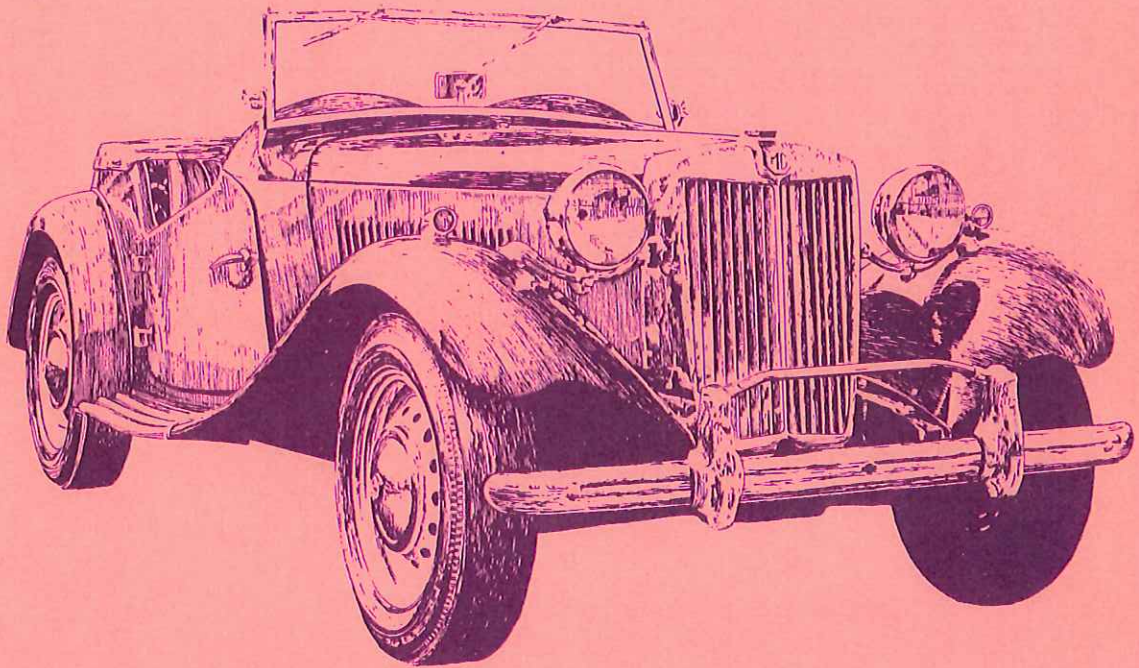




WESTERN NEW YORK CENTRE



the
SPOKES

APRIL 1974



WESTERN NEW YORK CENTRE
ROCHESTER, NEW YORK



1974 OFFICERS

CHAIRMAN

Al Isselhard
142 Milrace Dr.
East Rochester, N.Y. 14445
381-9017

VICE CHAIRMAN

Gene Faust
67 Glenwood Dr.
Webster, N.Y. 14580
671-5897

TREASURER

George Herschell
1286 Mill Creek Run
Webster, N.Y. 14580
872-1194

SECRETARY

Beth Yaeger
15 Ridgeview Dr.
Rochester, N.Y. 14617
342-2648

ACTIVITIES DIRECTOR

Bruce Austin
109 Colonial Rd.
Rochester, N.Y. 14609
654-9210

SPOKES STAFF

SPOKES EDITOR

Dave Wild
166 Loud Rd.
Fairport, N.Y. 14450
223-1065

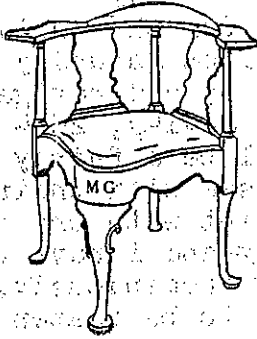
SPOKES PUBLISHER

Gil Langswager
78 Hilltop Rd.
Rochester, N.Y. 14616
663-3319

MGCC Meetings are held at the Colonial Hotel, 1129 Empire Blvd. on the 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.



WORD FROM THE CHAIR

Things are progressing well regarding the Auto Festival III. Many club members are hard at work on their particular details so we can attempt to avoid the last minute crush and keep my ulcers from acting up again. Excuse me if this column seems to ramble from one topic to another and not dwell particularly on club business. You may have seen my recent ad in the Times-Union and D & C for a Morgan car. This ad produced three phone calls - one from a local Morgan owner whose car I looked at and one which I'm still considering, a call from another owner in Williamson who wanted to sell me a '54 Morgan which I turned down a year ago for \$300 less because the car needed too much work and the other call was from an individual who gave me the name of a Morgan owner in Lake George but wasn't sure if the car was for sale. I finally contacted the owner in Lake George who did in fact still own the car but unfortunately it was not for sale. The car was a '66 Mog + 4 Super Sports, one of a few made with an aluminum body and special Triumph engine with Weber carbs and other engine refinements. Even though the owner didn't seem too enthusiastic about owning the car I couldn't convince him to sell it. The latest issue of Old Cars has a one page ad for a Kruse auction to be held in Lake George on May 25 so if the owner is smart he will put the car up for auction at that time. Mary and I are tentatively planning to attend this auction. Dave Wild gave me a tip on a Mog advertised in Hemmings Motor News. The car was located in Syracuse but unfortunately it was sold by the time I called. It seems a Mog dealer from Ohio has Hemmings air mailed to his shop and after calling the Syracuse owner he flew into Syracuse to consummate the purchase and drive the car back to Ohio.

I hope to see as many members as possible for the judging school and picnic on May 11 at our house. If you plan on attending please call us so we will have some idea on how much food to prepare. See flyer and map elsewhere in this issue of Spokes.

At the April meeting I will have a special guest, a personal friend who will present a slide/lecture on his recent experiences at the Chincoteague and Assateague Island (Virginia) National Seashore. He is an expert photographer and specializes in nature photography for which he has won several awards. I'm sure you will find this program most interesting.

As a result of Fred Horners' recent letter informing us that the 50th anniversary of the first MG will continue into 1975 and that there will be a competition to determine the "best" MG in the country, we as a club have responded to Fred's letter that the club will assist in any way possible.

Vern Bragg has informed me that the annual Braille Rally for the children at the State School for the Blind in Batavia will be held on Saturday May 4. The rally fee is \$4.00 which includes dinner for the driver and navigator. The organizers request that entries be submitted to Lois Davies, 2594 Maple Rd., Wilson, N.Y. 14172--phone (716)751-9049. There will be a fairly rigid tech inspection and cars must be clean as the children "see with their hands". You can bring your spouse and let him/her work a checkpoint with one of the organizers. Extra dinners are available for \$3.50. Mary and I have participated in this event for several years and enjoyed it tremendously. My best finish was 2nd out of approximately 70 entries only to be beaten by MGCC member John Robinson. If you are interested in more information call my at home.

Here it is April already so I would imagine most of you are putting plates on your sports cars while I wash the mud and dirt from the snowmobile and prepare to store that for the summer. This was such a bad year for snowmobiles that I didn't even go thru last year's spark plugs. This year was worse for winter sports than the previous two winters due to the snow shortage and fuel shortage.

If anyone plans on attending the Dunkirk Flea Market on May 18-19 please contact me as I would like you to take some posters and flyers to distribute for our Auto Festival.

There are a number of sources of books on motoring one of which carries a large list of books on MG's and almost all cars. "Classic Motorbooks" offers 24-hour toll-free service by calling (800)328-7171 and accepts Master-Charge or BankAmericard credit. A free catalog is available by writing "Classic Motorbooks", 3106 West Lake St., Minneapolis, Minnesota-55416.

A1

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

Jerry Powarski
Buffalo, N.Y.
MG-TF 1500

Desiree Lada
Rochester, N.Y.
'73 MG Midget

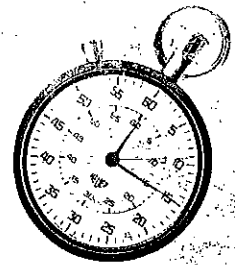
Ron & Evelyn Erwin
Rochester, N.Y.
'52 MG-TD
'70 Pontiac LeMans
'64 Triumph Herald

William Benet
Rochester, N.Y.
'61 MGA



M.G.C.C.

MONTHLY MINUTES



MARCH 21, 1974

Meeting was called to order at 8:34 PM.

Minutes of the last meeting were read and approved.

Treasurers report was given by George Herschell, who is pleased to announce that we are solvent and that all bills that have been received to date are paid.

Once again --- dues are now being accepted. There are still about 15 to 20 members that still have not paid.

GMSC report was given by Dave Wild. New officers have been elected. Meetings are the last Tuesday of every month.

Newsletter report was given by Gil Langswager. Gil now has the press and is hoping to have another newsletter out before the April 18th meeting.

Because of rising postal costs, meeting notices will no longer be sent out but possibly be included in the monthly newsletter.

No regalia report was given due to the absence of Bruce Austin. However, it was brought before the club the possibility of selling MG patches and key cases at the Victor show. Jack Bloemendaal questioned the availability of other types of patches and cases for selling.

Dave Wild read a letter from Fred Horner regarding the celebration of MG's 50th birthday here in the U.S. in 1975. Plans now call for the showing of "Old No.1" to certain select centres. We will try to get the car for our June 1975 car show.

Meeting was adjourned at 9:00 PM.

The meeting was followed by general discussions.

Respectfully submitted,
Beth Vaeger
Secretary, MGCC WNYC

MEMBERS PRESENT
MARCH MEETING

Dick Yaeger
Beth Yaeger
Gil Langswager
Betty Langswager
Gene Faust
Anne Faust
Richard Powers
Bethel Powers
Al T. Bellard
Bob Capestany
Bob Miller
Larry Caldwell

Alex Kopen
Jack Bloemendaal
George Herschell
Ronald Erwin
Dave Wild
Dan Young
Ron Jones
David Collin
David Brown
George Schweinberger
Jim Kohn

GUESTS PRESENT

Dan Vandew

Mary Swindler

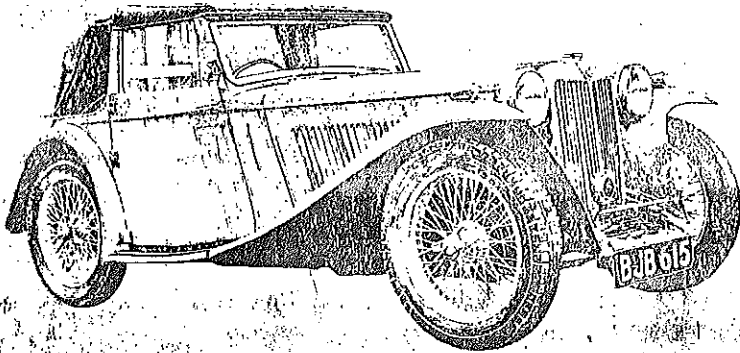
MINUTES
GMSC MEETING - 2/26/74

Present were: Ray Capestany - 1973 President; Steve Kittelberger, Xerox; Fred Kern, TCR & U of R; Dave Wild, SCCA & MGCC; Ray Rogers and Doug Branch, MCCSCC

1. Ray Capestany proposed that Section II, Paragraph D of the GMSC Constitution be changed. Eligibility requirement may be waived by a majority vote of Council representatives. Proposal was approved unanimously.
2. Ralph Priebe was nominated for the 1974 Council presidency by Ray Capestany. Motion was seconded by Steve Kittelberger and unanimously approved.
3. Doug Branch was nominated for Council Secretary by Steve Kittelberger. Motion was seconded by Fred Kern and unanimously approved.
4. Fred Kern was nominated for Council Treasurer by Ray Capestany. Motion was seconded by Dave Wild and approved unanimously.
5. GMSC picnic rally is scheduled for April 7, 1974. Fred Kern will be rally master. Will seek reservations for an area in Mendon Ponds Park - possibly "Devil's Bath tub" area.
6. Fred Kern questioned whether or not to have a Grand Prix series in 1974. If series is held, should scoring system and participation rules be changed?
7. 1973 Grand Prix series results have not been presented to the Council by Steve Kittelberger.
8. 1974 Council calendar changes made.
9. Meeting adjourned at 9:50pm.

SUNDAY JUNE 2, 1974

SPORTS CAR AND VINTAGE AUTO FESTIVAL II



\$.50 DONATION

11:00 AM

TO

CHILDREN

UNDER 12 FREE

5:00 PM

VICTOR CENTRAL SCHOOL

HIGH STREET - VICTOR, N.Y.



• SOUTH OF ROCHESTER, N. Y. •

• JUST NORTH OF ROUTE 96 •

• BETWEEN THRUWAY EXITS #44 AND #45 •



CAR SHOW

CLASS TROPHIES AND
MOST POPULAR CAR TROPHY

CLASSES FOR SPORTS, ANTIQUE AND SPECIAL INTEREST CARS

★ REFRESHMENTS ★

AWARDS PRESENTATION - 4:00 PM

COUNTRY MARKET

ANTIQUES, ARTS, CRAFTS

CAR PARTS and AUTOMOBILIA

★ DOOR PRIZES ★

★★★ ENTERTAINMENT - music by the "SWAMP ROOT STRING BAND" ★★★

——— for information, call: ———

992 1065

663-3319

924-5201

CAR CLASSIFICATIONS

<u>Code</u>	<u>Class</u>	<u>Code</u>	<u>Class</u>
MP	MG-pre 'T'	FT	Ford 'T' - to 1927
MC	-TA, TB, TC	FA	Ford 'A' - 1928-1931
MD	-TD	FB	Ford V8 - 1932-1948
MF	-TF	AA	Antique (Non-Ford)-to 1929
MA	-A	AB	Antique (Non-Ford)-1930-1948
MB	-B to 1969 Plus all MGC	CL	Classics-1930-1948 (AACA Spec)
MM	-Midget & Sprite to 1969	SI	Special Interest & "Milestone" Cars-1945 to 1964
JA	Jaguar XK-120, 140, 150	ST	Studebaker-1947-1967(except Avanti)
HE	Austin Healey 100-4, 100-6, 3000	COM	Commercial & Fire Vehicles-to 1950
CVA	Corvette-1953-1962	SRO	Street Rods (Open)-to date
CVB	-Stingray (all)	SRC	Street Rods (Closed)-to date
TB	Ford T-Bird - 1955-1957	NA	National Winners -(National winners recognized by any established club)-Judges choice
SL	Sports cars - postwar 1946-1969 (not otherwise classed)		
RA	Sports/Race & Autocross cars (all)		
RY	Contemporary Rally - to date (equipped cars only)		
DB	Dune Buggies - to date		
SF	Foreign Sedans- to 1969		

The organizers reserve the right to combine classes if the number of entrants in a class is insufficient. By the same token we may add a class if justified by substantial turnout of a one-marque group - and sufficient notice is given.

ALL CAR ENTRIES MUST BE PRESENT BY 1:00 PM IN ORDER TO BE JUDGED.

ACCOMODATIONS

Trenholm East Inn 716-924-2131 Near Exit #44(N.Y.Thwy.) Single - \$15.50 Double - \$19.00 (Quality Court)	Opiari's Exit 45 Motel 716-924-2121 Rte. 96 Victor, N.Y. Single - \$13.50 Double - \$14.50 (AAA Court)	KOA Campground 5374 Farmington TL Rd. Canandaigua, N.Y. (off Rte. 332) 315-398-3582
--------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

INFORMATION

Call: 716-223-1065 716-663-3319 716-924-5201



EDITOR'S ABERRATIONS

FROM

DAVE WILD

Several issues ago we published an article on repairing gas tanks with a substance called "slushing compound". Since that time we have watched with amusement as the article appeared in newsletters and magazines from Hawaii to Great Britain usually without proper credit given to its source (Harrumph!). At any rate, like any story that gets repeated many times it ends up "losing something in the translation" and results in a lot of confusion. The article referred to was written for motorcycle gas tanks originally so the quantities of "slushing compound" given may not be sufficient for the larger tanks. We have since come across another procedure as well as the Randolph's slushing compound referred to originally. I suspect that 3M Co. makes a similar compound as well but have been unable to confirm this. The new procedure is as follows.

Prepare a 2 to 1 mixture of phosphoric acid and metal prep and pour this with a good handful of small nails into the tank and shake it to dislodge all rust and varnish. Drain the tank making sure to get all the nails and rust out and then let it dry (Flush it again with straight metal prep if necessary). Pour in a quart of Goodyear Pliobond for each 10 gallons of tank capacity, cap the tank and rotate it until all the inner surfaces are well coated with Pliobond. Then drain the excess and allow the tank to cure. I would caution you to make sure the nails are small enough to pass through the baffles in the tank. - Maybe ball bearings or bird shot would do the job if the tank isn't in too bad shape. Above all, remove all filter screens from the tank for the "slushing compound" will seal the filters also!

We will reprint that popular article in another issue of SPOKES if space allows. In the meantime feel free to pass this information along - we hope it will help place more of our "collector's cars" back on the road.

The final results of the 1973 Genesee Motor Sports Council Grand Prix Rally Series are as follows:

Equipped Class:

1st	Ed Stalhecker	(TTCR)
2nd	Tim Mancini	(TTCR)
3rd	Bob & Marlene VanSice	(TTCR)

Unequipped Class:

Jeff Mathias	(RIT)
Ken Harrison	(RIT)
Ralph Priebe	(TTCR)

Suzie Kutzenberger and Cindy Austin did a really fine job on the MGCC Christmas party at the Trenholm East Inn. The atmosphere and food was excellent. Everyone left the party with memories of a pleasant evening with good friends and with door prize "goodies" on top of that.

Remember that due to the energy crisis "the home of the MG car club", The Colonial Hotel, wishes to close as soon as possible at night in order to conserve fuel oil. For that reason, the club meetings will start promptly at 8:00pm. - Ah yes, I know we are always the late ones aren't we. - We'll try to do better.

A member of the Perinton Volunteer Ambulance Corps has requested our aid in locating an old ambulance for the purpose of restoration and eventual parade and other promotional use. A pre-1940 vehicle is preferred but purchase of any interesting older one will be considered. Don't overlook the combination hearse/ambulance. Some of the hearse bodies were built so that the floors could be changed and the ornate carving removed from the exterior. Contact Ken Palmer, 108 Benedict Rd., Pittsford, N.Y. 14534 (586-1540) or myself with any leads.

MG car club dues are now payable, please send your renewal fee to George Herschell as soon as possible.

The fact that the Faust's recently purchased a new VW "Thing" (known a few years ago as a Kubelwagen) does not necessarily mean that they believe in the eventual coming of the next Reich! Will we ever again see the British Leyland Mini Moke? With its tooling "written-off", the lower cost of British labor (at least with regard to German labor), the present emphasis in the U.S. on economical, utilitarian vehicles and the Mini Moke's Charisma it might have a very good chance of succeeding.

By now you are aware that Watkins Glen has cancelled all the races scheduled there in June. The major races involved will be held in conjunction with the other major events on the weekends scheduled later in the year. The organizers felt that due to the energy crisis they could not draw sufficient spectators to make "paying propositions" out of that many events spread throughout the year. The Glen Region of SCCA does however, have a closed regional race still listed on the calendar for June 1-2.

Member Dick Gordon has called our attention to a note in the Pierce-Arrow Society's newsletter concerning an event held in Northern California that had to be cancelled because only 15 people pre-registered. The cancellation was publicized but still a number of unregistered entrants showed up on the event date to find it cancelled. These same unregistered entrants unfairly criticized the organizers who would have held the event had they known who would show up. The note pointed out the importance of pre-registering for events.

We have heard a rumor that a "Trans-Am Club" is being organized in Rochester for owners of Firebirds and Camaros.

Rochester again received a bit of notoriety through an article entitled "Seven Traps Every Driver Should Know" written by E. D. Fales Jr. (author of "The Book of Expert Driving"). The article appeared in the winter issue of "Ford Truck Times", the Ford Motor Company's magazine for truck owners. Rochester's expressway "can of worms" was discussed in a paragraph subtitled "The Rainy Night Expressway Nightmare" and was classified under "bewildering expressway situations where problems come too thick and too fast". The following text was accompanied by a sketch unmistakably our "can of worms": "The sketch shows an actual stretch of expressway strangers must negotiate near one big eastern city. Cars have to crisscross left to right to get between entrances and exits located too close together. Safety in such traffic on rainy nights simply doesn't exist. About all you can do is to stay in the right lane, proceed at moderate speed and hope for the best." --- ZING!!

As you probably know New York State passed the new no-fault insurance regulations. You can still select the degree of coverage to some extent but make sure your policy covers you while driving out of state or into Canada. "No-fault" does not apply to motorcycles, snowmobiles etc. - The old policy on insurance applies in those cases.

Tracey Bird, the head of the Sports Car Club of America's national organization and Bob Tomlin the Director of Club Racing have resigned. Ron Zimmerman will replace Bob Tomlin. There seemed to be some feeling that Tracey Bird did not need to be replaced, however he did save the magazine "SPORTS CAR" by appointing Dave Ash its editor and apparently was partly responsible for the establishment of the National Motorsports Committee. The group was formed by the major racing organizations to represent the sport on a political and legal level as a unified group. It took the threat of extinction to bring NASCAR, USAC and SCCA together! Tracey Bird has become the new Executive Director of ACCUS and the National Motor Sports Committee while Cameron R. Argetsinger (of Watkins Glen fame) has been appointed Executive Director of the Sports Car Club of America Inc. Argetsinger, 52 has been serving as the SCCA Director of Professional racing since January 1972.

The Lowenbrau Vintage Car Race will be held again this year in conjunction with the U.S. Grand Prix the first weekend in October. The SCCA Finger Lakes Region "Fun One" race will be held at Watkins Glen two weeks later on October 19 & 20.

Congratulations are due Larry and Kathy Caldwell on the birth of their daughter, Heather Anne. Heather was born on February 24th weighing 7 lbs., 1 oz.

Be advised that the MG car club's April economy rally has been cancelled.

A new Mustang II V6 Grande has been added to the Kopen's stable while the Caldwell's now have a '66 Austin Healey MK III.

The Allegheny Valley Sports Car Association will hold a hillclimb on July 28-29 in Bradford, Pennsylvania.

September 8 is the date that Evel Knievel has set for his motorcycle jump over the Snake River Canyon in Idaho. The launching ramp appears to be similar to the steam-powered catapults used on aircraft carriers to launch airplanes off the deck.

The Lockport Sports Car Club is being re-established with a full list of events planned for the year. On May 4 & 5 they will be holding an open-house type of "get acquainted" event and an economy run is scheduled for June 9. They have been taking part in a series of ice races and also have a number of rallies taking place in Canada where at this time there is no gas rationing or closed station policy on Sundays. We will keep you posted on their activities as more details become available.

The December issue of Safety Fast has not been received - presumably due to the energy crisis and strike problems in Great Britain.

Foreign Car Parts of Rochester presently has a special sale on the book "Maintaining the Breed" and also on Whitworth wrenches. While on the subject of Whitworth wrenches - "The Octagon", newsletter of the Classic MG club Ltd. of Orlando, carries a reference in a technical article to an "adjustable Whitworth wrench". - This tool must not be confused with an adjustable metric wrench or adjustable SAE wrench. By the same token a "left-handed monkey wrench" must not be confused with a "left-handed simian spanner". Crikey! - After all, some things must be kept sacred.

Xerox Corporation recently purchased a 495 acre site adjacent to Dallas International Motor Speedway for a new research and manufacturing facility (YEH!). The purchase contract included a proviso that the Speedway no longer be used as a race track (boo!). On the other hand, that would make a terrific advance driver training facility and autocross site (-as a public service of course!).

MGCC members Tom and Jeri Grice have expressed an interest in the possible establishment of a new judging class for car meets and shows. They wish to know if there would be sufficient interest in a "powder-puff" class for cars either owned by women or for cars designed (or restored?) with the woman in mind. I can think of two cars right "off-the-bat": the Daffodil because of its name, and the Citroen 2CV because its physical attitude when charging fast into a corner is not unlike the posterior of a can-can dancer! Seriously, if you have an interest or views on this proposed class please let us know.

The Kodak Office Recreation Association has just organized a KORC Auto Racing Club. Their plans include rallies, track shows and motorcycle demonstrations. This club apparently is in addition to the Kodak Auto Boosters Club which originates at the Kodak Park plant and specializes in stock car racing.

The Franklin Mint will be striking a set of 1000 grain silver ingots in a Centennial Car Ingot Collection of 100 ingots portraying the 100 greatest cars of the automobile's first 100 years. The '46 MG-TC is one of those cars selected in some pretty fancy company by the mint's board of advisors. The board consists of Karl Ludvigsen, G. N. Georgano, Phil Hill, Tony Hogg, Gunther Molter and Ralph Stein. Two ingots will be issued each month for 50 months. They will be sold in complete sets only with a limit of one set per subscriber and only to orders received before April 30, 1974.

The price is (are you ready?) \$35.00---per month or \$1750. for the complete 100,000 grains, 50 month collection. It does however come complete with a free collectors chest! No doubt it would be a good investment for the "well-heeled" collector but that money could also be spent on a collector's car which could be used and also be a good investment.

The magazine, Motorcars Unlimited has been sold to Krause Publications, the publishers of Old Cars newspaper. The remainder of Motorcars Unlimited subscriptions will be fulfilled by Old Cars subscriptions. Larry Karpman of Motorcars Unlimited Inc. will continue to publish automotive books such as "The Classic MG Yearbook 1973" due this month.

The Triumph Touring Club will present the "Spring Drivers Rally" on Friday night, April 19. Registration is at 7:30pm at Eastview Mall and the cost is \$4.00. Contact Dan Thiel, 34 Thornton Rd., Rochester, N.Y., 14617 for information. TTCR also lists their "May Mayhem rally" on May 5. This one starts with 11:00am registration at Eastway Plaza and the cost is \$3.50 per car. Call 654-9327 or 342-0403 for information.

Monroe Community College Sports Car Club will hold an autocross on April 21 with registration from 10:00-11:30am. The first car will start at noon and the cost is \$4.00 for area club members. Contact Ray Rogers at 288-7263 for information.

The Genesee Motor Sports Council Grand Prix Rally series starts with the U of R sports car club's April 21 rally. This 70 mile rally will start from the U of R Trustees parking lot (cor. Elmwood Ave & Wilson Blvd.) with registration at 12:00am. Contact Fred Kern (223-4702) for pre-registration.

The COCR "Kiwi Kilometers Rally" of 60 miles length will be held April 28 and the cost is \$3.50 per car. Registration is at 12:00am at Westgate Plaza. Call 247-3392 for information.

The Western N.Y. region of SCCA will hold it's "Happiness is Sunrise Rally" on August 9-10. This event is an endurance rally which is part of the North American Rally Championship and SCCA PRO rally series. This event will draw factory rally teams as a major national event.

The Mahoning Valley Region SCCA will hold it's regional race at the airport in Oil City, Pennsylvania on Sept 21 and 23. They will also sponsor a "Run for All" (hillclimb, car show, and rally) on Sept. 29-30.

The SCCA New York State Road Racing Championship will include the following races: Nelson Ledges, May 25 & 26; Watkins Glen, June 1 & 2; Lime Rock, Aug. 3; Watkins Glen, Oct. 19-20; and Nelson Ledges, Oct. 26 & 27.

The Western N.Y. Autocross Trail ste for the Buffalo, N.Y. area consists of the following events: April 21-AVSCA; May 5-RJMC; May 12-SCC; June 23-U of B; July 13-14-SCCA/WNY; July 28-SCC; Aug 11-RJMC; Aug 25-Lockport SCC; Sept 8-Corvette Club; Sept. 22-SCC.

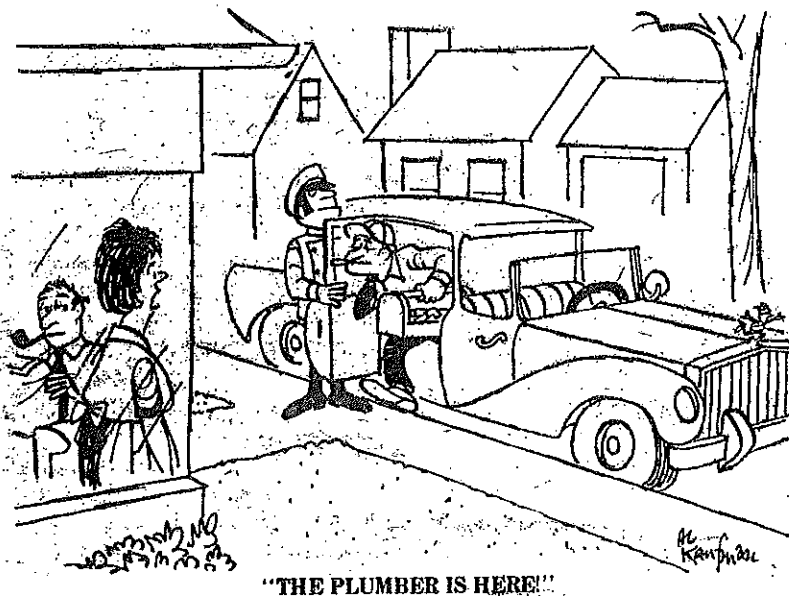
We received a set of minutes for a special unofficial meeting and "bull session" held on March 11 for the Genesee Motor Sports Council. Since it was represented to me as not a meeting but just an unofficial "bull session", I did not attend. I see no point in using three pages of Spokes for information that will be repeated in the official minutes of the regular monthly GMSC meeting so I'll attempt to summarize the information here: The GMSC picnic was postponed; A discussion was held concerning the possibility of including participation in auto shows, autocrosses and other events as part of a council series; The constitution will be updated; and several ideas by which the council could promote auto sports were discussed. The ideas discussed include: Develop a packet of information describing sports car activities for sale to support council activities; discount coupons; hold a tour to Letchworth; promote a car show at a local shopping mall; sponsor a chartered bus to Canadian Grand Prix; stage a charity rally if TCR doesn't; coordinate publicity for member clubs; provide "hot line" communication service on pending legislation; develop a beginner's rally; organize a car pool for U.S. Grand Prix; and organize group space for member clubs at auto shows.

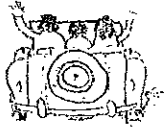
Member Dick Yaeger reports of very fine reconditioning and chrome plating work being done by Galaxie Grille Co. Ltd., 280 Dalesford Rd., Toronto 18, Ontario (252-3336-7-8). This organization is highly regarded locally for quality work.

"School for Speed", a half-hour film documenting the training of a novice sports car racing driver which has been produced for British Leyland Motors and Champion Spark Plug Co., will soon be appearing on TV stations. The film was shot at the Bob Bondurant School of High Performance Driving and Riverside Raceway. It follows a driver from his first lesson at the Bondurant school to his entry in a regional race at Riverside. Part of the film depicts the steps necessary to prepare a Triumph Spitfire 1500 for SCCA competition. Many of the techniques used to control cars in emergency situations are dramatized in the film sequences.

Elsewhere in this issue of SPOKES is an excellent article by Bruce Austin that expresses the feelings of many members. - A fine example of many close friendships developed partially perhaps as a result of the camaraderie within the MG car club and the hobby in general.

Dave





FAREWELL --

It's almost eleven A.M., Friday, March fifteenth. Bob, Susie, Alan and Tippy Kutzenberger drove down the street about a half hour ago, on their way to a new job, new home and, I'm sure, new friends in Virginia. Cindy and I feel a very deep sense of loss. Probably our car does, too. It enjoyed their affection as much as we, I think.

We first met Bob a week or so after we purchased our MG. He saw me turn on to Colonial Road and jumped in his own TD and started checking all the driveways on the street until he found it. It was a hot Sunday afternoon, less than three years ago. He was very animated. - "Is that your TD? I've been trying to find you for a week!" - I had yet to look out and see his car in our driveway. I thought he was crazy! A brief explanation followed, and I stepped outside, commencing to "ooh" and "aah" over his car. It was quickly established that we both liked beer and MG's - obviously suffered similar afflictions.

We met Susie, Al and Tippy not too long after, and I was convinced that my lack of knowledge concerning things mechanical was even more reason to join the MG Car Club (I had felt a bit self-conscious about that particular failing). We found the club (read: members) was great.

Together we attended the MG-T Register, Ontario Chapter's "gathering in Niagara Falls that summer. It was there that we first saw the Herschell's TD, and began thinking I should try to make ours look a little better. George Herschell and Bob Philip were an inspiration and a good deal of help. Bob Moran, with whom I was working at the time, provided an absorbent shoulder whenever necessary. I wish he had seen it completed.

But "Kutz" was the one who froze his body, broke his back, skinned his knuckles and cussed me when I needed it. Not to mention teaching me everything I know about electricity! It didn't turn out great, but it's pretty good. I learned a lot and we enjoy the car more because of it.

It was in August of '72 that the car was to emerge from its "cocoon". I was just touching up some spots and getting it ready to go when Susie called from Bushnell's Basin. Their car had made "a hell of a clunk" and she was stuck. I got in the Mustang and went out there. Bob was at work and Susie knew I was home, so..... Anyway, thinking it was a rod, I towed the TD with the Mustang (using a single, healthy length of rope) from Bushnell's Basin to Rochester - even up their former driveway (an 89 degree incline).

Later in the day (that evening) we "launched" our TD, sans brake fluid, and drove all the way around the corner to Bob and Susie's. After nine months in our carport, the TD was ready to go. The festive atmosphere of the occasion was tempered, however, by the fact that their TD wasn't feeling quite up to snuff. At least one of them was still on the road!

After determining that they'd suffered a broken crankshaft, an entire rebuild was decided on. They missed the Wagonjack Meet that year, but we did get it rebuilt in time for the Victor show the next year. The transmission was worked over in the basement (it still isn't quite right) and the engine done in the garage. After machining, obtaining new parts, painting, etc. we put it together on a cold, rainy weekend, during which time I was suffering a really bad cold. But, as Bob had had to prod me to keep me going when I needed it, the roles were now reversed.

"I don't care if it is cold and late, Bob, we don't leave the garage 'til it runs," or something to that effect.

The Austins and the Kutzenbergers attended shows together, tuned engines together, waxed cars together, shared tools, beer, blood, sweat and tears together.

"Bob, you got the latest Moss catalog?"

"Yeah, you got my torque wrench?"

"Yeah, you got my wheel puller?"

Bob and Susie came to our rescue one Sunday night, shortly after our MG was back on the road, driving about forty miles with Bob Philip's spare voltage regulator. We were in trouble and knew who to call. That's the way it was. Not just with cars, but whenever you needed to just plain talk.

We went to Ellison Park one day - just us and the MG's. It was great. We had baloney sandwiches and beer. We threw a frizbee around. I don't know why that little picnic sticks in my mind - it's just that the trials of day-to-day living, broken by an interlude of carefree joy, become bit easier to live with.

Cindy and Susie went shopping together. They took Alan to the circus together. Little things. We could (and did) drop in unannounced and share a drink - usually theirs. There are so many things that I can't articulate.

Alan was taking flute lessons. I was his teacher. Also, his inspiration, the wisdom of which may be open to question, but nonetheless flattering.

I've been sitting here about an hour now, merely scribbling down random thoughts. I feel no need to mask my emotions with laughter, as is usually the case. A little sober reflection seems appropriate right now. They're probably driving down route 14, along Seneca Lake, this very minute - and already we miss them.

Bruce Austin



OFF THE TRACK

by Marv Brudno

The saga of Peter Simon, the 22-year old who purchased at auction the Bonnie and Clyde "Death Car", in what was at that time the largest amount ever paid for a car, is by this time well known. It has been written about in many national publications - Fortune, New York Times, Motorcars Unlimited and so on.

I recently had the opportunity to visit Simon's casino in Jean, Nevada, where he has the car on display.

Simon, who for his young age is very shrewd and business-wise, owns the town of Jean. Jean is actually quite small and consists of a truck stop, a motel and trailer park and a restaurant and gift shop. Of course the inevitable slot machines surround one when entering the restaurant. The town is on the main interstate highway running from Los Angeles, about twenty-five miles outside of Las Vegas, which means that all cars going in either direction, pass Jean. Motorists are bombarded for miles on either side with large red billboards, advertising the famous car.

I spent some two hours with him, and not a five minute period went by when he wasn't called to the phone, or someone wanted to speak with him. He apparently has his fingers in many pies and is constantly on the go. He mentioned that he hadn't had a vacation in a number of years, but that he was taking the following week off to go to Mexico as a guest of the Mexican government and to attend the Baja 1000 off-road race.

The car looked much cleaner than the first time I had seen it at the auction in Massachusetts. It is very effectively shown - almost completely surrounded by mirrors. Customers pay \$2.50 apiece to see the display and are treated to a 17 minute movie telling the story of Bonnie and Clyde, prior to the curtains being drawn and the car shown.

I felt at the time he bought the car that it would be a good investment, and obviously it is. Simon is now planning on enlarging the restaurant and gift shop. An average day brings about 125 people in to see the car and very few leave without having a bite to eat, buy a few souvenirs, and leave quarters and nickles in the slot machines.

In addition to the six-hundred plus acres Simon owns in the vicinity of Jean, he also has property in Las Vegas which he leases to a casino.

He also is very active in off-road racing of all types. He puts on the annual Mint 400 race in March, the Snore 250 race in September, and this year for the first time he is sponsoring the Bonnie and Clyde 350 - in April. He runs a Moto-cross every other week-end, and is presently planning a closed racing circuit for dune buggies.

One wonders how such a young person can do all these things which obviously take a considerable amount of money, and Simon does not hesitate to say that of course he had the money to start with. His father and grandfather were both very successful miners in that area in the early days, and he is now reaping the benefits of their labors.

Assembly OKs Cycle Headlight Repeal

Gannett News Service

ALBANY — A measure that would repeal a state law requiring motorcyclists to drive with their headlights on during the daytime won unanimous approval yesterday in the Assembly.

Assemblyman William M. Steinfeldt, R-C Rochester, the bill's sponsor, had been prepared for a debate, but when the measure came up for a vote, no one raised a question or a protest.

The measure now goes to the Senate, where it is being

sponsored by Sen. Gordon DeHond, R-C Rochester. The repealer bill was cosponsored by Assemblyman Frank A. Carroll, a Republican-Conservative from Gates.

Chief proponent of the repealer measure is the Rochester-based New York Motorcycle Rights Organization. Its state coordinator, James Tranquill of Rochester, says the daytime use requirement wears out headlights and batteries. What's more, Tranquill says, the requirement has resulted in more accidents be-

cause motorcyclists become therefore, tend to be less overconfident that other motorists see them coming and careful. Officials have disagreed with this point. The law took effect in 1971.

Errett Cord, 79, Dies, Automobile Tycoon

RENO, Nev. (AP) — Errett Lobban Cord, maker of the classic Cord automobile and aviation pioneer, died here yesterday of an apparent heart attack, a family spokesman said. He was 79.

Cord, a multimillionaire, built a financial kingdom in automobiles, electronics, real estate, broadcasting stations and other interests.

The son of Missouri parents, Cord took over the Auburn Motor Co., in Auburn, Ind., in 1925, re-engineered the Auburn and made it the first American stock car to do 100 miles an hour.

The famous Cord 801 came out in 1932, and some consider it the best-looking American car ever made. It sold for \$2,695 when a Cadillac cost \$1,895.

Cord also owned or had controlling interests in American Airlines, the Stinson Airplane factory, the Lycoming engine plant, several auto body fac-

tories and the New York Shipbuilding Corp.

In 1936 Cord sold all of his major holdings for \$4 million. But in later years, he became successful in Los Angeles real estate and in factories producing aircraft parts, kiddie cars and small household appliances.

He once described his work as a challenge that, when conquered, is "no longer fun. You want to tackle something else. All you can do by staying where you are is make more money and that isn't fun."

Studded Tire Ban Growing

The trend toward increasing restrictions on studded tires shows no signs of abating, says Walter F. Lavin, executive vice president and general manager of the Automobile Club of Rochester.

In Michigan, the period in which studded tires are legal has been further restricted by two months. The new permissible dates are December 1 through April 1.

As of December 1, 1973, outright bans on studded tires were in effect in Hawaii, Louisiana, Mississippi, and in the Canadian province of Ontario. Also, Lavin said his club was advising motorists to treat a Florida statute as prohibiting the use of tires with steel studs but allowing rubber studs.

In Maryland, a spokesman for the state government said a "phasing out" ban on studded

tires would probably begin within two years. After April 15 of this year the tires will be illegal in Virginia.

Typical of the rapidly changing laws — and confusion — on studded tire legislation is the situation in Minnesota.

In September, 1973, the state had an outright ban on studded tires except for out-of-state vehicles. In October the ban became total when a section of the state law allowing "occasional use" of the tires on vehicles registered in other states was repealed.

But in November, a Minnesota district judge issued a temporary restraining order prohibiting the state from enforcing the outright ban on out-of-state vehicles.

"Think Metric!"

K P H	15	25	35	40	50	55	65	80	95	115
M P H	10	15	20	25	30	35	40	50	60	70

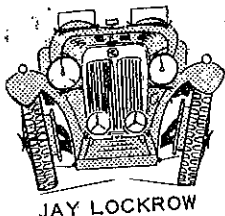
ABOVE is a conversion table showing Miles Per Hour (MPH, bottom) in comparison with Kilometers Per Hour (KPH, top). The United States is expected to convert to the Metric System, already in use by 92% of the World, by 1983. A Metrification Act currently is before the U.S. Congress.

The conversion chart is only approximate, since a mile actually is precisely 1.609 Kilometers. However, drivers who cut it out and paste it on their dashboards might find it useful in beginning to "Think Metric!"

Incidentally, those who "Drive Metric" might also find themselves slowing down and saving gasoline. Somehow, driving 80 kph. seems faster than driving 50 mph.



ALL RIGHT ALREADY!!!!
I'LL PAY MY '74 DUES!!



TC Driving Impressions and Owners Survey.
200,000 Miles, 25 Years, or After the Pain Wears Off..
by Jay Lockrow

Few, if any MG TC's are in the hands of their original owners. Occasionally, you hear of one for sale by the first buyer but this rarity seems to have gone the way of \$10 model A Fords and Kentucky rifles in original flintlock form for \$7.50.

However, there lives a special breed that seems, for some unknown reason, to hang onto these automotive treasures and being the second, third or fourth owner, never seems to make that much of a difference. Road reports have been printed on the TC, but never an honest driver survey. It seems only fitting that these owners should be heard in these days of recalls and "no unhappy owners". Perhaps if enough pressure is brought to bear our consumer expert, Ralphie Nader, could arrange a recall to correct such TC complaints as inaccurate steering and "oil-cooled" rear brakes.

The first question asked on this, and any survey of this kind, is why the particular vehicle was purchased in the beginning. The usual answer to this thought-provoking question, in regards to the TC, is a discreet mumbling of "Why the hell don't you mind your own bloody business?" Then, as the owner cools off a mite and he sees the possibility of an out, the inevitable answer is the fact that he fell in love with the looks of the fool thing and readily admits to knowing nothing about the car or has had to take a rush course in Chinese, Lucas and British engineering in order to keep the bloody thing going.

Once you have resigned yourself to the fate of being a TC owner, you may do well in your forthcoming years. However, if you refuse, as some do, to succumb completely and fully, you may have a lengthy wait for that guy to come along with a half-glazed look in his eye, a stout heart, strong back, weak mind and full compliment of whitworth hammers to free you from your misery. If you are not relieved, then you own one of the coldest, hardest-riding, leaky, windy, most rattle infested and fun automobiles ever put on the market by our English friends to hurry along the demise of the human race; If Lord Nuffield had stuck with the TC I'm sure the human race would have been extinct long ago. If the Russians ever discover the TC they could take over the world in a matter of ten or fifteen years without a shot being fired. Just keep the TC's running and destroy all other cars. Most people would expire from bad kidneys, lame backs, pneumonia or just plain fright.

There is a long series of technical questions that I won't bother you with. However, the number one technical complaint by owners is the lack of directional stability in the steering department..if you wish to call it that. This is, of course, easily rectified with the explanation that you, the driver, are there mainly to haul the TC back and forth within the limits of the roadway. The car goes where it bloody well pleases! Second on the list, but not by much, are the creature comforts, or should we say lack of them. This is a common complaint among the fair sex and I have never had a girlfriend willing to ride in mine more than about twice. Usually they say "Get rid of that thing or me" or they always seem to be extremely busy after that. However, if one dresses right... with thermal underwear, flight jackets of the sheepskin-lined variety, old leather flying helmets and half a dozen Jonnie hand warmers, stuffed in the right places, the TC can be made bearable. Beware, on the other

hand, of coffee stops. The kidney-jolting ride of a TC, combined with below-freezing temperatures, coupled with all that gear, can spell disaster if you're in a hurry. A situation like this could dampen your spirits quickly!

Driving in foul weather is a thrill in itself. If you should happen to have the hood erected (perish the thought) it's like a haunted house.. drafty, squeaky, dark and cold. Just for a jolly, try lighting a pipe, even with the hood up I've had to come to a dead stop to accomplish this feat and if you do succeed, there is no ashtray. As of this writing, fewer and fewer TC owners smoke (-Can't afford it anyway). If it should be a good wet day and you're doing about 30mph you throw up a jolly stream of water from the front tyres and then drive right into it, making the car a bloody awful mess, which, I am sure, is why fewer and fewer are seen in the rain. Owners mostly agree that once the hood is stowed, that is a good place for it. If you should happen upon a bit of precipitation, then you put up the windscreen, put on your rain slicker and go like the clappers! This works fine unless you have to stop for a traffic light. If a force 10 gale arrives there is enough wood in the TC so that its floatation abilities might be challenged.

Controls of the TC fall easily to hand such as starter, gearbox, hand-brake and accessory switches. Instruments, what there are of them, are easy to read with the exception of the speedometer. For some reason, known only to Lord Nuffield, the speedometer was placed right smack in front of the passenger. Some believe it is to give him something to keep his mind off the shakes and rattles. Others believe it is there to scare the bejeebers out of him. At any rate I believe it is another factor in the alienation of the fair sex.

Most find the XPAG engine unit responsive to starting and unresponsive to leak-stopping. Most owners are armed with a spare set of gaskets and a few tubes of permatex. The engine is relatively quick for the horsepower rating and some quite amusing stories of accomplishments make fun reading.

In my own experience, I was once following a Volkswagen through the town of Geneseo, N.Y. The chap seemed to be going awfully slow so I dropped into third gear and hit the juice. I caught 4th gear, the VW, the rap note on the straight pipe, saw the 30mph sign and the "fuzz" all at the same time. The "fuzz" got caught in traffic and by the time he caught me, I was well out of the speed zone but we did have a nice chat on that sunny afternoon.

One owner, in a fit of anger, once sent off a letter to Abingdon and asked them how to stop his XPAG unit from leaking. The reply came back "All English cars leak, try running without oil." He replied "But the engine will seize up." The reply back "Yep, but she won't leak"!

Owners agree they would like to see a slight increase in power and decrease in smoke. The clutch and gearbox are both good units although noisy as all getout if your car has a hundred grand or so on it. Other than that they need only the occasional replacing and topping up. The windscreen wipers are atrocious and probably always will be. - Best bet still is to fold the windscreen down and don a pair of goggles. The horn works when it feels like it and the fog light is there for no other reason than the fact that replacements are impossible to get. Service on the TC is a real bind and a thing of the past. - Best bet is to arm yourself with a full complement of Whitworth hammers, a mail order catalogue, a fat checking account and do it yourself. If you should

(TC DRIVING CONT'D)

happen to have a few friends, one TC Manual says to ply them with a beer or two. This is a possibility.

One big feature of the TC is that it is British and it understands the English language if you use the right phrases like windscreen, tyres, scuttle bonnet, hood, etc. Anyway you don't have to spend time learning some foreign tongue so you can swear at it.

In summing up...one final question which was put to all owners..."Would you purchase another TC?" 35% said..."What in hell would I want another one for?"..Another 35% said "Only if Lord Nuffield and Cecil Kimber come with it". 10% a flat "NO". and 19% said "Yes" with some modification and 1% said..."What are you..some kind of a nut or something?"

Mandatory Seat-Belt Bill Passed, Sent to Assembly

Gannett News Service

ALBANY — By a narrow vote, the Senate approved a bill yesterday that would require motorists to wear seat belts.

The National Safety Council estimates that a mandatory seat belt law could save 18,000 lives a year in the United States.

The bill, which passed the Senate last year but died in the Assembly, now goes to the Assembly. If it is approved and signed by the governor, it will make New York the first state to require seatbelt use. France, Australia and Puerto Rico already do.

Sen. John Caemmerer, R-East Williston, a campaigner for highway safety and author of the bill, said there had been about 3,000 traffic deaths in New York since the bill was debated in the Senate last year.

He said it has been estimat-

ed mandatory use of seat belts could reduce deaths by a minimum of 20 per cent, and injuries by at least 30 per cent.

A violation of the belt law could mean a fine of up to \$25 for the first offense, and up to \$50 for the second if the bill is approved.

Exempt would be persons with a medical reason for not wearing belts, low-speed deliverymen such as postmen, and children under 6.

Caemmerer said federal studies indicate children under 6 might suffer greater abdominal injury with a seat belt than without because of their smaller size and lighter weight.

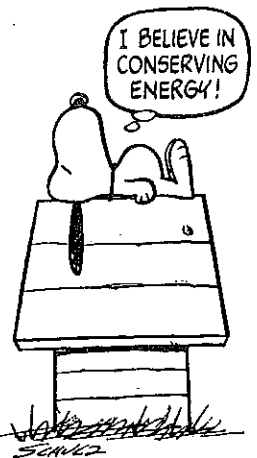
Caemmerer said the bill would be held constitutional by the courts, much as laws that require wearing motorcycle helmets have been, in spite of a limited infringement on personal privacy.

He said the right of privacy does not give a person a right to impose on the rest of society the social costs of insurance, welfare and medical payments incurred as a result of a serious accident.

Objections were raised that the bill would infringe on individual rights, that in some situations belts are dangerous and that police might be encouraged to harass members of minority groups.

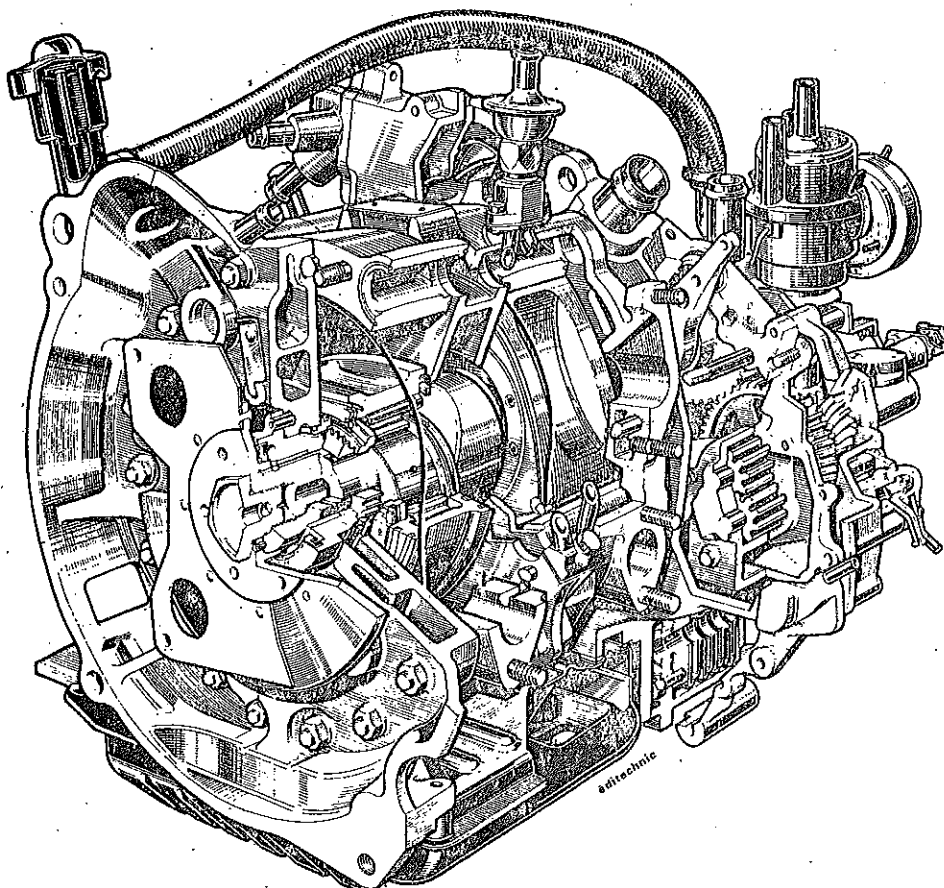
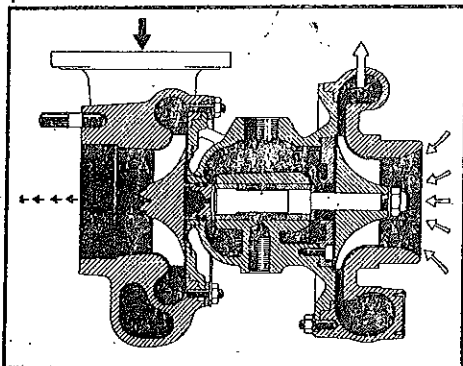
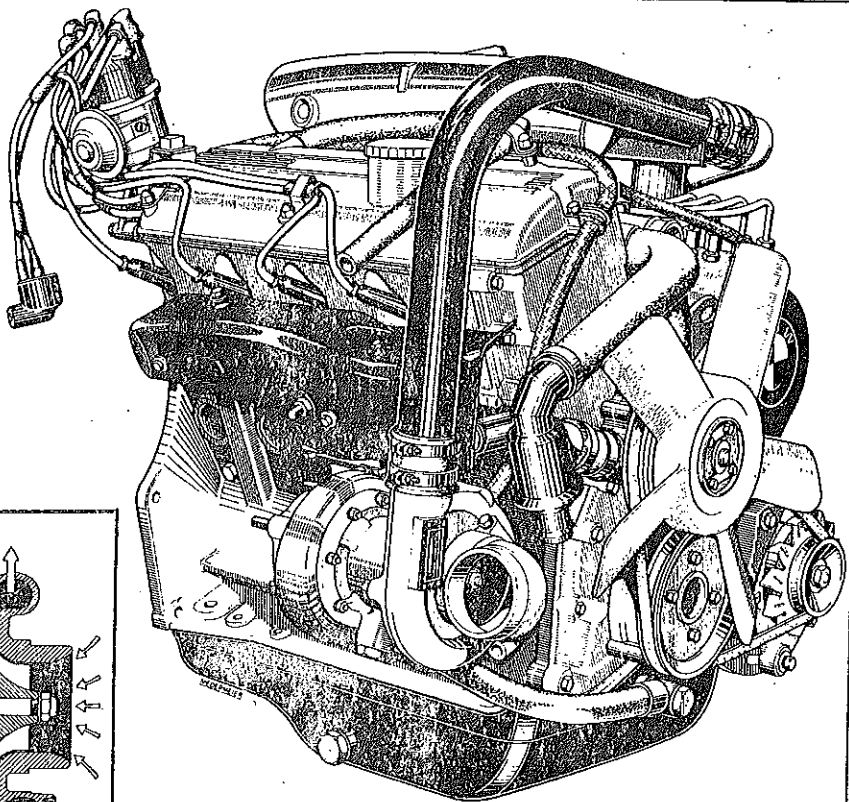
Caemmerer said it was "absolute nonsense" that police would use a belt law to harass citizens.

A Cornell Aeronautical Laboratory study showed belts contributed to injuries in only 5 per cent of the cases studied, he said. He said that in the few cases in which belts contributed to injuries they had been superficial.



saveEnergy

Exhaust-driven turbo-charger on the BMW 2002 fuel-injected 121 cu-in. (1990 cc) engine boosts output by 30% to 170 hp (DIN).

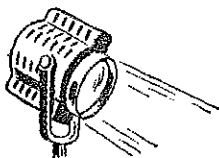


CITROEN WANKEL

Cutaway view of Citroën's 121 cu-in. (1990 cc) twin-rotor Wankel shows the distributor and oil pump drive off the crankshaft nose. Ignition timing is varied according to speed and load as an anti-pollution measure.



RESTYLED FRONT END (no more frog eyes) and added horses under the hood make new Sprite a prize to own



Spotlight on the New Mark II SPRITE

By Jim Whipple

WHEN British Motors Corporation first launched their Sprite three years ago, nobody believed that a bona fide sports car could be manufactured, shipped to the U.S. and sold for under \$1800. At that time (1958), Triumphs and MG's delivered for around \$2500 and all the other true sports cars commanded lots more money.

But, after five minutes at the wheel the skeptics became enthusiasts and the Sprite established itself as Junior-Grade version of the big Austin Healey six-cylinder "3000" Sports car.

In its original version the Sprite handled beautifully, but its 45 horsepower made it something less than a real competitor in stock form.

However, its potential was a real challenge to the sports-car racing crowd, especially the limited-budget boys. They reasoned that if it handled that well at 70 it might do just as well at 95. They felt if they could lay on more power for go and more brakes for stop, they might well have a promising class H winner. (That's 750 to 1000 cubic centimeters displacement, or 45 to 60 cubic inches.)

Before too long highly-modified Sprites

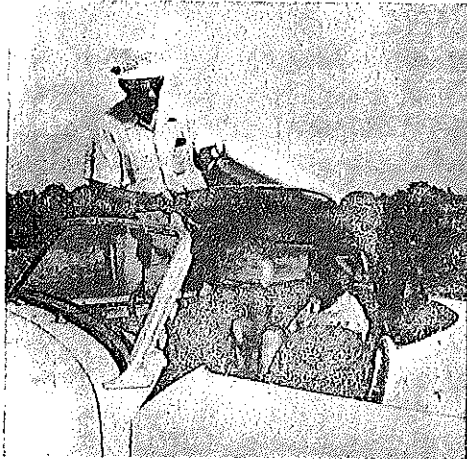
were turning up class victories just about everywhere this side of the Iron Curtain, and the Sprite won at such big international events as the Sebring (Florida) Grand Prix and THE big race at Le Mans, France.

Of course the racers had such things as beefed-up brakes and clutches, racing wheels and tires, stiffer shocks, and engines modified with higher compression ratios, bigger carbs and manifolds, "hot" valve timing, tuned exhausts and high-speed ignition systems.

Yet, basically, these racing Sprites were the same cars that were buzzing around suburban streets in the U.S.

However, even as they drove their new Sprites happily out of showrooms, thousands of owners had ideas for improvements. Most owners wished for: more power, better luggage space, a more usable interior and, perhaps most fervently, improved styling.

Owners could struggle with the murky, lidless, unlined luggage "compartment" that, in effect, was the entire rear end of the car aft of the folding bucket seats. They



TOP'S A SNAP to snap once you've fitted tubular frame in place. Small boy sits snug behind seats



LUGGAGE COMPARTMENT has 11½ cubic feet, is moderately capacious by two-seater sports car standards

didn't mind losing stop-light drag races to elderly Nashes. But that buglike front end had to go.

The factory was not unaware of these opinions. They took significant steps.

The fruits of their labors, the "new" or Mark II Sprite recently appeared and PM hastened to borrow one for a test.

Pepper Pot Altered?

Those familiar with the old, "first" Sprite, will be happy to know that their little pepper pot has lost none of its terrific roadability. No one has messed around with that suspension. The rack and pinion steering gear is still as light and quick as ever. The taut feel of the coil-spring independent front suspension and the solid tracking of the rear axle, located by its quarter elliptic springs and torque rods is the usual delight.

The action of the hydraulically operated clutch is smooth and the four-speed transmission works crisply and quickly.

But we hadn't driven the Sprite 20 feet before the area of change in performance made itself felt. An increase of five horsepower would seem pretty small to a Detroit engineer and invisible to an advertising agency. But, in the 1525-pound (dry weight) Sprite, the extra 10 percent puts added snap in each gear. You can reach 60 miles per hour in 20.6 seconds—slowish compared to a U.S. V8 but enough to give some compacts a real tussle at traffic lights. Of course, on a winding country lane you can keep ahead of most passenger cars, thanks to the low center of gravity.

Top speed is well over 80 and the little car cruises happily in the lower 70s, although the wind scream around the vinyl top and detachable side screens could be

annoying on those long high-speed trips.

The side screens—British for side curtains—really keep water out. Sliding plexiglass panels make it easy to ventilate the car in bad weather, as you can get fresh air through the heater for cooling your feet or defogging the windshield, once the hot water tap under the hood is turned off for the season.

Sprite devotees will love the new rear which has been squared off for a crisper appearance. While some space is lost to the spare, jack, tools and, when it's down, the top and its braces, the Sprite's new, lockable luggage compartment compares favorably with those of two-seater sports cars costing three times as much.

Just aft of the bucket seat backs there's carpet-lined room for coats, extra luggage or two quite-small boys.

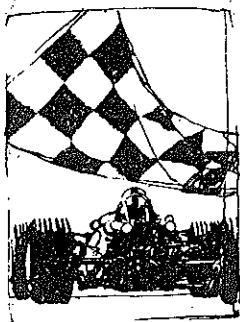
Frog Eyes Gone

The new front end is probably one of the greatest changes ever made for the better. The old Sprite's frog eyes have gone the way of all tortured sheet metal and the tilt-up hood assembly has been replaced with a sleek pair of fixed fenders and a conventionally hinged hood panel.

Summing up the Sprite is fairly easy. Here we have the lowest-priced genuine sports car available in the U.S. at the price of the lowest of the compact coupes. For long trips the car needs only a better soundproofing and a bit more power to insure a slower-running quieter engine. For short around-town hops or cruising on pretzel-like mountain roads, it's well nigh perfect.

And beneath it all is the intriguing possibility of converting it to a class H race car!

★ ★ ★



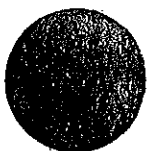
ACTIVITIES SCHEDULE

Apr.	19	Rally, TTCR ("crash & burn") Night Rally
	21	Rally, U of R
	21	Autocross, MCC
	28	Autocross, XAC
May	4	Braille Rally, Batavia School for Blind Benefit
	5	Rally, TTCR
	11	Judging School & Picnic, MG Car Club
	18-19	Flea Market, Dunkirk, N.Y.
	18-19	Pine Grove Hillclimb, Pa.
	18-19	Driver's School, Nelson Ledges
	19	Autocross, XAC
	25	Antique & Classic Auction, Lake George, N.Y.
	25-26	Race, Nelson Ledges -N.Y.S. Road Racing Championship
	26	Grand Prix of Monaco
	26-27	"Indy" 500 Race
June	1&2	Race, Watkins Glen -N.Y.S. Road Racing Championship
	1&2	Duryea Hillclimb, Pa.
	2	SPORTS CAR FESTIVAL III, MG Car Club
	8-9	Race, National, Nelson Ledges
	8-9	Car Show & Market, Syracuse, N.Y.
	9	Rally, TTCR
	9	Autocross, XAC Charity Event
	14-16	Race, Can-Am & F5000, Mosport
	22-23	Driver's School, Watkins Glen
	27-30	10th Anniv. G.O.F. Brickyard Mt. Inn, Weirs, N.H.
		-New England MG-T Register
	27-30	Antique Car Meet, National -Niagara Falls
	30	Race, Pocono
	30	Autocross, XAC
July	5-6	Solo I Event, SCCA- Watkins Glen
	6-7	Race, Nelson Ledges
	12-14	Race, Watkins Glen-Six Hours & Can-Am
	13-14	Race, National -Pocono
	14	Rally, TTCR
	20-21	Rally, Appalachian National -SCCA
	20-21	Race, 24 Hours - Motorcycle - Nelson Ledges
	21	Tour, MGCC - Arcade & Attica R.R.
	27-28	Race, Road America, F-5000 & Trans -Am
	27-28	Race, National - Nelson Ledges
	28	Autocross, XAC

Aug. 3 Race, Lime Rock -N.Y.S. Road Racing Championship
 4 Race, Mid-Ohio - Can-Am
 4 Antique Car Meet - GVACS Rochester
 9-10 Rally, SCCA/WNY PRO Endurance Rally
 10-11 Race, National - Watkins Glen
 11 Rally, TTCR
 17-18 Race, Nelson Ledges
 21-25 Driver's School, Watkins Glen
 25 Tour, MGCC -Dansville Glider Port
 25 Autocross, XAC
 Sept. 8 Rally, TTCR
 8 Evel Knievel's Snake River Canyon Jump
 8 Swap & Sale Meet, Roch. Street Rod Club
 8 Bicycle Race, 56 miles around Canandaigua Lake
 14-15 Driver's School, Nelson Ledges
 15 GMSC Picnic
 20-22 Race, Mosport - Canadian Grand Prix
 28 Rally, MCC (Sat. night)
 29 Autocross, XAC
 29 Tour/Picnic, MGCC - Letchworth Park
 29-30 "Run for All" - Hillclimb, show & Rally - Oil City, Pa.
 Oct. 1 Antique & Classic Auction - Lancaster, Pa.
 4-6 National Antique Car Meet - Hershey, Pa.
 4-6 Race, U.S. Grand Prix & Louenbrau Vintage Car Grand Prix
 -Watkins Glen
 6 Rally, U of R
 13 Rally, TTCR
 13 SIXTH ANNUAL WAGONJACK MEET, MGCC
 19-20 Race, SCCA "Fun One" -Watkins Glen- N.Y.S. Road Racing Champ.
 20 Rally, U of R
 20 Autocross, XAC
 26 Rally, XAC Halloween Rally (Sat.)
 26-27 Race, Nelson Ledges -N.Y.S. Road Racing Championship
 27 Wagonjack Meet, MGCC (Alternate date)
 Nov. 10 Rally, TTCR
 17 Autocross, MCC (?)
 Dec. 8 Rally, TTCR
 14 Christmas Party, MGCC

Note: Due the the "energy crunch" race dates are
 changing on a daily basis. The dates given
 in this calendar reflect information available
 as of April 6, 1974.

Late item: July 21 Antique car show and flea market
 at State Univ. Geneseo.



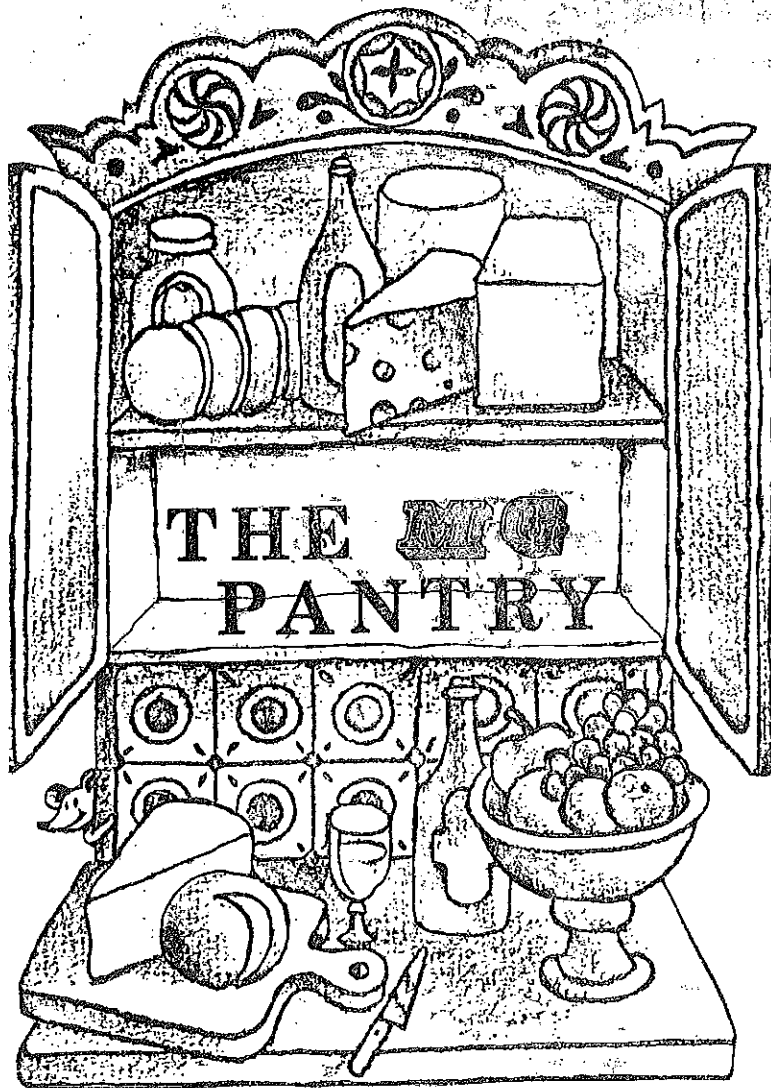
MEETING

MEETING

MEETING

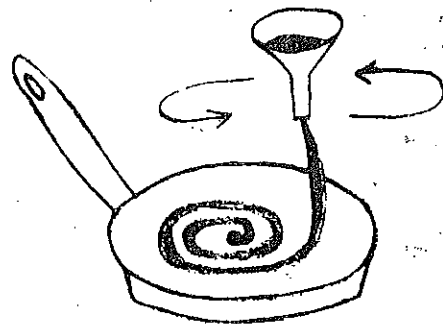
MEETING

Regular monthly meeting of MG Car Club, April 18
 Colonial Hotel, Empire Blvd. 8:00 p.m.



Funnel Cakes

These intriguing little cakes are the highlight of the Pennsylvania Dutch Fair held each summer in Kutztown, Pa. People crowd around to watch them being swirled from funnels into hot fat, then drenched in syrup or molasses, or sprinkled with powdered sugar or cinnamon and sugar.

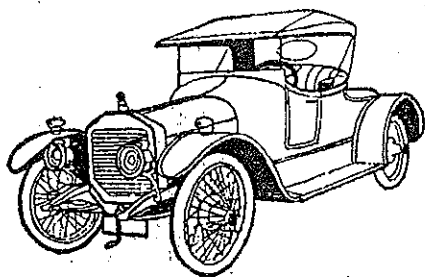


What a great party or Saturday night-at-home treat. Mix up a batch of the waffle-like batter, then let everyone take turns creating their own version of the curly-cue delights.

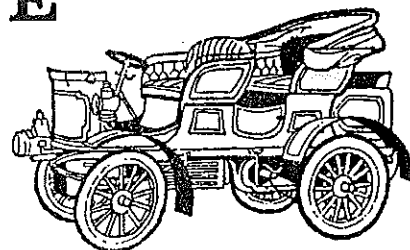
Funnel Cakes

- | | |
|---------------------------------|----------------------|
| 2 beaten eggs | 1 tsp. baking powder |
| 1 1/2 cups milk | 1/2 tsp. salt |
| 2 cups sifted all-purpose flour | 2 cups cooking oil |

In mixing bowl, combine eggs and milk. Sift together flour, baking powder and salt. Add to egg mixture; beat smooth with rotary beater. (Test mixture to see if it flows easily through funnel. If too thick, add milk, if too thin, add flour.) In 8-inch skillet, heat cooking oil to 360°. Covering bottom opening of funnel with finger, pour a generous 1/2 cup batter into funnel. Remove finger and release batter into hot oil in a spiral shape. Fry till golden, about 3 minutes. Using wide spatula and tongs, turn cake carefully. Cook 1 minute more. Drain on paper toweling; sprinkle with sifted confectioners' sugar. Serve hot with syrup. Makes 4.



MARKET PLACE



FOR SALE

Half Tonneau (Boot) for MG TD
new - never used
Bruce Austin - 654-9210

FOR SALE

'71 MGB-GT, Orange, 19,000 miles
Overdrive, wire wheels, AM/FM
Ski/luggage rack, radials
Asking - \$2500
Marvin Decker - 594-9561

FOR SALE

'65 Austin Healey 3000 MK III,
one owner - 44,000 miles, new
exhaust, needs rocker panels &
cosmetics
381-7603

FOR SALE

MG TD - disassembled or parts
Paul Nevin
(716)837-5633

FOR SALE

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

WANTED

1 TD right front fender, 2 King of
Road wing lamps, an old, beat up,
3-bow TD convertible top suitable
for use as a pattern.
Bob Baroody - 129 Woodbine Ave.
East Rochester, N.Y. - 14445
Please include price.

FOR SALE

5 - 4.50x19 tires & tubes
3 Pirelli, 2 Dunlop - 1 of each
has enough tread to pass
inspection - cheap
Dave Brown - 473-6580

FOR SALE

Trailer hitch for '61-'63 Chevy
\$5.00 - Trailer hitch for '63-'73
Jeep wagoneer cost \$35.00 new
will sell for \$15.00
Dave Wild - 223-1065

FOR SALE

Midget Race Car
prof. built w/rebuilt Falcon six,
dog clutch, nerf bars, good tires
not currently running, needs
minor work on control linkages
\$750
Jay Lockrow - 4896 Duerr Rd.
Orchard Park, N.Y. - 14127-662-7457

FOR SALE

Formula Ford, Lotus 61E Holbay
+.030 engine, 'trick' first gear
extra gears - few races
immaculate condition - trailer
available will sacrifice
John Wilt, RD#1 Wayland, N.Y. 1457.
(1)728-5819

WANTED

'53 MG-TD at about \$1000.
Also need roll bar for MGB.
Mike Mascelli
17 Gail Lane
Latham, N.Y. 12110
785-7589



SPORTS CAR & VINTAGE AUTO FESTIVAL

DAVE WILD, CHAIRMAN

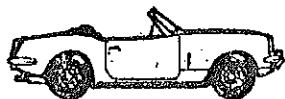
166 LOUD ROAD

FAIRPORT, NY 14450

716 223 - 1065

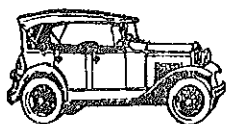


PROGRESS REPORT



Results of March 18 meeting between Victor Lions Club and MGCC

People present: Al Isselhard, Bill Moore, Jim Ottman, Dave Wild,
Dick Yaeger.



Subjects discussed-

festival ticket master is complete. Dick Yaeger has completed map for reverse side of ticket. Arrangements will be made to provide both clubs with festival tickets by the next joint meeting.



classes have been established by Dave Wild and Bob Tescione. Some classes have been added and some have been combined.

74 trophies have been ordered by George Herschell on 3-18-74

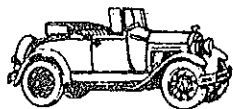


revision and typing of a new judging form will be done by Dave Wild by 5-13-74 (ready for reproduction)

Dave Wild will have master registration forms for both car and market entrants ready for reproduction by 4-16-74. Dave will also have judges instructions typed and ready by 5-13-74



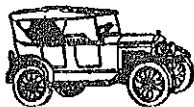
materials for 3 large signs have been requested by Al Isselhard. After discussion it was decided that 3 more large signs will be needed. Al will take care of this.



250 dash plaques have been ordered by George Herschell. This order may be increased to 330 if it is decided to put a dash plaque on each trophy.

Registration envelopes will be provided by Betty Langswager

Bill Bell will be the official announcer.



Dick Yaeger will be grounds captain and supervise the lining up of cars the day of the show. Dick is in the process of designing the layout of the grounds



Antique, arts and crafts people will be contacted as soon as possible. Dave Wild reports that several of these vendors he has contacted are already aware of the auto festival and planning to attend. Price is \$6 per space



Official photographers will be Jack Bloemendaal(MGCC) and Fred Royal(VLC)

Dick Powers will handle major publicity for Rochester. Jay Lockrow will handle publicity for the Buffalo area and the Lion Club will cover the Victor area. The MGCC will provide flyers and posters to the VLC. Old Cars magazine and Hemmings have been advised of the show and should



SPORTS CAR & VINTAGE AUTO FESTIVAL

DAVE WILD, CHAIRMAN 166 LOUD ROAD
FAIRPORT, NY 14450



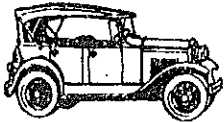
716 223 - 1065

page #2



It would be beneficial to the club if someone carried publicity to the Dunkirk Spring Flea Market

Barb Wild and Betty Langswager will be in charge of registration.



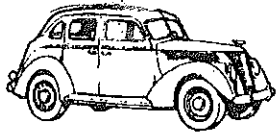
Dave Wild will supply the ballot box for most popular car.

Lions Club still debating on one or two refreshment stands.



Lions Club has contacted the Swamp Root String Band & is in the process of signing a contract for \$250 to have them at the show.

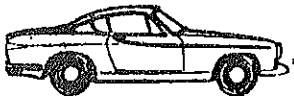
No group has been found for a bake sale therefore there will apparently not be a bake sale this year



Lou Allen is responsible for seeing that the school is open by noon the day before the show and by 7AM the day of the show

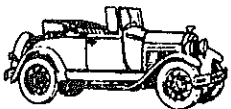
Pylons will be obtained from the village of Victor by the VLC

Awards will be presented by Ed Guinan - sheriff of Ontario County



Dave Wild and Jim Ottman have the responsibility of purchasing the bicycles for the door prizes

Next progress meeting is April 15 at 8PM at Jim Ottmans house.



The Lions Club will also be responsible for ticket takers and have contacted the Victor Jaycees for assistance. The VLC will have a schedule of persons for ticket taking and also schedule reliefs.





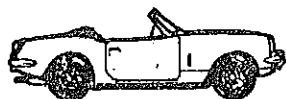
SPORTS CAR & VINTAGE AUTO FESTIVAL

DAVE WILD, CHAIRMAN

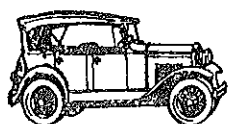
166 LOUD ROAD

FAIRPORT, NY 14450

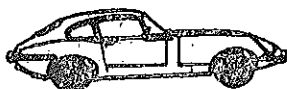
716 223-1065



NOTICE -



JUDGING SCHOOL,



SIGN MAKING,



& PICNIC



SAT. MAY 11 2PM

AT THE ISSELHARD'S

FOR MGCC MEMBERS ONLY

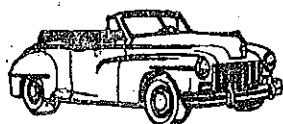
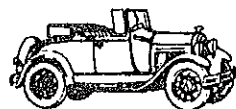
RAIN OR SHINE

BRING YOUR SPORTS CAR

FOOD AND SOFT DRINKS WILL BE PROVIDED

BYOB

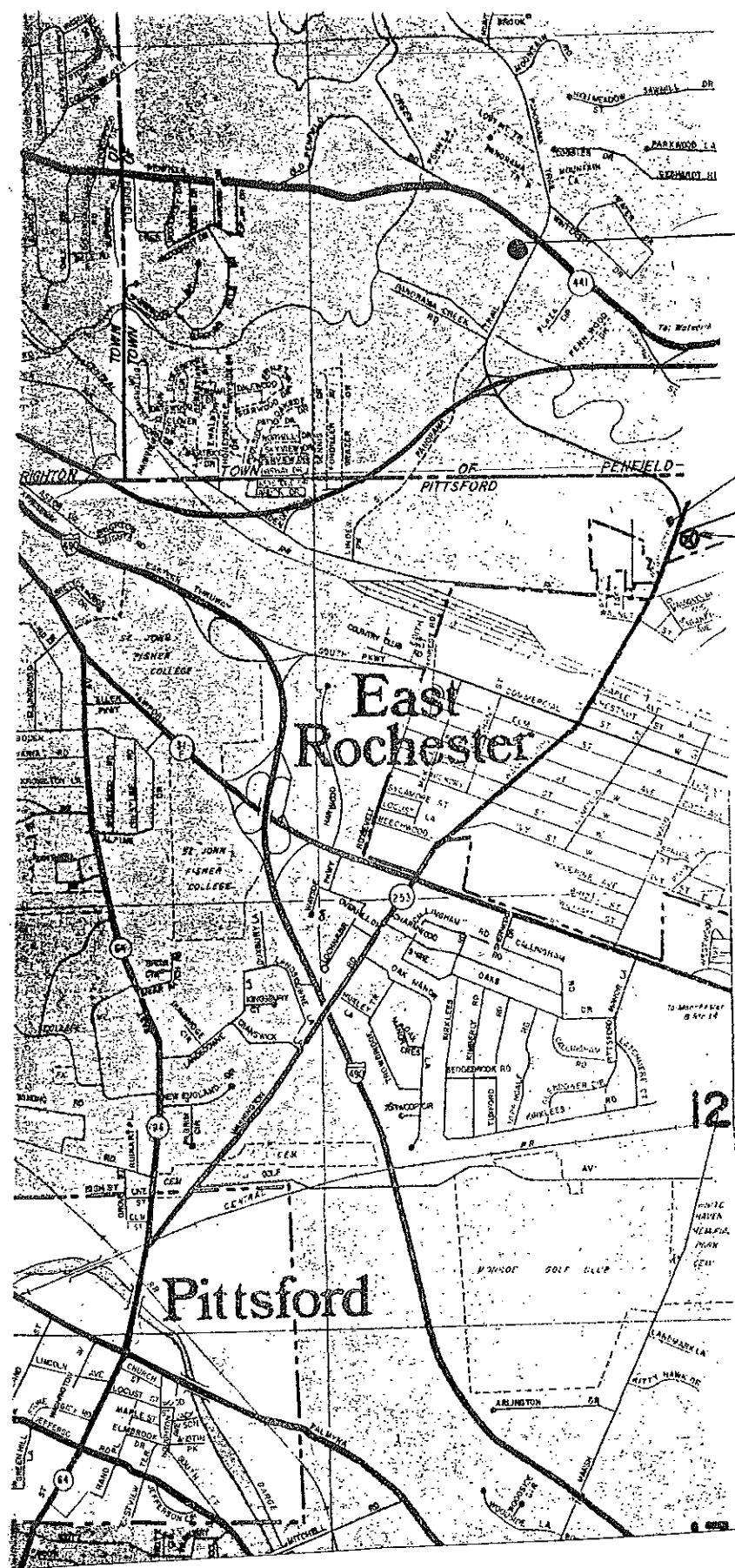
SEE MAP ON BACK OF THIS FLYER



142 Milrace Dr.
East Rochester, N.Y.



R.S.V.P. BY CALLING MARY OR AL BY MAY 6 PHONE 381-9017



PANORAMA PLAZA

WASHINGTON DRIVE-IN

MILRACE DR.

THE ISSELHARDS
142 MILRACE DR.

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-----George Herschell, Jr.
1286 Mill Creek Run
Webster, N.Y. 14580

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: _____

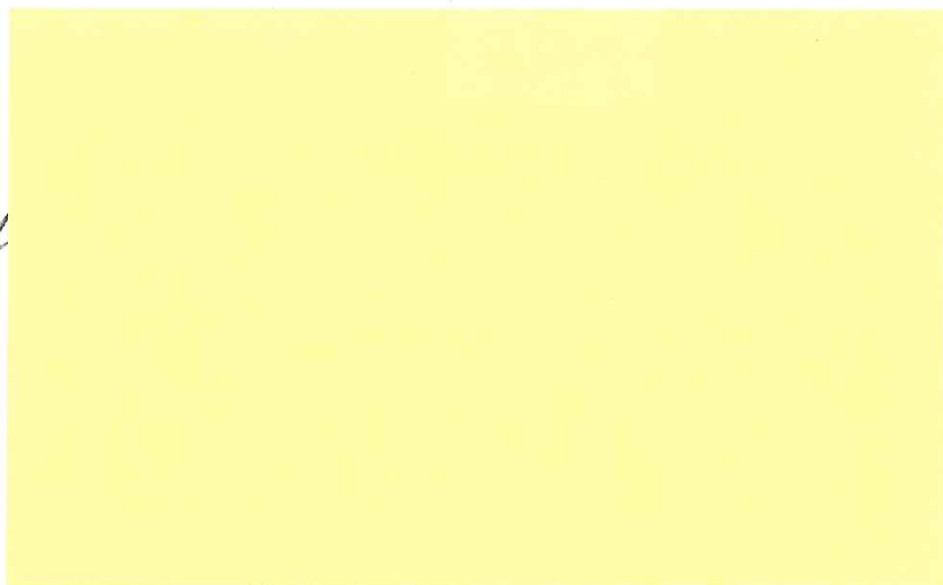
Other: _____

166 Loud Road
Fairport N.Y.
14450

APR. 1974

THIRD CLASS MAIL

M



6