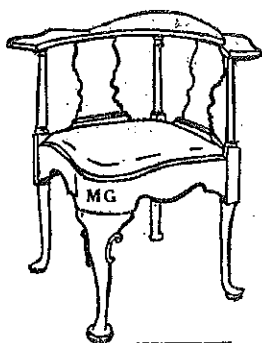
BOB PHILIP
716-432-2195

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



WORD FROM THE CHAIR

I want to buy an MG-C. You must all realize that this raises serious questions about my sanity; but I once owned a Big 6 cylinder MG, an SA, and now I would like to have a small 6 cylinder MG. The search for the elusive ultimate C has given me an opportunity to think about some things that we normally pay little attention to. One thought is that no matter how much aggravation accompanies the ownership and maintenance of a car, the finding, haggling for, and purchasing a suitable replacement is more painful. However, this isn't what I want to talk about directly, rather the pain will be mentioned indirectly.

In looking for a proper C, I seem to keep running across people who think that if you label something "rare" it doubles the value. These sellers always suffer from the "HEMMINGS Mentality" - that is; if there were less than a million made they must be rare. There are two sides to the rare knife. One is that it is nice to have something no one else does (if they all want it, too).

The other side of the rare aspect appears when you try to get your prize repaired. Then it's like having a rare disease, requiring liberal amounts of high-priced wonder drugs and a prolonged stay in the "Expensive Care Unit" at the car doctors. Anyhow I try and tell these people who are pushing these rare commodities that the MG-C is not rare, and even if it was, that fact wouldn't add anything to its worth.

We all know there are three kinds of rarity-

- .One, where very few ever existed such as the K-3 or J-4 or R-types.
- .Two, those that we thought would exist in large numbers so we just used them up. The Z-type Magnette series is a good example of this kind of Rare.
- .Three, those cars that were never any damn good so that those bought were not respected nor saved but were disposed of as soon as possible. The Nash Metropolitan nicely fits this category. (-Ouch, couldn't you have selected a different example, Dave? -Ed.)

I leave it to you to decide where any particular car should be relegated, but perhaps, in the future, when someone says his car is a very rare model we should point out that it isn't necessarily a good thing that his car ended up being rare. -In most cases it's a bad sign.

Anyhow, in looking for a car I am constantly amazed by the vast quantities of rare and super -rare cars; the only "this" and the specially - made-one-off "that". I can understand why there are so

few MG-Cs. -The model was aimed at a market already saturated by the big Healeys and the Triumphs, as well as other non-BMC automobiles. What I can't comprehend is why two-cylinders more, torsion-bar front suspension, 15-inch wheels and overdrive standard rather than optional would make the MG-C owner think that his car was so different from an MG-B that it should be worth \$1000 more.

So, if you know of someone who has an MG-C for sale (not one of the rare ones-just an ordinary standard model!) send him my name as a prospective purchaser.

This is the time of year that we normally propose a new slate of officers to be nominated for election at the annual meeting. The incumbent officers have agreed to run for re-election and further nominations are encouraged. The club could use one or two additional nominations for the board. If you know any one you feel is qualified and would like to be an officer of the club please nominate he or she for any position.

Dave

The MG Car Club extends a hearty WELCOME to new member

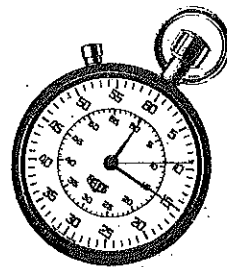
Mrs. Robert (Pat) Gordon
2545 Lehigh Station Rd.
Pittsford, N.Y. 14534

The Club wishes to thank Bruce and Cindy Austin for their hospitality in hosting the wine tasting party. Everyone had a wonderful time.





M.G.C.C. MONTHLY MINUTES



MINUTES MGCC MEETING - August 21, 1975

The August meeting was called to order by Acting Chairman, Mike Gaglio, at 8:30P.M.

Minutes of July's meeting were read by Acting Secretary, Beth Yaeger and approved.

Alex Kopen gave a treasurers report - stating that we have a balance of \$425.61 in the treasury.

A newsletter report was given by John Borycki. We had some problems with the press, all has been ironed out and we will resume printing SPOKES shortly. Articles are still needed.

Winners from R.I.T. car show included; Bob Philip, Jeff Langswager and Dick Sullivan.

A report on the tour to Dick Gordon's was given by Bob Philip. Everyone is jealous of his garage and cars!!

The Street Rod Clubs show will be September 7, 1975, at Olympic Park.

The New England MG-T Register GOF is September 12-14 at Saratoga Springs.

The meeting was adjourned at 9:05P.M.

Following the meeting slides of Victor, R.I.T. and a trip through England were shown.

Respectfully submitted,

Beth Yaeger, Acting Secretary
MGCC/WNYC

Members Present

Mike Gaglio
Dave & Barbara Wild
Gene Faust
Larry, Kathy & Heather Caldwell
Al & Mary Isselhard
Alex Kopen

Dick & Beth Yaeger
Bob & Ruth Philip
Steve & Carol Fitch
John Borycki
Bob Testione

Guests

Ronald Hood - Washington, D. C. Centre

MINUTES -- MGCC MEETING -- September 18, 1975

The meeting was called to order by Dave Brown, at 8:24P.M.

The minutes of the August meeting were read and approved.

Alex Kopen gave a treasurer's report. At the present, we have a balance of \$390.32.

A newsletter report was given by John Borycki.

Dave Wild gave a report on the Victor Car Show. There is a check in the mail for \$1500.00 to cover expenses and an additional check for \$650.00 for our share of the profits.

The Wine Tasting party is this Saturday, at Bruce Austin's house.

The Wagonjack Show is set for October 26, 1975, at Dave Wild's.

Gil Langswager gave a report of the GOF at Saratoga Springs.

The Christmas Party will be held on December 13, 1975, at the Heritage House. More details will follow later.

Dave Brown has begun a membership drive. Anyone wishing to help please contact Dave.

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

Respectfully submitted,

Mike Gaglio, Secretary
MGCC/WNYC

Members Present

Mike Gaglio
Dick Gordon
Bob & Ruth Philip
Steve & Carol Fitch
Dave & Barbara Wild
Larry Caldwell
Gene Faust

Alex Kopen
Richard & Bethel Powers
Gil & Betty Langswager
John & Gail Borycki
Marv & Eunice Brudno
George & Nancy Herschell
Dave Brown

Guests

Charles Manzella



MINUTES - MGCC MEETING - October 16, 1975

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

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

Alex Kopin gave a treasurer's report. At the present time we have a balance of \$1,811.39.

Dave Brown has begun a membership campaign. Cards are being printed and should be ready very shortly. Anyone interested in helping please contact Dave.

The Wagonjack Show is scheduled for October 26, 1975.

Marv Brudno gave a report on the Vintage Sports Car Race, and the Gran Prix at Watkins Glen.

Elections will take place next month.

The meeting was adjourned at 9:07P.M.

Respectfully submitted,

Mike Gaglio, Secretary
MGCC/WNYC

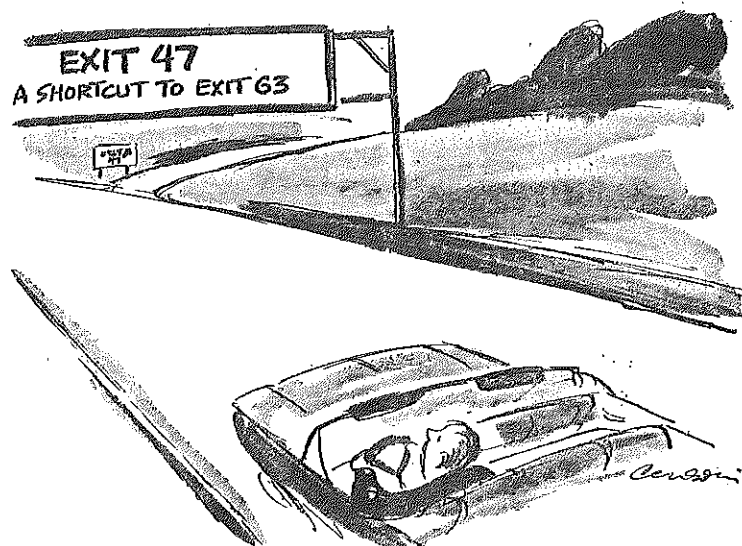
Members Present

Mike Gaglio
Alex Kopen
Jerry Engel
Jim Ottman
Barbara & Dave Wild

Ruth & Bob Philip
Marv Brudno
Gil & Betty Langswager
Howard Eckert
Gene Faust

Guests

Averil & Michael Riley



1975-76 CAN-AM DIVISION SHOW SCHEDULE

ENTER THESE SHOWS

COMPETE
FOR THE
GREAT



PARADE
OF
PRIZES

AND THE INTERNATIONAL CHAMPIONSHIP POINTS RACE

OCTOBER 24-25-26 WILKES-BARRE, PA. Kingston

A Armory-CUSTOM CAR & CYCLE SHOW
produced by Associated Promotions, C-11
Cedar Lane, Battery Ridge Condominiums,
Mountville, Pa. 17554 (717) 394-6298

OCTOBER 31, NOV. 1-2 MONTREAL, QUEBEC

AAA Pl. Bonaventure-16th Annual
INTERNATIONAL AUTO-SPORT '75
Produced by Speed-Sport Promotions &
Show Associates, sponsored by Tom Logie,
P.O. Box 58, Chateauguay, P.Q. (514)
866-0787

NOVEMBER 15-16 BINGHAMTON, N.Y. The Arena

A Tri-Cities 5th Annual AUTORAMA Produced
by National Autorama's, Inc., P.O. Box 70,
Cicero, N.Y. 13039 (315) 699-2849. Spon-
sored by Roger Hughes (607) 748-1931 &
Al Wilcox (607) 786-4307

NOV. 21-22-23 NEW YORK CITY New York Coliseum

AAAAA 14th Annual NATIONAL CUSTOM CAR
SHOW Produced by Promotions Inc. &
International Productions Inc. Sponsored by
George Stone, 148-18 262 Street, Rosedale,
N.Y. 11422 (212) 723-6605

JANUARY 9-10-11 ERIE, PA. Waldamaer Park

A 12th Annual WORLD OF WHEELS
Produced by Dean W. Moore Company,
2628 Walnut St., Harrisburg, Pa. 17103
(717) 232-7154

JAN. 23-24-25 TORONTO, ONTARIO Automotive

AAAAA Bldg. Exh. Pl.-17th Annual SPEED-SPORT
'76 Produced by Speed-Sport Promotions.
Sponsored by Show Associates, 491 Brimley
Road, Scarborough, Ontario (416) 261-1150

JAN. 30, FEB. 1-2 ALBANY, N.Y. Washington Ave.

A Armory-12th Annual CUSTOM CAR SHOW
Produced by International Productions, 2170
W. Ridge Dr., Lancaster, Pa. 17603 (717)
872-5802

FEB. 26-27-28 ROCHESTER, N.Y. Community War

AAA Memorial-15th Annual AUTO REVIEW
Produced by National Autorama's, Inc., P.O.
Box 70, Cicero, N.Y. 13039 (315) 699-2849
Sponsored by Road Knights Auto Club -
Bill O'Connor (315) 676-7478 or John
Edwards (315) 635-6634

MARCH 5-6-7 PITTSBURGH, PA. Civic Center

AAA 18th Annual CUSTOM CAR SHOW
Produced by International Productions &
Promotions Inc., 2170 W. Ridge Dr.,
Lancaster, Pa. 17603 (717) 872-5802

MARCH 12-13-14 LONDON, ONTARIO Progress

A Exhibit Centre-18th Annual LONDON
AUTORAMA '76 Produced by Don A.
Cook, Canadian Autorama Shows, 16
Wakefield Cres., London, Ont. (519)
451-5363 Sponsored by London Auto
Modifiers

MARCH 19-20-21 PROVIDENCE, R.I. Civic Center

AAA 7th Annual CUSTOM CAR SHOW Produced
by A.A. Enterprises, C-11 Cedar Lane,
Battery Ridge Condominiums, Mountville,
Pa. 17554 (717) 394-6298

MAR. 19-20-21 SYRACUSE, N.Y. Cl. of Progress Bldg.

AAA NYS Fairgrounds, 16th Annual MOTORAMA
Produced by National Autorama's, Inc., P.O.
Box 70, Cicero, N.Y. 13039 (315) 699-2849
Sponsored by Road Knights Auto Club -
Bill O'Connor (315) 676-7478 or John
Edwards (315) 635-6634

MAR. 26-27-28 BUFFALO, N.Y. Masten Ave. Armory

AAAAA 19th Annual AUTORAMA Produced by
Promotions Inc. & Clutch Artists, Inc., 202
Rhode Island, Buffalo, N.Y. 14213 (716)
885-5505

MAR. 26-27-28 PHILADELPHIA, PA. Civic Center

AAAAA 18th Annual CUSTOM CAR SHOW
Produced by International Productions,
2170 W. Ridge Dr., Lancaster, Pa. 17603
(717) 872-5802

APRIL 2-3-4 OTTAWA, ONTARIO Civic Centre

AA 11th Annual AUTORAMA '76 Produced
by D & R Promotions, 44 Gwynne Ave.
Ottawa, Ont. (819) 684-8459

APRIL 10-11 JAMESTOWN, N.Y. Porter Avenue

A Armory-1st Annual AUTORAMA Produced
by National Autorama's, Inc., P.O. Box 70,
Cicero, N.Y. 13039 (315) 699-2849
Sponsored by Dar Kobbiers Automotive
Assoc.-Budd Harvey (716) 488-1810

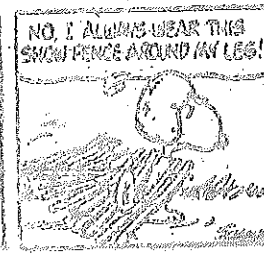
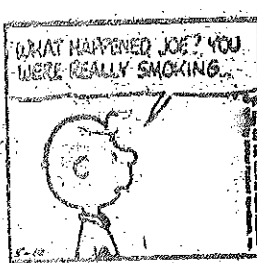
Finale Show & Awards Banquet

APRIL 16-17-18 HERSHEY, PA. Convention Center



AA

2nd Annual WORLD OF WHEELS
Produced by Dean W. Moore Co., A.A.
Enterprises & Associated Promotions,
2628 Walnut St., Harrisburg, Pa. 17103
(717) 232-7154





EDITOR'S ABERRATIONS

FROM

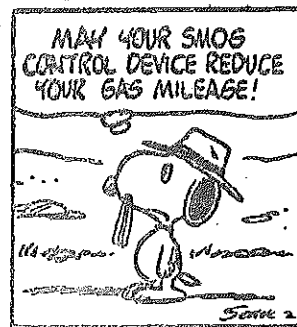
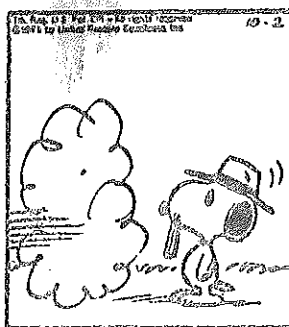
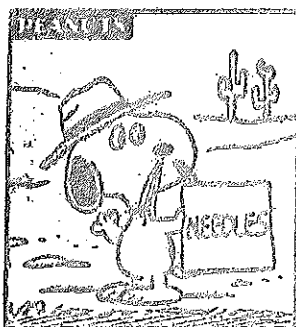
DAVE WILD

The November meeting (Nov. 20th) is the meeting at which elections are held for your club officers for 1976. The present officers have agreed to serve again in 1976 if elected. Additional nominations may be made from the floor at the October and November meetings and space will be made available on the ballots for write-in-votes. The ballots will be supplied by separate mailing to the members as in the past.

Regarding the 7th Annual Wagonjack Meet scheduled for Sunday, October 26th, dash plaques have been ordered in sufficient quantity to last about 3 years hence a bill of about \$150 may be anticipated. Those who did not receive plaques at last years event will be supplied with the appropriate ones. The usual format (that is; "casual to the point of disorganization") may be expected for the event again this year. British Leyland has promised to provide us with trophies and we hope to have flyers in the mail soon. Car eligibility moves up one more year to 1966 cars for this event.

The field is not yet mowed since the tractor is undergoing major surgery. It is a British-built Ferguson imported only in 1948 and 1949 so parts are not cheap nor plentiful. When the tractor supply store was able to supply the parts right off the shelf I thought it was too good to be true! The piston ring supplier provided $\frac{1}{4}$ inch oil rings for $\frac{3}{16}$ inch oil grooves. Apparently this was not an isolated case. I am told that this is the third time in a short period that this particular parts store has had this same problem with its supplier (Hastings). We ended up with a no-name set of rings which from several indications may have been made in Mexico. -At any rate if you buy Hastings rings for a rebuild, check their size before you leave the parts store. The tractor is on its way back together and I should be working on it now as time is very short.

Dave



The Little Sports Car that Changed Our Outlook

By MICHAEL LEVY

I have never owned an MG, but like most guys my age I always wanted to. I am still enamored of the TC model, the first sports car I ever saw, sat in, had a ride in.

Now that I think of it, I never drove a TC, although I had plenty of hours behind the wheel of its successors, the TD and MGA.

Back in the days when I rode shotgun for my pal Dick Ullom, I was in plaster from hip to toe after a skating accident. By the time I was unsheathed and could work a clutch, Dick's TC was undergoing the first of its many engine transplants. Thereafter whenever I was available the car was not, and vice versa.

By that time, the mid 1950's, the TC was already out of production and could be had for about \$1000 — not bad for a 10-year-old, \$2000 sports car.

The car has appreciated in value accordingly, since. Today a good TC is worth \$5000. That is because it is the quinessential sports car: Low slung,

elegant and spare of line and remarkably aristocratic looking.

The 10,000 built between 1949 and 1981 probably are mostly still running. By today's performance standards they are dogs — they were vintage cars the day they were built.

But they went around corners like blue blazes, and though they had little top speed or acceleration in stock form, their engines responded to all sorts of modification. I have been driven at speeds near 100, over back roads in a supercharged TC that should have been scattering engine parts all over the road.

They would run forever, and they could outcorner anything made in Detroit.

A favorite sport in Connecticut was to entice some arrogant Buick driver into an impromptu race over the back roads. Usually, after the first sharp turn you'd hear a screech of brakes and some crunching as the Buick destroyed one of the stone fences that mark off property lines in New England.

The TD was a faster, better cornering and braking car and it too had a windshield that folded flat. But its fenders were too bulbous and its wheels too small.

Far better looking was the MGA, the first envelope-bodied sports car the firm built. And the still current MGB GT coupe still looks crisp and mod-

ern 10 years after it was introduced — even with its new, federal, crashproof nose.

So a new MG is probably due, and what better time than to celebrate the marque's 50th birthday, this year.

I would hope that any new one returns to the policy devised by the founder, Cecil Kimber, who was service manager for Morris Garages, (that's what the initials stand for.)

He took a little "Bull-nose" Morris roadster, stripped it of everything heavy, stiffened the suspension and tweaked the engine to develop a small, light, fast roadster for the amateur competitor and spirited Sunday driver.

Over the years, most of the 900,000 MGs built have generally followed that pattern, using stock, sturdy engines in most cases.

But in my time they have been building bigger and posher sports cars and getting away from their real forte, the "midgets" whose motto was "Safety Fast."

I'd like to see a new MG that is a tiny roadster that went forever on a gallon of fuel, held the road like glue and responded instantly to any driver input.

It should be inexpensive to buy and maintain, and lend itself to owner modifications for every sort of amateur competition.

I'm tempted to say "If it looked like the TC..." but

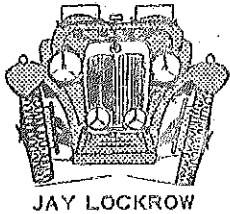
that is not true.

It should — like the Magnettes, the TC, the A and the BGT — be a leader in contemporary sports car styling.

When a new MG comes it may be all of these things, and so could spark another half-century of devotion — nay, fanaticism — from its adherents.

Just like the very first MG, whose golden anniversary is being celebrated by MG clubs all over the world.





du Club American
(The American Bugatti Club)
by

Jay Lockrow

Fortunately or unfortunately, depending on how you look at the situation, not everyone is able to own a Bugatti. Out of those aspiring to do so, very few ever will for Bugattis are bringing such astronomical prices these days only those with vast resources will ever be able to claim the fame of ownership.

I would like to add at this point that the only reason my father was able to purchase a Type 37 Grand Prix car, eight years ago at a very reasonable price, is directly related to the fact that for many years (I'd rather forget how many) I have been an automobile nut. While most young kids were being mangled on the football field or baseball diamond I was reading about, viewing and absorbing all I could about unusual motorcars such as Bugs, MG's etc. It was yours truly that originally unearthed the little Type 37 in a garage in Buffalo after hearing about it from uninterested friends. It was only after many years of negotiations that my dad was able to purchase it and bring it home in baskets, obviously not running, which unfortunately, it still does not do. But hopefully this year . . .!

In the spring of each year a letter usually arrives announcing the annual American Bugatti Club luncheon at Le Chanteclair Restaurant at 18 East 49th St. in New York. As in past years, this announcement creates quite a bit of confusion in our rather abnormal household, but we usually manage to make the trip. This year we decided to drive down as we wished to stop at Vintage Auto Restorations in Ridgefield, Conn.

Most of us are not old enough to remember Bugattis when they were new and almost none of us ever get to Molshiem in France where they were built. (Bugatti was a French Nationalist.) But if you ever want to see the next best thing to Molshiem I suggest you visit Vintage Auto Restorations. At the time we were there, they had seven Grand Prix Bugattis lined up in the process of restoration or just service, Don Lefferts, who runs Vintage Auto Restorations, is one of the foremost Bugatti experts in the country. The place is amazing, in every corner and along the walls there is every type of Bug engine from the simplest Type 37 to the ultracomplcated Type 57 twin overhead cam. He also works on either marques. There was a dandy Bentley tourer on the floor along with a very nice racing Stanguellini. In one corner, I discovered a "K" Lincoln engine and a Sturz engine reputed to have come from one of the LeMans cars. Also hanging from the ceiling is the one-and-only Bugatti airplane.

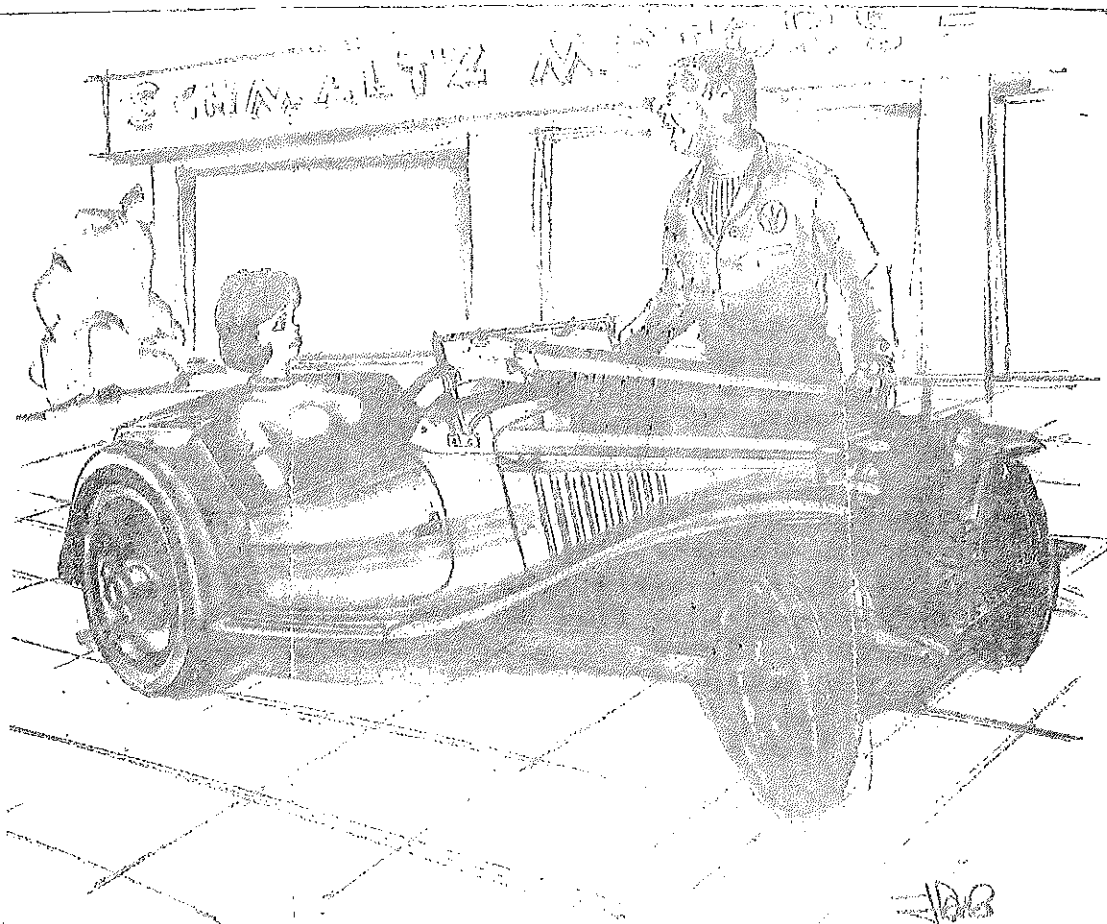
After spending the night with some friends in Wilton Conn. we hopped a train (no, not a Bugatti Rail Car) to the big city. At about noon we entered the hallowed grounds of LeChanteclair, we are at once part of the motoring world. Rene' drove for the Bugatti team

in the thirties as well as Alfa-Ferrari, Maserati and Delahaye, while his brother Maurice managed the pits.

Members of the American Bugatti Club Elizer it as the minutes slip by and in about an hour the place is swimming with talk of Bugattis and other famous makes. One doctor I chatted with owns 13 Bugs including one of the very rare Atlantic coupes. Charles Addams, the New Yorker cartoonist, usually appears and one year I had quite a chat with him --charming chap, and I now have an original Charles Addams cartoon to prove it. If you tire of the talk you can easily get absorbed in the decor of the restaurant. Displayed on the walls are badged of almost any car club ever heard of and some I haven't heard of. I suggest the next person to go, present Rene' with a W.N.Y. MG Car Club Badge as we are not represented. There are also hundreds of autographed photos of well known automotive personalities from race drivers to designers to road test experts. Almost anyone famous in the motoring world has at one time or other graced the doorway of LeChanteclair.

As with anything you really enjoy it must come to an end. So with the fond farewells of the American Bugatti Club we hurried to catch the train back to Wilton with fond memories of the finest cuisine in New York. Bugatti, Le Pur-Sang des Automobiles.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆



TR7 Engineered For American Market

LEONIA, N.J. — The Triumph TR7, an all-new, enclosed, wedge-shaped two seat sports car, has been announced for an April 2 introduction by British Leyland Motors.

The TR7 was engineered from the start as a car for the American market, according to British Leyland. All of the 1975 model year production will be earmarked for this market, the company says, and it predicts that the TR7 will soon become the best selling British sports car in the U.S.

The TR7 was designed to meet all expected U.S. safety standards without any appreciable weight gain — a major factor in fuel mileage and performance. Its basic retail price at port of entry is \$5,100.

TR7 an Addition

British Leyland emphasizes that the TR7 is an addition to its existing line of sports cars — Triumph TR6 and Spitfire, MGB and MG Midget.

The TR7 has a front-mounted, 90 SAE net horsepower, 122 cubic inch (1,988 cc) displacement, overhead camshaft, four-cylinder engine with the cylinder block inclined at 45 degrees to give a lower center

of gravity and low hood line for wide frontal visibility. Other features include a four-link beam axle rear suspension and a telescopic strut front suspension giving traditional sports car road holding but with a more comfortable ride. The TR7 has the widest front and rear track of any of the popular imported sports cars (55 in.), and has generous amounts of head, shoulder, leg and luggage room.

Gas Mileage Good

Federal EPA tests show the TR7 returning 29.9 miles to the

gallon on the highway and 20.7 in city driving.

Thirty two miles to the gallon fuel economy is the key feature of the 1975 Triumph Spitfire 1500 convertible sports car. The Spitfire delivered 32.7 mpg on the open highway in U.S. government tests. In city driving, it averaged 21.5 mpg.

Smoother Shifting

For 1975, the Spitfire has a new transmission with single rail linkage for smoother shifting. The transmission tunnel, clutch, gear shift level and

drive shaft have all been modified to suit the new transmission.

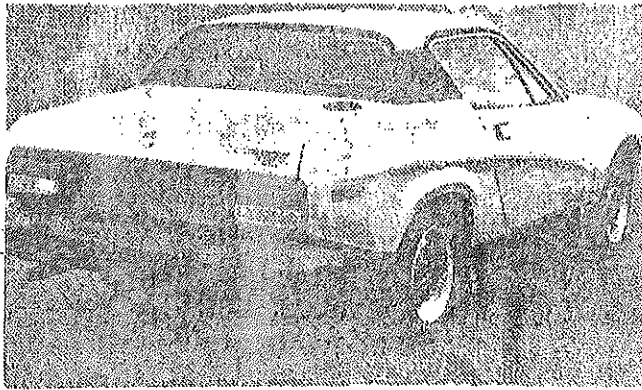
Leyland Motors also is offering a new two-seater MGB convertible and MGB-GT coupe models which feature completely restyled front and rear ends.

The new models have mat black wrap-around, molded polyurethane foam front and rear bumpers resembling those used on British Leyland experimental safety vehicles (ESVs).

A larger engine, new transmission, bigger clutch and impact absorbing bumpers derived from futuristic experimental safety vehicles are among the features of Leyland's 1975 MG Midget convertible sports car.

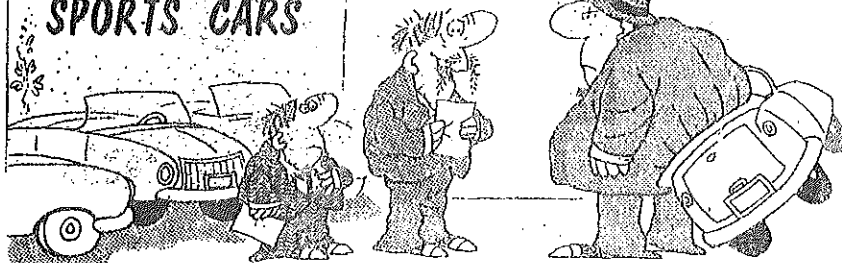
The MG Midget's new engine has a 17 per cent greater displacement than last year's model, 91 cu. in. (1500cc) compared to 77.8 cu. in. It is a four-cylinder, overhead-valve unit and it develops 50 SAE net horsepower at 5000 RPM.

The latest convertible offering from the United Kingdom is the new Triumph TR-6, a brawny looking two seater featuring a lively six-cylinder engine, all independent suspension and optional air conditioning.

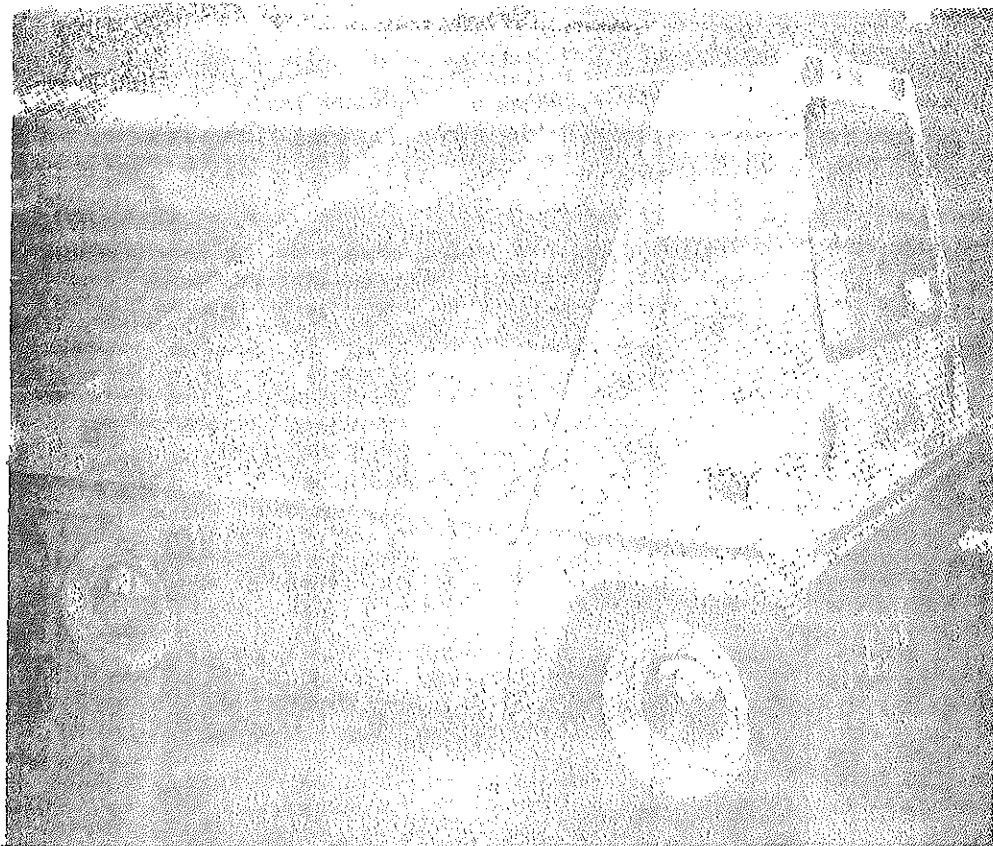


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MINI-MINI SPORTS CARS



"THAT'S A SIX, SIR... YOU NEED A SIZE NINE."



BATTERY-POWERED — Eight six-volt batteries supply the power for the electric CitiCar, which has a cruising speed of 38 miles an hour. Batteries are recharged on house current. The U. S.-built car is awaiting "formal" registration approval from the New York State Department of Motor Vehicles.

Sales of Electric Cars Begin Here

By DON O'HARA

Two Buffalo area Ford dealers have received the first franchises in New York State for sales and service of the electric CitiCar, produced by Sebring-Vanguard Inc., Sebring, Fla.

Al Marcone Ford Inc., 4045 Transit Rd., Amherst, and Don Stedem Ford Inc., 3725 E. Buffalo Rd., Orchard Park, have been named CitiCar franchise dealers for Erie and Niagara Counties.

Each dealer received an initial shipment of seven electric cars and will handle sales and service in a dual capacity with their full line of Ford cars.

The two-passenger CitiCar has a base price of \$2397. It is powered by a heavy-duty, direct current electric motor rated at 3.5 horsepower. Power is supplied by eight six-volt batteries.

CITICAR CLAIMS to have a driving range of from 40 to 50 miles between recharging of the batteries. The driving range, however, is influenced by temperature, terrain and operation of auxiliary equipment.

The company says smooth, quiet operation of the motor,

windshield defroster, radio and headlights could reduce CitiCar's range by as much as 10 per cent.

Sebring-Vanguard also notes that the efficiency of the batteries decreases proportionately to the drop in temperature.

"The use of a battery blower is one of the many methods to maintain high vehicle range in cold weather operation," the company reported.

The batteries can be recharged from a standard auto to full charge in seven to eight hours. The charging cord on the car can be plugged into any 110-volt household (average) outlet. The company claims a pre-charged battery will last for 100 miles.

On average electric vehicle rates, the company says a complete recharge will cost approximately 20 cents.

The car's heavy-duty batteries are designed for hundreds of recharging cycles, the company said, and should last up to three years or longer with proper care.

CitiCar claims to have a cruising speed of 38 miles per hour. The company and the car's built-in instruments and the operation in every mode seem to be well coordinated and well planned for a future car, the company said.

A spokesman for the New York Thruway Authority said the car is permitted to travel on the thruway.

Weight of the CitiCar is 1210 pounds. It has an all aluminum frame and a cyclolac plastic body.

Tires are mounted on 12-inch diameter wheels.

DONALD J. BARDELL, deputy commissioner of the state's Department of Motor Vehicles, said Sebring-Vanguard Inc. has certified that CitiCar meets the state's safety equipment requirements.

Mr. Bardell said the state will have "formal approval for registration purposes shortly," indicating that this might be completed sometime next week.

He explained that CitiCar previously could not be registered for use on-the-road in New York State because it had lacked certain equipment — such as a windshield defroster, and did not meet standards for tires and directional signals.

"The (State Department of Motor Vehicles) sees a need for this type of vehicle," Mr. Bardell said.



CURRENT SCIENCE WRITER SAYS:

'DRIVING AN ELECTRIC CAR IS A BIG CHARGE'

What looks a lot like a phone booth on wheels, gives off no exhaust, and is so quiet that you sometimes think the motor is dead?

It's the *Witkar*, or "White Car." The *Witkar* is Amsterdam, Netherlands', newest answer to the problem of city traffic and air pollution. Amsterdam, like many other cities throughout the world, has too many cars on its streets.

To help solve this problem, Dutch engineer Luud Schimmelpennick invented the *Witkar*. The *Witkar* is an electric car that runs on batteries. Because it does not give off exhaust, the electric car does not pollute the city air.

In Amsterdam, *Witkars* have been placed at key points throughout the city. A person who needs one of the cars for a trip simply goes to a *Witkar* station and drives off. When the *Witkar* is no longer needed, it is left at the nearest station.

Curious about the *Witkars*, I decided to try out the vehicle myself last spring. At one of the *Witkar* stations, inventor Luud Schimmelpennick was waiting for me. He was standing next to five *Witkars*

that were lined up under an overhead electric rail. The rail was used to charge each car's batteries.

The Dutch engineer explained how the *Witkar* system worked. A *Witkar* user first joins an association. He then receives a special member key. At a *Witkar* station, this key is inserted in a control box. Then the driver dials his destination—one of the other *Witkar* stations. A central computer charges the member's account 4 cents a minute for the use of a car. When the member arrives at his destination, the key is inserted again in the control box. This tells the computer that the trip has ended.

And now it was time for my test drive. Schimmelpennick unlocked the first car and asked me to get in. I noticed a switch with "forward," "park," and "reverse" positions.

Schimmelpennick said, "With the switch in the forward position, just push the accelerator or the brake pedal. That's all there is to it. Enjoy the drive!"

I pressed the accelerator pedal cautiously. The *Witkar* moved forward with a soft hum. I then tested

the vehicle's brakes. No problems.

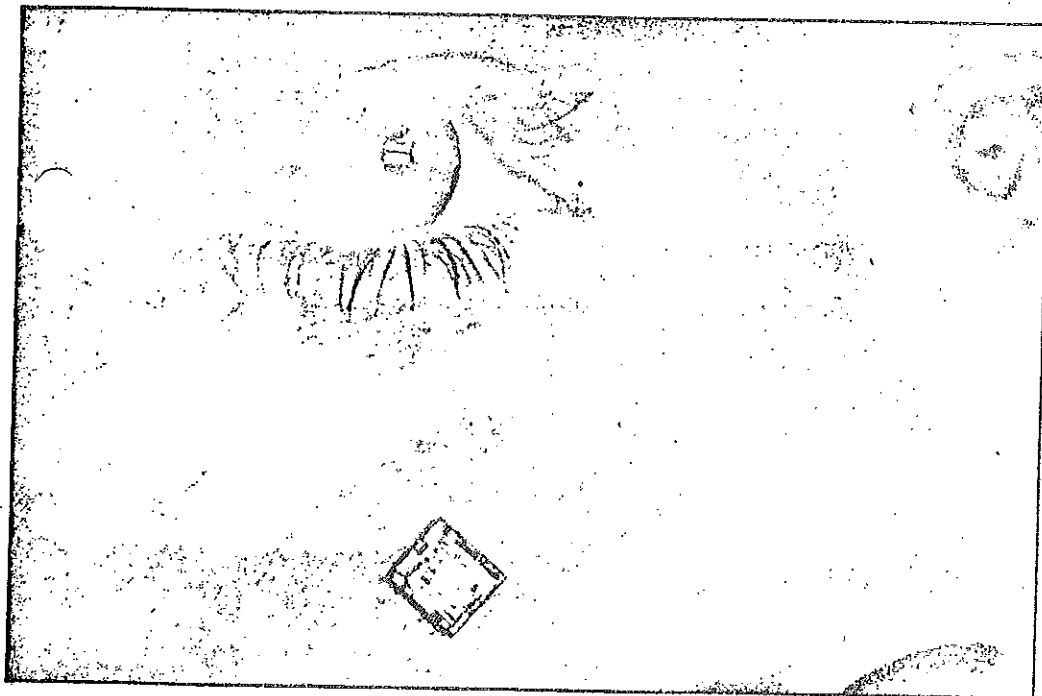
"Watch out for bicycle riders," I told myself as I edged into the traffic flow. On an open stretch, I pushed the accelerator to the floor. The *Witkar* surged to its top speed—19 miles (28 kilometers) an hour. Though the *Witkar* will never win any prizes on the Indianapolis Speedway, it is fast enough for travel on Amsterdam's many narrow streets. However, it is a little slow for the city's large main roads.

I liked the clear visibility in all directions—almost like riding a bicycle. The small size of the *Witkar* made it easy to handle in traffic.

After a pleasant drive along canals and over humpbacked bridges, I turned my *Witkar* into the station for a recharge. My car was now at the end of the line. It would be pulled forward automatically by the other cars until it became number one once more.

Hopping out of the *Witkar*, I took one last look at this small car. I wondered: Would similar electric car networks be appearing soon in U.S. cities?

—Gerhard Bedding



It's not a piece of jewelry on the girl's cheek but a tiny electronic chip. The chip serves as the brain of a tiny computer now being tested in autos to improve gas mileage and help reduce pollution by cleaner combustion.

'Magic' Chip To Ration Gas

How well do you know the parts of a car? Everyone knows wheels, speedometers, gas caps, and radiators. But what about microprocessors? If your family buys a new Chrysler product this year, the car may come equipped with one.

Saves Gas

The microprocessor is a device that helps keep a car from becoming a gas guzzler. It's a little white box under the hood whose electronic signals ration out just the right amount of gas. Chrysler engineers say the little box can help the car get several extra miles for every gallon (3.8 liters) of gas.

The microprocessor is one of the latest attempts of the auto industry to remove polluting gas hogs from the road. Soaring gas prices and

possible gas shortages have emphasized the need for such devices.

Chrysler is the first to make and use a microprocessor. Undoubtedly such devices will appear on other kinds of cars in the future. RCA engineers are developing a microprocessor that may be more efficient than Chrysler's. The RCA microprocessor could increase gas mileage as much as 40 percent in standard-sized cars. Some major auto firms are now testing the device.

Think Small

A microprocessor is actually a tiny computer. A small chip, about the size of the nail on your little finger, is the brain of the microprocessor. Thousands of transistors and other devices are packed onto this tiny chip.

The chip can put its "finger" on the pulse of the car. It can sense and direct the exact fuel and oxygen needs of the car under all driving conditions. The chip also "tells" the spark plugs when to fire for much cleaner burning. All this decision making takes place faster than you can blink an eye.

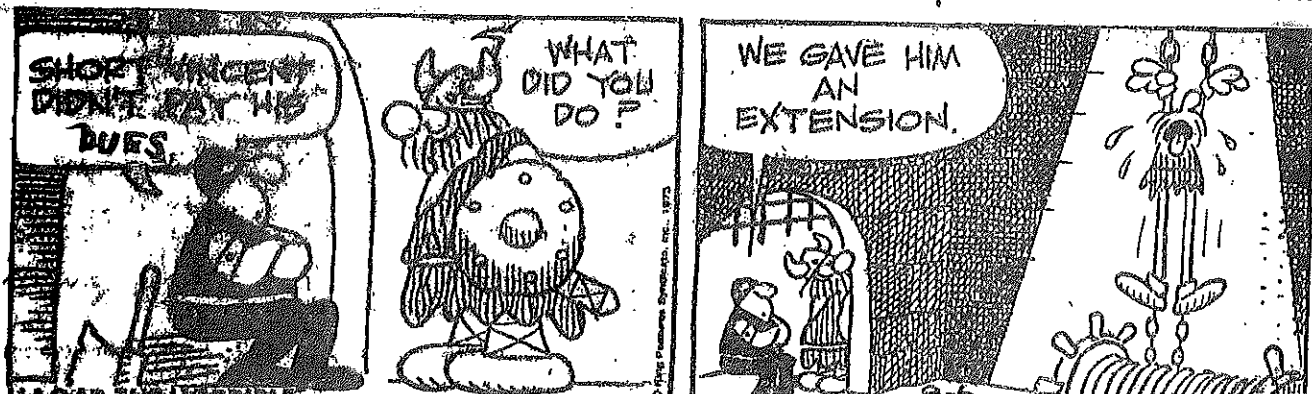
Doubts Raised

Not all automotive engineers agree that the new RCA microprocessor will operate as efficiently as claimed. Engineer Charles M. Heinen of the Chrysler Corporation stresses that a microprocessor is only one element in a totally new system. Distributors, carburetors, and fuel injectors that match the microprocessor must also be perfected.

The Chrysler engineer claims that about 15 percent greater engine efficiency is the most that can be obtained with a microprocessor. The other 25 percent claimed by RCA has to come from using lighter cars, Heinen believes.

Some experts feel that during the 1980's you will be driving a car that is at least 2 feet (0.6 meter) shorter than today's full-sized models. The car will also be 1,000 pounds (450 kilograms) lighter. The gas rationing will take place under the hood with (you guessed it) a microprocessor.

—Erwin Steinkamp



TYPE SIZE COMPARISON CHART

<u>Conventional</u>	<u>70 Series</u>	<u>78 Series</u>	<u>Radials</u>
7.00-13	D70-13	7.00-13	185R13
6.95-14	D70-14	G78-14	175R14
7.35-14	H70-14	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

INSTRUMENTATION

Instrumentation is currently the subject of much research and development in Europe. A head-up display speedometer, in which the vehicle's speed is projected as a distant focused image in the wind-screen has been developed by Smiths Industries, London. The Smiths work in this field has been carried out under a contract from the Road Research Laboratory. Smiths point out that they have a programme to fit speed head-up displays to British Leyland, Vauxhall, Ford, Chrysler, Volvo and Saab vehicles.

A spokesman for Smiths says that his company believes the value of electronics will be maximised when complete compatibility between electronic functioning of such units as tachometers and speedometers and the display instruments is achieved. At the moment, he points out, electronics provides a part function which must be translated into mechanical drives to the instrumentation. The ideal situation would be for electronics to address directly a solid state display.

"We are currently thinking in terms of liquid crystal displays," he says, "but other possibilities are not excluded." Apart from the obvious desirability of dispensing with interfaces, solid state displays are more compact and will therefore provide more room in the valuable area of the fascia.

Another Smiths development is a system which does away with the conventional wiring harness and substitutes a ringmain consisting of a power cable and control wire. Every electrically-controlled accessory is connected with the ringmain and each accessory is equipped with a receiver/transmitter and switching transistor. A control unit accessible to the driver and the battery are also connected.

Every accessory is scanned electronically and a failure is signalled back to give the driver a failure warning. The system can accommodate any number of switching and instrumentation functions. A prototype has been engineered for 63—including 15 analogue-signal functions and 48 switching stations. The system would be highly adaptable to solid state information displays—particularly in the long term when such displays take the form of a television screen.

Aston Martin Saved From Liquidation With Touch of Class

* * *

**Assets Bought for \$2.3 Million
By Consortium, Including
Briton Who Is Anonymous**

By a WALL STREET JOURNAL Staff Reporter

LONDON — Aston Martin Lagonda Ltd. has been rescued from its state of liquidation—with just the touch of urbane mystery that James Bond, the most famous (albeit fictional) driver of the company's luxury cars, would love.

The assets of the company, which went into liquidation late last year, have been purchased for the equivalent of \$2.3 million by a British-American-Canadian consortium.

The American is Peter Sprague, chairman of National Semiconductor Corp. The Canadian is George Minden, a Toronto hotel and restaurant owner.

The Briton involved, however, is a mystery as he has chosen to remain anonymous. He is believed to be a young, very successful businessman.

Aston Martin Lagonda went into liquidation after a planned rescue by the British government fell through. The company, caught in a liquidity crunch, had earlier asked the government for loans totaling \$2.8 million. Negotiations collapsed over a plan for distribution in North America, the company's main marketing territory.

The new concern is to be called Aston Martin Lagonda 1975 Ltd.

Goodbye, Old Paint, You Drink Too Much

By ART BUCHWALD

"Well, Old Paint, I guess it's goodbye . . . I'll never forget you, with your power steering and your disc brakes and your turbohydraulic transmission, not to mention your super-breeze air conditioning and your four-speaker AM/FM stereo radio . . . You've been a real pal, and we've had some great times together . . ."

"Remember that time we drove on the Pennsylvania Turnpike at 90 miles an hour and the highway patrolman stopped us and asked where the fire was, and I pointed to the garbage dump which was blazing 20 feet in the air? . . . We had a lot of laughs, you crazy old gas guzzler you."

* * *

"I DON'T care what they say, you had class. You were all leather from top to bottom and your carpeting was two inches thick, and I could regulate your heat to any temperature I wanted."

People used to stop and stare at your long beautiful curves, your tinted windshield and your bright silver chrome bumpers . . . In your time, you were the most beautiful thing on the road . . .

"Don't look at me that way, Old Paint. This hurts me more than it hurts you . . . I know you're saying, 'Why me? Why, after all the beautiful rides I've given you, are you doing this?'"

"You know the answer as well as I do . . . You have a drinking problem . . . I warned you some time ago. I said 'Old Paint, you're consuming too much petrol, and someday it's going to catch up with you.' But you wouldn't listen. Every time we passed a gas station you had to stop in and have a few gallons for the road."

"You never would admit you had a problem. You never would

face up to the fact that you had to consume twice as much fuel as everybody else. You pretended you were just a sociable drinker, when everybody knew you couldn't do without the stuff."

* * *

"AT FIRST, I apologized for you. I said you hung around gas stations because you needed the companionship of other cars. But I knew I was kidding myself. I knew that if you continued on the road you were taking you would wind up in the gutter."

"I guess your riding days are over now. I tried to sell you but nobody wanted to buy you. I couldn't even give you away. So I have no choice but to put you out of your misery . . . It will be painless, feller . . . And when you get to that great 'Detroit in the Sky,' there will be a gas station on every corner, where you can drink to your heart's content . . . Goodbye, Old Paint . . . Goodbye."

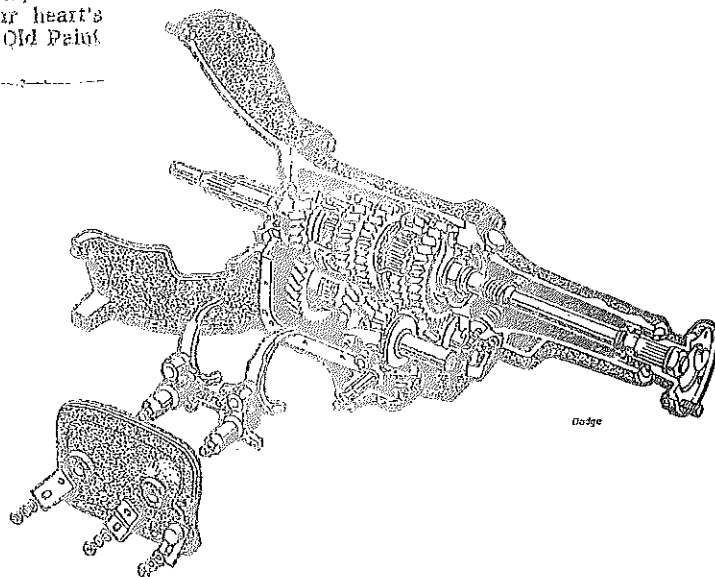
FUEL INJECTION

The fuel crisis and pollution have put fuel injection very much in the news. Several companies have developed sophisticated computer-controlled systems aimed mainly at meeting the stringent US Federal regulations. European pollution requirements are less severe, however, and such sophisticated approaches are proving too costly for the market.

Companies such as Robert Bosch in Germany and Lucas in the UK have recently switched the accent to simpler cheaper mechanical systems which lie somewhere between the expensive electronic methods and straight carburetion in midway.

Gill, the British engineering giant, has developed a low-priced mechanical fuel injection system for passenger vehicles. The system (see *AI Feb 1 1974 p 40*) will be tested for life and cost about the same as twin carburetors. It has already been licensed to two Japanese companies, who hope to have it on production cars by the mid-1980s.

Carburetor manufacturers are hitting back with space-age technology. Although it is difficult to get details, at least one manufacturer is known to be conducting experiments with fuel atomization by the use of ultrasonic nozzles. Ultrasonic vibrations break up the fuel into much finer droplets than is possible by conventional methods and more efficient combustion can be achieved. Emission of some pollutants is said to be reduced by drastic amounts.



Overdrive Again Being Offered

Dodge Dart is offering for the 1975 model year an overdrive manual transmission which provides final over-all rear axle ratios of 2.36:1 with 6-cyl engines and 2.15:1 with V-8 engines. The transmission can be ordered on sixes equipped with 3.23:1 rear axle ratios and V-8's with a ratio of 2.94:1.

The "Overdrive-4" provides a decrease in engine speed of some 18% compared to the overdrive

system last used in 1959 — some 15 years ago — on Chrysler Corp. cars. The final over-all ratio then resulted in a 2.87:1 axle ratio for sixes and a 2.73:1 ratio for V-8 models.

The forward shift pattern of the transmission is similar to that of the traditional "H" pattern common in four speed boxes. When the driver wants to engage the OD gear, he shifts to the bottom right position.



How's Your Automobile IQ?

The following questions are some of the ones used in a test given to more than 100 automobile writers and editors by one of the automobile companies. Most of those taking the test found it tough going. See how well you can do. Answers in the next issue.

1. Who built the first genuine gasoline vehicle?
 - ☐ Daimler and Benz
 - ☐ Duryea and Hains
 - ☐ Levassor and Panhard
2. Who is the only man to have two American cars named after him whose name is still in use in the industry?
 - ☐ Henry J. Kaiser
 - ☐ Ransom E. Olds
 - ☐ Edsel Ford
3. The success of what company — later

to move from Detroit — first spotlighted Detroit as the center of the automobile world

- ☐ Chevrolet
- ☐ Oldsmobile
- ☐ Ford

4. What car introduced the glass windshield?

- ☐ Haynes
- ☐ Winton
- ☐ Rambler

5. Who wrote "In My Merry Oldsmobile?"

- ☐ Stephen Foster
- ☐ Gus Edwards
- ☐ Irving Berlin

6. Where was the first motor car contest?

- ☐ Jackson Park, Chicago, to Waukegan, Illinois
- ☐ Paris to Rouen

☐ Around the Astor Estate at Newport

7. Where was the first U.S. exhibition exclusively of automobiles?

- ☐ New York — 1900
- ☐ Chicago — 1900
- ☐ New York — 1901

8. What guiding personality finally carried Chevrolet ahead of Ford as the top volume make?

- ☐ W. C. Durant
- ☐ William S. Knudsen
- ☐ Alfred P. Sloan

9. The first Indianapolis speedway race was run in 1911. What make of car was the winner?

- ☐ Marmon
- ☐ Stutz
- ☐ Wills St. Clair

1. Who built the first genuine gasoline vehicle?	11. Around the Astor Estate at Newport
2. Who is the only man to have two American cars named after him whose name is still in use in the industry?	12. Where was the first U.S. exhibition exclusively of automobiles?
3. The success of what company — later to move from Detroit — first spotlighted Detroit as the center of the automobile world?	13. New York — 1900
4. What car introduced the glass windshield?	14. New York — 1901
5. Who wrote "In My Merry Oldsmobile?"	15. What guiding personality finally carried Chevrolet ahead of Ford as the top volume make?
6. Where was the first motor car contest?	16. W. C. Durant
7. Where was the first U.S. exhibition exclusively of automobiles?	17. Chicago — 1900
8. What obstacle course test to prove a car could be maneuvered as readily as a horse and carriage. Rainy weather spoiled the event.	18. Alfred P. Sloan
9. A Marmon, driven by Ray Harroun, won the first Indianapolis speedway race in 1911.	19. The first Indianapolis speedway race was run in 1911. What make of car was the winner?
	20. Marmon
	21. Stutz
	22. Wills St. Clair

Answers to Automobile IQ Quiz

Here are the answers to the Automobile IQ Quiz which appeared in our May issue:

1. Daimler and Benz built the first gasoline vehicle — a motor tricycle — in Germany. Levassor in France later built the first 4-wheeled vehicle.
2. Ransom E. Olds was the only man to have two American cars named after him whose name is still in use in the industry: the REO (from the initials in his name) and the Oldsmobile.

3. The Oldsmobile, which by 1903 was building 25% of all the cars made in the U.S. in Detroit, first spotlighted Detroit as the center of the automobile world.

4. Rambler, as built by the Thomas B. Jeffery Co., introduced the glass windshield.

5. Gus Edwards wrote "In My Merry Oldsmobile."

6. The first motor car contest was run from Paris to Rouen in 1894.

7. The first U.S. exhibition exclusively of automobiles was held in Chicago in September of 1900. It included an obstacle course test to prove a car could be maneuvered as readily as a horse and carriage. Rainy weather spoiled the event.

8. William S. Knudsen carried Chevrolet ahead of Ford as the top volume make.

9. A Marmon, driven by Ray Harroun, won the first Indianapolis speedway race in 1911.

THE BEST LOGS FOR YOUR FIREPLACE

When you look for wood for the fireplace, keep in mind that different kinds of wood have different burning characteristics. For a long-lasting fire, choose a hardwood that produces a shorter flame and burns less rapidly than soft woods, such as pine or spruce. If aroma is the most important consideration, select wood from fruit trees. These guidelines can help you choose the right wood to burn in your fireplace this winter.

WOOD	EASE OF STARTING	COALING * QUALITIES	SPARKS	FRAGRANCE	HEATING CLASS
APPLE	poor	excellent	few	excellent	good
ASH	fair	good	few	slight	good
BEECH	poor	good	few	slight	excellent
BIRCH(WHITE)	good	good	moderate	slight	good
CHERRY	poor	excellent	few	excellent	good
CEDAR	excellent	poor	many	good	fair
ELM	fair	good	very few	fair	good
HEMLOCK	good	low	many	good	fair
HICKORY	fair	excellent	moderate	slight	excellent
LOCUST(BLACK)	poor	excellent	very few	slight	excellent
MAPLE(SUGAR)	poor	excellent	few	good	excellent
OAK(RED)	poor	excellent	few	fair	excellent
PINE(WHITE)	excellent	poor	moderate	good	fair

* Ability to create long-lasting coals.

CHANGING TIMES, Oct. 74, Page 36

MAKE FIREPLACE LOGS OUT OF NEWSPAPER

David E. Lofgren, environmental impact officer of University of Utah says, "with just $\frac{1}{2}$ hour of labor a person can provide himself with 3 to 4 hours of comfortable fireplace fire that burns as cleanly and pound per pound give the same heat as wood."

Here's His Method:

Divide the day's paper into sections and fold them into $\frac{1}{2}$ page size (about 12-15 inches and $\frac{1}{2}$ inch thick, or less).

Soak them in a tub of water and detergent overnight.

While they are wet, roll the sections individually on a one-inch rod and squeeze out the excess water while smoothing the surface edges.

Slide the roll off the rod and stand them on end to dry, tipping the rolls slightly to allow air to circulate.

The log should be about 12 inches long and 2 to 4 inches in diameter. They are ready to use when completely dry. Each log lasts about $\frac{1}{2}$ hour.

Mr. Lofgren says, "Not only are newspaper logs about the same as wood, but what other fuel is delivered to your doorstep each day?" He adds that the detergent helps to soak the paper faster.

WHEN the bitter wind whistles around the eaves, a flaming log in the fireplace catches your spirits as well as the temperature. However, there are some precautions you should take to make sure that the dancing firelight remains one of the pleasant experiences of life.

Basic though the advice is, don't forget to check the damper before you touch a match to the kindling for the first fire of the year. If you live in a new house, the damper may be partly blocked by concrete that fell down the chimney during construction. In an older house, leaves or nests of birds or squirrels may have fallen down, keeping the damper from operating properly. In either case if you light a fire, the result will be instant smokehouse.

It's also a good idea to check the chimney itself for blockages. With a new and unused chimney you can crawl down and probably risk looking upward for a glimpse of sky without fear of soot in the eye. But with a fireplace that's been used, it is far more prudent to hold a mirror inside for a periscope style view.

Need a chimney cleaner?

You're probably going to need professional help if your chimney is blocked. Cleaning is a dirty, messy job that requires special equipment and is best left to professionals. Having your chimney cleaned periodically is good insurance against chimney fires, anyway.

For people who use the fireplace irregularly, a cleaning every five years or so probably is enough. If you use it every night during a long winter, you may need a cleaning every two to three years.

The kind of fuel you use makes a difference. Green pine deposits more soot than dry wood. Soft coal, which some people like to see glowing in the grates, leaves still more soot and calls for a cleaning every year. Homeowners who use the fireplace for cooking should have the chimney cleaned frequently to eliminate the grease that has accumulated there; it can catch fire.

The cleaning process hasn't

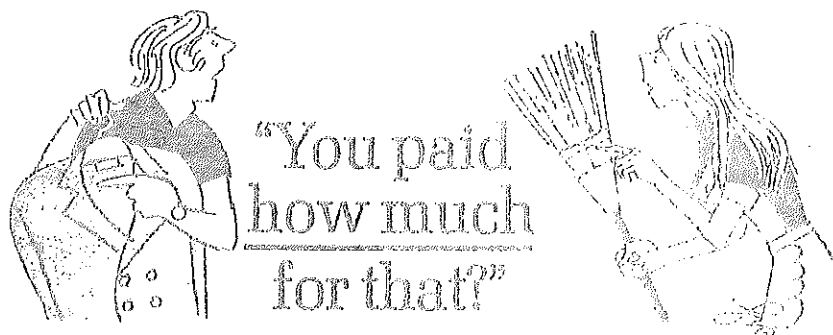
changed much over the centuries, although there are some modern gimmicks. A man armed with long-handled brushes scrubs away the soot either from the top down or the bottom up. Sometimes cleaners use a weighted bag on a rope instead of brushes. Some companies catch the soot in bags. Others use large vacuum hoses to suck up whatever they push down. Most companies also will scrub down the fireplace and hearth with solvent and a wire brush. This eliminates for a while the acrid odor that comes from a well-used fireplace on damp days.

The job takes from 30 minutes to an hour. Costs vary widely, depending on labor prices in your area and how high the men must climb to get at your chimney. Prices for a two-story or rambler with one chimney may run from \$30 to \$50. Repairs cost extra, but you'll seldom need them unless your house is over 25 years old. Occasionally, a piece of the tile lining cracks and falls away, and some times bricks need pointing up with fresh mortar.

If your chimney doesn't have a guard to keep out the leaves, birds and squirrels, you should consider having one installed while the chimney is being cleaned. Cost is \$3 to \$10. The price would be far higher if you had that job done alone.

If after all this you still find smoke backing up in the room when you light a fire, it may be your technique that's off. In fact, you need three logs piled pyramid fashion, with the biggest log at the back. There should be enough space around the logs to let the air flow freely. Then make sure the kindling and logs are far enough toward the rear so that the fire can draw properly. You may find that your house is so draft-free that you need to open a window or door briefly to get

the fire drawing. Sometimes you can do this by merely holding a lighted sheet of newspaper under the open damper after you light the kindling. Once you've mastered the technique for your house and your fireplace, building a cozy blaze should be as easy as putting a match to kindling.



Secret thoughts of a husband: "I just can't understand why my wife is always short of money. Now if I took over, things would be more efficient and there would be money to spare."

A wife broods: "I don't know why my husband says he can't take me out more often. His expenses aren't that high."

Do you confess to thinking like that occasionally? Here is your chance to show how much you know about the day-to-day money problems your spouse faces.

This quiz for married couples is divided into two sections, one for each partner. Each of you is asked the approximate cost of 25 items or services that the other usually pays for. Here are the rules:

Wives ask their husbands the questions headed "For Men." Husbands ask their wives the questions headed "For Women." In some cases a price range rather than the approximate cost may be allowed.

Score four points for each cor-

rect answer. Don't be too strict. Give your spouse credit for a correct answer if he or she comes within, say, 10% of the right amount.

If you want to compare scores, go ahead. But that's not the point of the quiz. The idea is simply to show how well you understand your mate's side of the spending. And maybe the quiz will teach you a lesson: Don't beef about somebody's spending habits until you know what you are talking about.

FOR MEN

How much would you have to pay for these?

1. A ten-pound turkey
2. A five-pound bag of potatoes
3. A chocolate cake mix
4. A chuck roast for six
5. A week's supply of milk
6. A broom
7. A large box of detergent
8. A two-quart ceramic casserole with lid
9. A set of eight water glasses
10. A set of six steak knives
11. A fake fur coat
12. A pair of pantyhose
13. A three-piece polyester pants suit
14. A woman's swim suit
15. A girl's blouse
16. A pair of kid's jeans
17. A pair of children's shoes
18. A nylon lace half slip
19. A king-size no-iron sheet
20. A machine-washable, drip-dry tablecloth
21. 3½ yards of double-knit fabric
22. A pair of steel sewing shears
23. A pair of sheer Dacron window curtains
24. A permanent wave
25. A tube of lipstick

FOR WOMEN

How much would you have to pay for these?

1. A quart of motor oil
2. A chassis lubrication
3. A set of shock absorbers
4. A pair of first-line tires
5. A 20-inch power mower
6. Fertilizer to cover the lawn
7. A 6-foot aluminum stepladder
8. A set of four screwdrivers
9. An adjustable wrench
10. A gallon of latex paint
11. A fiber glass fishing rod
12. A boy's baseball mitt
13. A haircut, including tip
14. The home heating bill for a year
15. The yearly federal income tax
16. Your husband's annual life insurance premiums
17. An "off-the-rack" worsted suit
18. A man's raincoat
19. A medium-priced pair of shoes
20. A pair of knit slacks
21. A wash-and-wear shirt
22. Ten shares of American Tel & Tel
23. Dinner for four at a good restaurant, including tip
24. A businessman's lunch for two
25. Two tickets to a football or baseball game

ANTIDOTE AND FIRST AID FOR POISONING

- An emergency **always** exists if someone swallows poison. **Do not delay contacting hospital or physician to obtain advice concerning first aid materials that are not readily available. If necessary, summon police or rescue squad for assistance.** Keep telephone numbers immediately available. Even after emergency measures have been taken, **always** consult physician. A delayed reaction could be fatal.
- It is important to dilute or remove poisons as soon as possible. Keep Syrup of Ipecac (available from most pharmacies or poison centers) in your home to induce vomiting if recommended by physician or indicated on product label. If Syrup of Ipecac is not available, try to make patient vomit by tickling back of throat with finger, spoon, or similar blunt object after giving water.

HOWEVER...

- Vomiting is **not** recommended in all cases. **Never induce vomiting in a patient who is unconscious or convulsing. Do not induce vomiting if swallowed substance is acidic or corrosive or petroleum distillate products.**
- If poison is from a container, take container with intact label to medical facility treating patient. If poisonous substance is a plant or other unlabeled substance, be prepared to identify suspected substance. Save evidence such as portions of ingested materials from vomitus which may help identify plant or object involved.

The following represent substances most frequently ingested by children, and first aid measures that may be employed until medical aid can be summoned.

Substance	Emergency treatment	Substance	Emergency treatment
MEDICINE (OVERDOSAGE)		INSECTICIDES, POISON SUBSTANCES, PAINTS (Read labels for content)	
Aspirin and aspirin-containing medications	Give 2-3 glasses of water or milk, then induce vomiting UNLESS patient is unconscious or convulsing	Arsenic	Give glass of milk immediately and induce vomiting. Then give activated charcoal (available from pharmacist).
Cough medicine		DDT	Induce vomiting. Give 2 tablespoons epsom salts in 2 glasses water.
Hormones (including thyroid preparations)		Lye	Do not induce vomiting. Give solution of vinegar (2 tablespoons vinegar in 2 glasses water). Next give 2 raw egg whites or 2 oz. olive oil.
Vitamins and Iron tablets	Induce vomiting. Then give glass of milk.	Paint (dry)	Give milk or water. Induce vomiting.
Sleeping pills	Induce vomiting. Do not induce vomiting or force fluids if patient is unconscious.	Paint (liquid)	Give 2-3 glasses of milk or water. Do not induce vomiting.
Tranquilizers	Induce vomiting unless patient is unconscious. Give 2 tablespoons epsom salts in 2 glasses of water.	COSMETICS	
HOUSEHOLD CLEANING AND POLISHING AGENTS		Cologne or perfume	
Laundry bleach		Hand lotion	Give milk. Induce vomiting if large amounts ingested.
Automatic dishwasher detergents		Liquid makeup	
Household cleaners	Give 2-3 glasses of milk or water immediately. Do not induce vomiting.	Skin lotion	
Furniture polish		After-shave lotion	
Cleaning fluid (gasoline, kerosene)		Deodorant	Give milk of magnesia. Induce vomiting.
Charcoal fire starter		Bubble bath liquid	
Toilet bowl and drain cleaners	Do not induce vomiting. Give 2-3 glasses of milk or water at once. Avoid gas-forming carbonates and bicarbonates.	Hair rinse (conditioners)	Give milk or water at once. Induce vomiting.
Shampoo		Shampoo	
Wax remover	Give milk or water. Do not induce vomiting.	Nail polish and removers	
Fabric softeners	Give milk. Neutralize with weak soap (not detergent) solution. Induce vomiting.	Lacquers	Give milk. Induce vomiting.
Household ammonia	Give citrus juice or diluted (1 tablespoon per glassful) vinegar. Then give 2 raw egg whites or 2 oz. olive oil. Do not induce vomiting.	Bath oil	
		Home permanent neutralizer	Give milk or water. Induce vomiting. Then give weak acid such as lemonade, citrus juice, diluted vinegar.
		Permanent wave solution	
		PLANTS	
		Any plant is a potential poison.	Induce vomiting if convulsions not imminent. Give artificial respiration if necessary.

KEEP CALM—DO NOT PANIC—CALL FOR HELP

Physician's Office Phone _____ Physician's Home Phone _____ Pharmacy Phone _____
 Hospital _____ Police _____ Rescue Squad _____

Choose kitchen knives that really cut

WHEN A TENDERLY BAKED cake turns into an avalanche of crumbs at serving time, or a juicy roast ends as a mound of shredded meat, don't blame a mismanaged recipe. The cutlery used for those slicing and carving jobs is probably the culprit, and any self-respecting cook will hasten to correct the trouble.

When you shop for kitchen cutting tools, inspect the blade and handle carefully. The metal and grind of the blade, the type of handle and the way it's attached to the blade determine the quality of a knife.

Most kitchen knives today are made of stainless steel that contains chromium. These blades resist rust and stain, and they hold a fine cutting edge a long while. Many blades are made of high-carbon steel, a metal that discolors more readily than stainless but is easier to resharpen.

Some cutlery connoisseurs suggest that both types of metals be included in the kitchen tool chest. Consider buying fine-quality high-carbon in blades for precise cutting jobs, such as the French chef's knife, and easy-care stainless for general-use blades like a paring knife.

The most widely used type of blade is hollow-ground with a straight or scalloped edge. A hollow-grind is easy to sharpen, but it's vulnerable to nicking and chipping. A serrated edge is popular, too,

but it can't be resharpened without removing the serrations.

The tang, the extended part of the blade that fits into the handle, should be at least one-third the length of the handle and held permanently in place by rivets. Better knives have a tang that runs over half or the full length of the handle and is riveted in two or more places.

The handles of most high-quality knives are made from plastic-impregnated woods that resist splitting and warping and are usually dishwasher-proof. You'll also find handles made of hardwoods or hard rubber.

Be sure the handle fits comfortably in the hand and that there's no danger of a finger slipping onto the cutting edge of the blade. Check the balance of the knife; for example, the weight should be in the blade of a carving knife, but in the handle of a paring knife.

A well-treated knife can provide years, even a lifetime, of good service. Several strokes on a honing steel resets the cutting edge. When resharpening is necessary, use a carborundum stone, or take fine cutting tools to a professional grinding service.

Besides occasionally resetting and resharpening the cutting edge, follow these safeguards to keep cutlery in good working order.

► Store knives in racks or blocks so that blades won't hit against one another.

► Use a cutting board to prevent a blade from striking against a hard surface.

► Wash and dry knives immediately after use. Never soak cutlery and don't place it in an automatic dishwasher unless the manufacturer specifically says that it's okay.

► Use a knife to do the job it's designed for. Shown here are eight basic types of knives with descriptions of their special purposes. You may not need every one of these, but check to be sure you're using the cutting tools you have correctly.

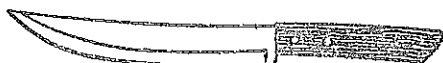
Eight basic knives & what they do



PARING KNIFE 3- or 3½-inch blade
dozens of uses, including peeling, paring
and scraping small fruits and vegetables



FRENCH CHEF'S KNIFE 6- to 10-inch blade
for dicing, chopping and mincing raw vege-
tables, fruits and nuts; carving roasts



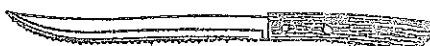
CARVING KNIFE 7- to 9-inch blade
for carving hot beef, veal, pork roasts and other
meats



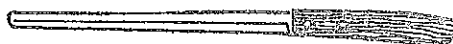
BONING KNIFE 5- or 6-inch blade
for cutting around bones of hams, roasts, leg
of lamb, etc.



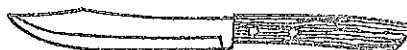
UTILITY KNIFE OR TRIMMER 5- to 7-inch blade
for slicing carrots, potatoes, onions,
oranges, green peppers



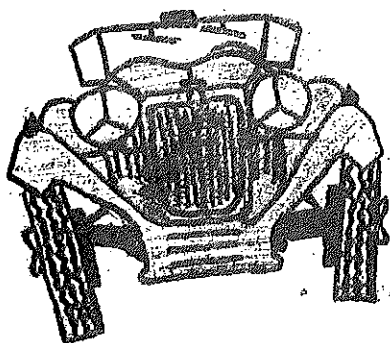
NARROW SLICER 8-inch blade
for slicing bread and other baked goods, steak,
poultry, cold processed meats, sausage
and some cheese



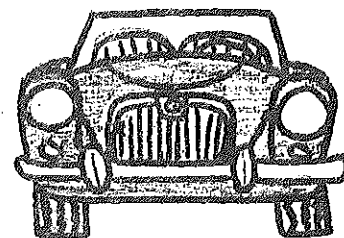
HAM SLICER 9½- or 10-inch flexible blade
for getting wafer-thin slices of cold meats,
ham, boneless roast, turkey breasts, etc.



BUTCHER KNIFE 7- to 10-inch blade
for cutting up poultry, other heavy-duty jobs



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

'65 MG Midget
for parts
315-394-2901

FOR SALE

MGB- 1971 Rdstr. Overdrive,
hardtop, new exhaust system,
23,000 miles, 22 mpg in the city
Gene Pasquale
6 Wendell Place
Roch. 14603
716-254-6748

FOR SALE

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

WANTED

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

FOR SALE

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

FOR SALE

Smith's Rim Wind Clock for
'24 or '27 Rolls Royce Silver
Cloud. Excellant condition.
Black face with gray numerals.
\$135 454-1276 Ray Diamond
178 Alexander St.
Rochester, N.Y. 14607

WANTED

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

FOR SALE

1960 MGA MKII 1600
Roadster. Wire wheels,
53.6 K miles, original
blue paint, top, tires,
interior (good), spares.
Runs well as is; can
restore gradually.
-\$950.

Bill Gavitt Jr.
473-3055 or 225-6860
ext. 265

FOR SALE

Many MGTD parts -
Some body parts, engine
parts, gear box, brake,
etc., etc.
Ron Edwin
716-654-9615

FOR SALE

British parts: Dismanteling;
TR-2's, 3's, 4's, 250's, GT's,
Spitfires, Heralds, MGB's,
Midgets, AH Sprites, 3000's, Daimler
SP-250, others. British junkers and
wrecks wanted. 377-1160 586-2811

Wanted

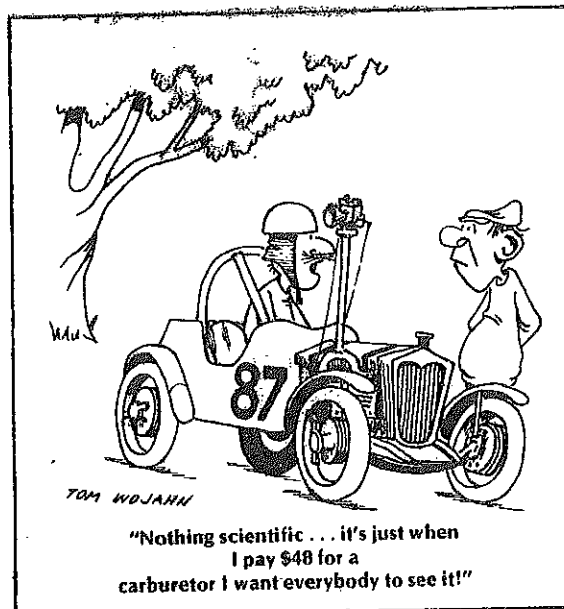
Austin Healey 100-4 3 speed
overdrive transmission.
Jim LaDouce
15 Yale Ave.
Auburn, N.Y. 13021

FOR SALE

MG TF-1500
Original, extra
parts \$3200
275-9163

WANTED

Assistant Editor for Spokes. Volunteer early and avoid the rush!
Contact Dave Wild at 223-1065 or at the next club meeting.



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: _____

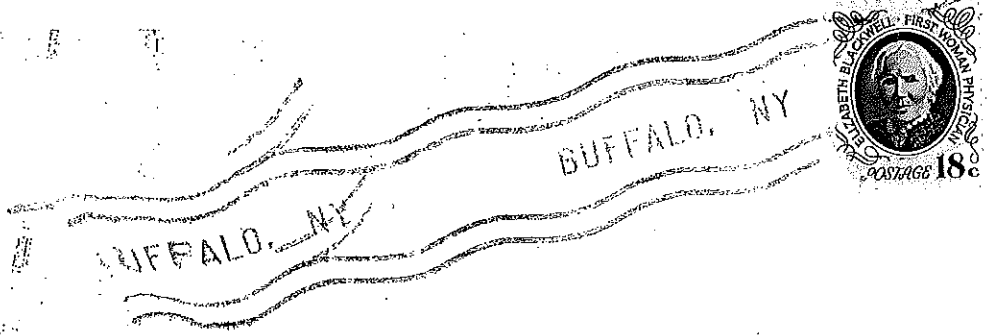
Interests:

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

Rallying: _____ Concours D'elegance: _____ Restoration: _____

Other: _____

166 Loud Road
Fairport N.Y.
14450



THIRD CLASS MAIL