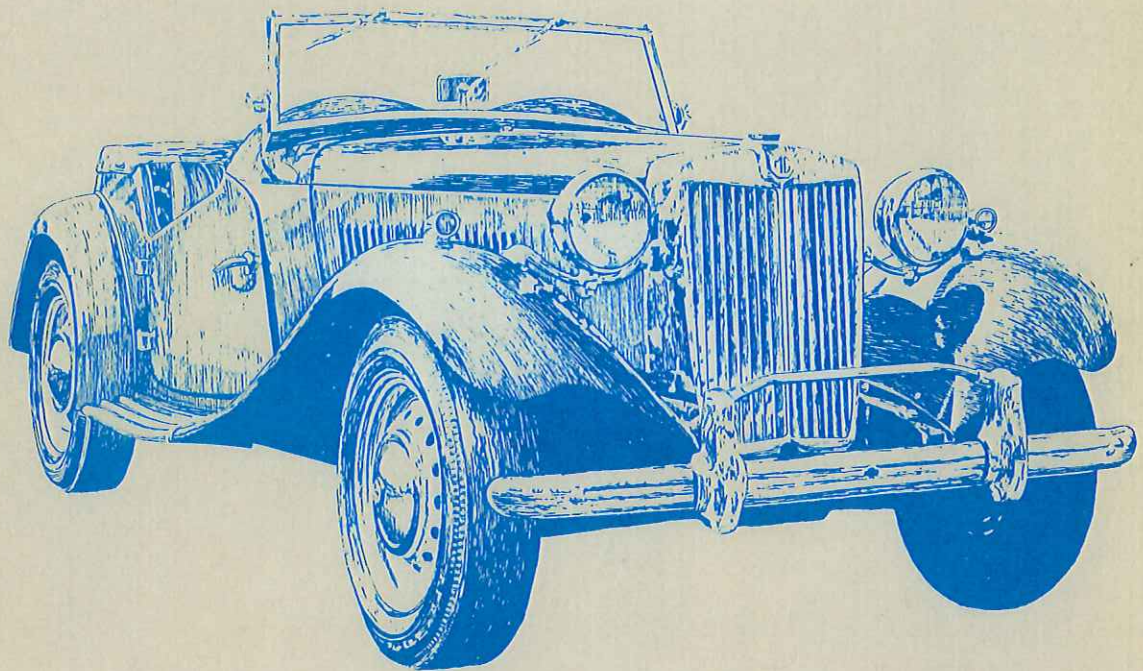


Jan 75



WESTERN NEW YORK CENTRE

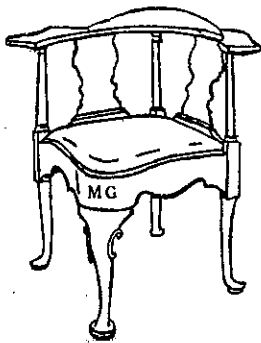


*the*  
SPOKES

DEC '74 + JAN '75



CORNER  
CHAIRMAN'S



# WORD FROM THE CHAIR

This is my first contribution to SPOKES and I hardly know where to begin. I can't share my reactions to any recent races, auctions or shows because I didn't attend any other than local ones. The plans for '75 are embryonic so it would be premature to start writing about what great things we can anticipate during the forthcoming year.

However as I sat thinking of what to write it occurred to me that middle-aged cars are not as appreciated as they should be. By middle-aged I mean cars ranging from 2 to 12 years old. We all lust after the brand new ones and collect the old ones and covet those we can't collect. All we seem to do with the not-new-nor-old cars is use them and ignore them.

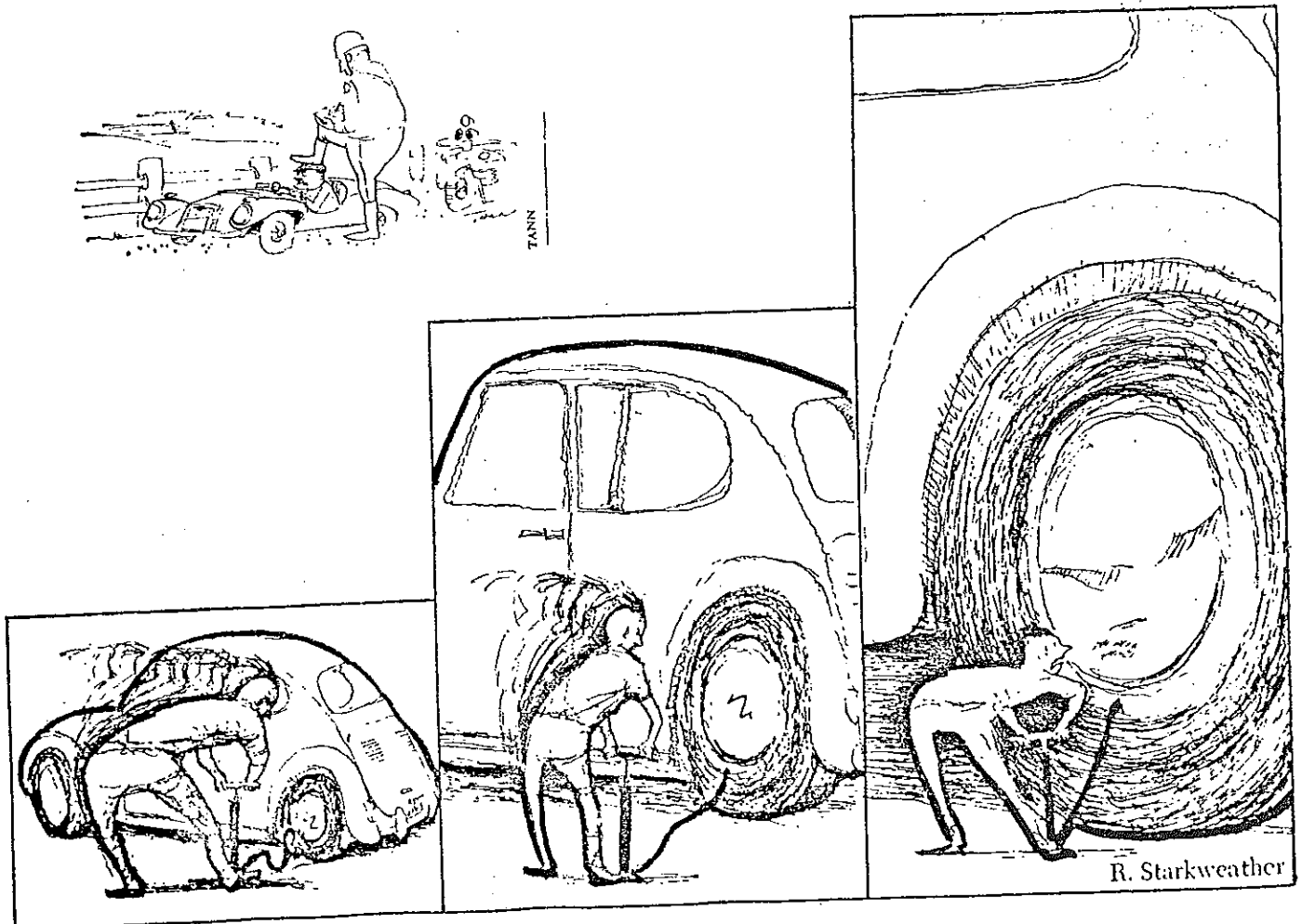
The events which encouraged me to bring this up are some difficulties I have had with a 1963 Buick Special over the past year which seem to reflect a general attitude toward cars of that age (M.G.s included). It all started to become obvious when I tried to buy an emergency brake cable; after a few months I was told they were no longer available. Next it was the universal joints; replacements had to be machined from another model, and finally it was the tires. Who would have thought that it would be so hard to get 6:00 x 15 white sidewall tires when the only limitation was that the white part had to match what was already on the car. It turns out that the width of the whitesidewall fluctuates about three times as fast as women's hemlines. The final straw was an attempt to get a replacement for a bent wiper blade (how it got bent I don't know). The mechanic put on a garish plastic device in red, silver and black all the while chanting that they don't make "the old kind" anymore. I told him what he could do with blade and put the bent one back on. Just what the hell does this have to do with MG's, you ask? -Be patient while I ramble on. - - - This kind of thinking by the manufacturers, the servicemen and the public is part of our consume-and-dispose philosophy. Like the officials of the Antique Car Club of America who decreed that the flea market would be only open for pre-1939 parts not remembering the fact that if you don't take care of the cars built after 1939 there won't be any left in 10 or 20 more years. (And then what happens to the A.A.C.A.?)

It is also analogous to the urban renewal thinking which says preserve all buildings over 100 years of age because of their great historical value and tear down the ones less than 50 years old because they don't have any significance. Never mind what will happen a few years hence when there isn't anything left to preserve because the structures have all been razed.

What this is all leading up to is that I have not noticed recently any appreciable number of Midgets, 1100 sedans, Mark III Magnettes or early MGB-GT's in use or for sale. Perhaps there are a number of these secreted away by our members, if so, good -- hang on to them. The Midget is a respectable car and much more than a teenager's steppingstone to a Corvette. I realize that these cars (with the exception of the "B") were derived from other BMC models, but then the first M.G.'s were also based on the Morris. Let's keep them and cherish them for there soon will be none and there doesn't seem to be anything coming along that can replace them.

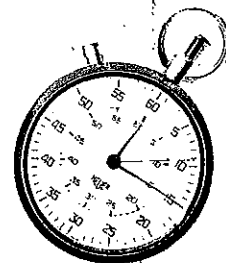
Thanks to the officers and members who made the events of the past year so enjoyable, the new officers hope that they will be able to do as well in 1976.

Dave Brown





# M.G.C.C. MONTHLY MINUTES



MINUTES - MGCC - November 21, 1974

Meeting was called to order at 8:10PM.

Minutes of the last meeting were read and approved.

Treasury report was given by George Herschell, who is happy to say, that all bills have been paid to date and that we have a substantial balance.

GMSC report was given by Gene Faust. The council is working on the 1975 schedule; Gene has reserved June 1st for the Victor Show and Oct. 19th for Wagonjack.

Due to the absence of Gil Langswager there was no newsletter report. However, Dave Wild did announce that there would probably be no December issue of the "SPOKES".

Activities report was given by Bruce Austin. Our Christmas party is Dec. 14th at the Trenholm East; reservations are being accepted by Bruce - deadline is Dec. 12th. Bruce is also making plans for a bowling party in February.

Election of Officers - Motion was made by Secretary, Beth Yaeger, that the members chosen by the nominating committee be unanimously elected to office for 1975. The motion was seconded by Dave Wild. Officers for 1975 are as follows:

Chairman	Dave Brown
Vice-Chairman	Gene Faust
Secretary	Mike Gaglio
Treasurer	Alex Kopen
Activities	Bruce Austin

There will be a joint meeting of 1974 and 1975 officers on Dec. 12th at the Colonial Hotel.

Marv Brudno reports that the Can-Am Series for 1975 has been cancelled. There is an International Car Show being held in Niagara Falls this weekend - Nov. 22-25.

It has come to our attention that Old No.1 will be entering the U.S. in Feb. 1975 in commemoration of M.G.'s 50th anniversary. It is to appear in several car shows and automotive functions around the country. One of these events is to be the Spring gathering of the "T" Register in Springfield, Mass. This news is distressing to us since we put our request in last spring for the car to appear at our 1975 June Show and have received no word yet from Fred Horner or British Leyland.

(MINUTES - MGCC - 11/21/74 CONTD.)

Chairman, Al Isselhard, said he will again try to get a commitment for the car from Fred Horner.

Al Isselhard read an invitation to the wedding ceremony of Gary Langswager and Paul Porter on Friday evening Nov. 22nd. Congratulations and Best Wishes, Paula & Gary, from the MG Car Club.

The meeting was adjourned at 9:00PM.

The meeting was followed by a collection of slides from car events by various club members.

Respectfully submitted,

Beth Yaeger, Secretary  
MGCC/WNYC

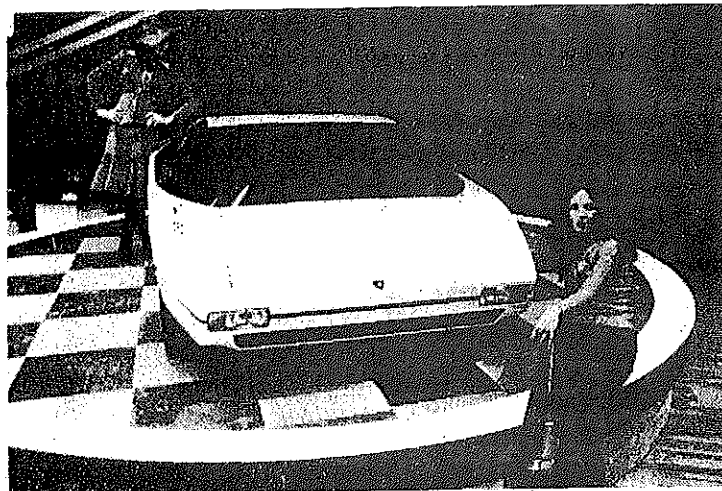
#### Members Present

Dick & Beth Yaeger  
Larry, Kathy & Heather Caldwell  
Marv & Eunice Brudno  
Murray Michaels  
Mike Gaglio  
Jerry Feldman  
George & Nancy Herschell  
Al & Mary Isselhard  
Bob Tescione  
Bruce & Cindy Austin  
Dave Brown  
Alex Kopen  
Bob Adams  
Ron & Evie Erwin  
Gene Faust  
Bob Philip  
George Schweinberger  
Al Walters

#### Guests Present

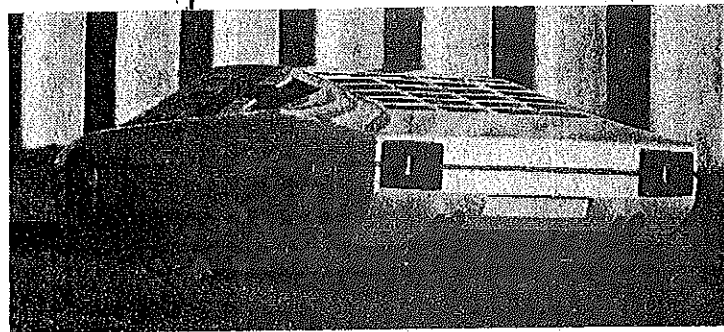
Jim Herschell

**Bravo!**



#### **Bertone builds Lamborghini prototype**

Lamborghini Bravo, built by Bertone, is powered by a cross-mounted V-8 amidships. Exposed front lamps are parking/signal units. Headlamps retract. Low-slung Bravo is 41 inches high and 147 inches long.







genesee motor sports council  
rochester, n. y.

MINUTES OF MONTHLY MEETING - 10/21/74

Present: Ralph Fritzsche (Pres.), Fred Kern (Sec., Treas./TTCR),  
Harv Brudno (SOCA, alt.)

Meeting Called to Order: 8:40 PM

Treasurer's Report: The Council shows a balance of \$184.81.  
To date, a promised donation for the Rally/Autocross  
School and MCCSCC's dues are outstanding.

Old Business:

1. Movie Information: Movie lists from the American Petroleum Institute & STP Corporation have been received. These lists will be forwarded to member clubs.
2. Rallye/Autocross School: To date, one donation remains outstanding. A file of entrants in the School has been developed and is being distributed for use in publicity by the member clubs. An informational file has also been created for use in planning future events.
3. 1974 GMSC Grand Prix Series: Results for the events run to date have been compiled. Some 16 entrants are now eligible for placement. The final event in the series will be a TTCR Rally, December 8. A list of these lacking one event for placement is also available.
4. A file on the series is currently under development, as this year's council recommends continuation of this series.
4. 1975 Upstate Endurance Series: Letters are currently being sent to Rallye clubs in the Upstate Area regarding the possible formulation of a Rallye series next year. Tentatively, this series is planned as consisting of several, longer TSD type rallies staged in the upstate area.
5. 1975 GMSC Event Calendar: A rough draft of next year's calendar is being issued with these minutes. All member clubs are requested to examine this calendar for possible conflicts, as it will be discussed at the next Council Meeting.

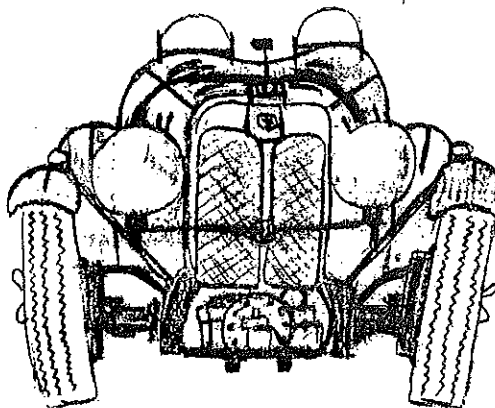
New Business:

1. Frank Reed Award: Member Clubs are reminded that the Council hopes to vote on nominations for the Frank Reed Award at the November meeting. Nominations are to be made to the club representatives.
2. Sources for Dash Plaques: As an outgrowth of the Rallye/Autocross School, The Council has found two sources for event dash plaques, they are:
  - Plastic - William W. Gilchrest  
8941 Lower St./ P.O. Box 184  
Rushford, N.Y., 14777
  - Metal - Rally Productions  
P.O. Box 2241  
Milwaukee, Wisc., 53214
3. GMSC Mail Calendar of Events: It has been suggested that the Council mail a Calendar of Events to any interested individual who does not have access to one of the member club's newsletters.
4. Representative of World Wide Tire were present as guests. World Wide is offering radial tires at a 30-35% discount, and is interested in helping autosports clubs; it is suggested the the motorsports community take notice of this business.
5. Marv Brudno has announced that he will be hosting a 20 minute radio program highlighting motorsports. The show will be 20 minutes long and aired Saturday Evenings starting this December.

Meeting Adjourned 11:00 PM

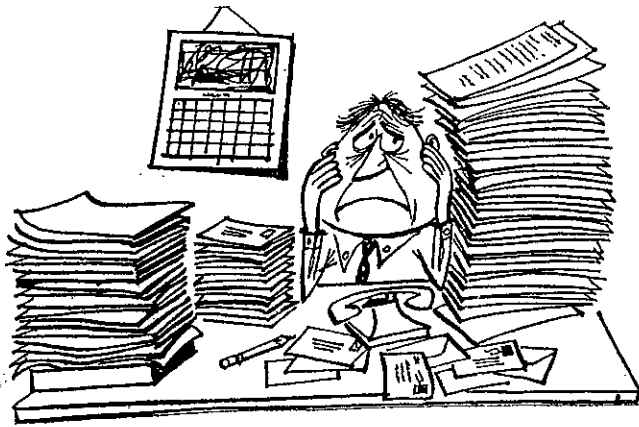
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1933 M.G. k-3 Magnette



Jeff Langswager





# EDITOR'S ABERRATIONS

FROM

DAVE WILD

I'm presently looking at a partial copy of an act to amend the vehicle and traffic law in relation to the registration of antique automobiles. This amendment was introduced to the N.Y. State Assembly by Messrs. McCabe and Walsh on Jan 23, 1974 and then referred to the Committee on Transportation. Bill #8820, if I remember correctly, was fortunately tabled by committee some time ago. It would have arbitrarily defined an "antique automobile" as being built prior to 1930 and a "collector" as one who owns four or more cars. Special "collector" license plates would be available to only those who met this criteria.

We must assume that the bill was written from lack of knowledge of the subject for the present laws are more fair and do not limit special plates only to affluent collectors who can afford four or more cars!

A bill was recently introduced in the State of New Jersey on this subject and it would be nice if this bill became the basis for any similar bills in the nation. The new bill states very simply that any vehicle that qualifies for classic car insurance will be recognized by the state as such and will be eligible for "historic vehicle" plates. In New Jersey, cars bearing "historic" plates are exempt from state inspections and emission control standards. This simple statement of qualification eliminates all the hassle of the state having to list and constantly revise a list of eligible cars. New Jersey Assembly Bill #1684 as amended is perhaps the best bill of its nature I have seen to date.

This might be a good time to write a letter to your N.Y.S. Assemblyman to suggest that the State of New Jersey has a bill under consideration that could be the pattern for a knowledgeable bill for New York State. The name of a gentleman in the state that is attempting to get constructive legislation passed comes to us from the CABLE organization via the New England T-Register. The name and address is G. William Lembeck II, 447 Greene Ave., Sayville, N.Y., 11782. He is probably aware of this legislation, but I'm sure a letter of support would be appreciated.

The slate of club officers nominated for 1975 was unanimously approved at the annual meeting. The new officers are: Chairman - Dave Brown; Vice-chairman- Gene Faust; Secretary -Mike Gaglio; Treasurer-Alex Kopen; Activities Director-Bruce Austin.

The Christmas party held at the Trenholm East Inn was very enjoyable for all. The party was highlighted by guest speaker, Dick Knudson's, after dinner talk about MGs. Bruce and Cindy Austin did a really fine job in making the party arrangements and everyone enjoyed the Trenholm's smorgasbord. Many thanks go to the businesses who supplied gifts for those attending.

-The Sports Car Club of America has cancelled the Can-Am series of races for 1976.

-The British Government is to buy into British Leyland Motors to provide financial support thus British Leyland may become a nationalized industry in part.

-Classic Auto Replicas of Buffalo, N.Y. is offering a fiberglass replica of the Ford GT-40 MKII. The new replicar will be called the LeMans and will use the standard VW chassis as a basis.

-Ray Products who offers the competing Bugatti replicar has just announced a Mercedes SS replica body for the VW chassis also. It is to be named the Gazelle.

-A discount off the purchase price of Robbins Tops is available through member Alex Kopen.

-The Braille rally will be held on either April 27 or May 4 by the Lockport Sports Car Club and/or SCCA/WNY.

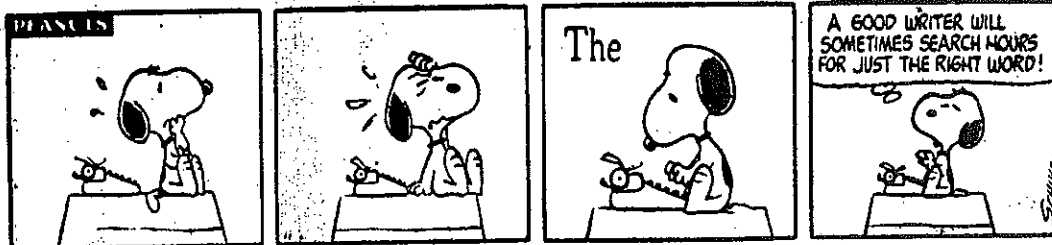
-MG, "Old No. 1" will be on display at the Spring gathering of the New England MG-T Register in Springfield, Mass. on June 12-15.

-The 1950-53 MG TD has been nominated for future Milestone status within the Milestone Car Society but will not come up for vote for sometime yet. -Next consideration should be given the TF for similar status. The May-June balloting resulted in the selection of the 1955-59 BMW 507, the 1956-64 Alfa Giulio, and the 1953-56 Austin Healey 100 as certified Milestone cars.

-Aston-Martin/Lagonda Ltd. has passed into receivership, another victim of the present state of the economy.

We wish everyone a very happy and prosperous New Year.

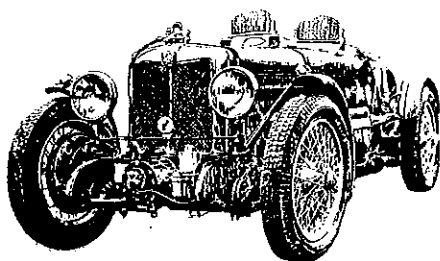
Dave



# Members in the News

The Suburban Rochester Art Group will hold its first meeting of the new year Wednesday, Jan. 8 at the Greece Town Hall, 7:30 p.m. The meeting is open to the public. Guest speaker for the evening will be George Herschell. Herschell is a graduate of Ben Franklin High School and Rochester Institute of Technology School of Art and Design. He has studied privately with John Wenrich and received an F.L. Wright Fellowship. He has done many architectural drawings of buildings and homes in Buffalo and Rochester. Herschell's drawings have appeared in Life Magazine, Small Homes Guide and Rochester Apartment and Home Guide. His hobby is M.G.s and at the present time he is working on drawings for a book on the history of M.G.s.

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Mrs. Gary W. Langswager

Bethany Presbyterian Church was the setting Friday evening for the marriage of Miss Paula Christina Porter and Mr. Gary W. Langswager. Her parents are Mr. and Mrs. Charles A. Lamb of Phoenix, Ariz., and he is the son of Mr. and Mrs. Gilbert W. Langswager, 78 Hilltop Rd.

The Rev. Florence Hedwell performed the candlelight ceremony in which the bride was given in marriage by her stepfather. She wore a gown of silk organza with pleated yoke and sleeves, high neckline trimmed in Venise lace, and A-line skirt, trimmed in Venise lace, which flared into a chapel length train. Her long matching mantilla was accented with a Juliet cap. She carried a bouquet of white and pink sweetheart roses, baby's breath, and ivy.

Mrs. Marilyn Griffen of Hilton, was matron of honor for her cousin in a pale pink gown.

Jeff Langswager was best man for his brother and ushers were Gene Pasquale, Jr. and Rene Chartier of Massena.

A reception in their honor was held at the Red Men's Club after which the couple left for a honeymoon in Freeport, Bahamas. They will be at home on Lake Ave. upon their return.

The bride is a graduate of Arcadia High School and is employed by the Eastman Kodak Company. Her husband, also a graduate of Arcadia, attends General Motors Institute, Flint, Mich., and is employed by Rochester Products.

## POST WAR JAGUAR RACING HISTORY

Jaguar Le Mans wins came in 1951, 1953, 1955, 1956 and 1957 with C and D types. The 1954 Sebring 12-hour was won by a D-type with Mike Hawthorn and Phil Walters the winning drivers. In the early Sixties, E-types were consistent winners at British tracks with the likes of Graham Hill and Roy Salvadori driving.

The last Jaguar to win an SCCA National Championship was an XK140 model. The driver was Ron McConkey of Cedar Falls, Iowa and he was the Central Division's National Champion. The year was 1965. A year later, another XK140 finished second in the first American Road Race of Champions at Riverside with Paul Hammer of Richmond, Calif. driving. An XK120M with Charles Wallace of Bethesda, Md. driving won the C Production national championship in 1954 and 1955.

In the modified category, Walt Hansgen won the national title in 1956 and 1957 with a D-type Jaguar in C Sports Racing. He repeated in 1958 and 1959 with Jaguar-powered Listers.

Huffaker Engineering prepared six cylinder E-types for racing in the early Sixties and Ed Leslie, Monterey, Calif., and Frank Morrill, San Rafael, Calif., were the first drivers. Then, Merle Brennan of Reno got behind the wheel of a Huffaker built E-type coupe and won 39 out of 42 races in a 1964-1966 victory blitz. Huffaker also built a special lightweight E-type for the 1964 Sebring 12-hour with Leslie and Morrill driving. They took second in the GT category ahead of a similar E-type from the Alfred Momo operation which was driven by Hansgen and Bruce McLaren.

# Saab's Axial Steam Engine

Engineers at Saab-Scania AB of Sweden are currently working on project ULF—the development and implementation of a steam engine propulsion system suitable for all makes of cars.

While Saab officials hasten to point out that this is a very long range basic research project whose implementation, if feasible, wouldn't begin until the late 1980's, they have already made significant advances in steam engine technology.

The basic design of the Saab steam system begins with a steam generator that supplies steam to a nine-cylinder, axial-piston engine, which is directly coupled and balanced to the front drive wheels. The generator also supplies steam to operate the feed, air, and fuel pumps, and an auxiliary electric generator.

The steam exhausted by the engine is condensed in an air-cooled condenser system, and the condensate is returned to the steam generator by a pump. Water is used as the working medium, and its working temperature is 725 deg F (350 deg C). The water is hermetically sealed in the system, so there is no need to continuously add water.

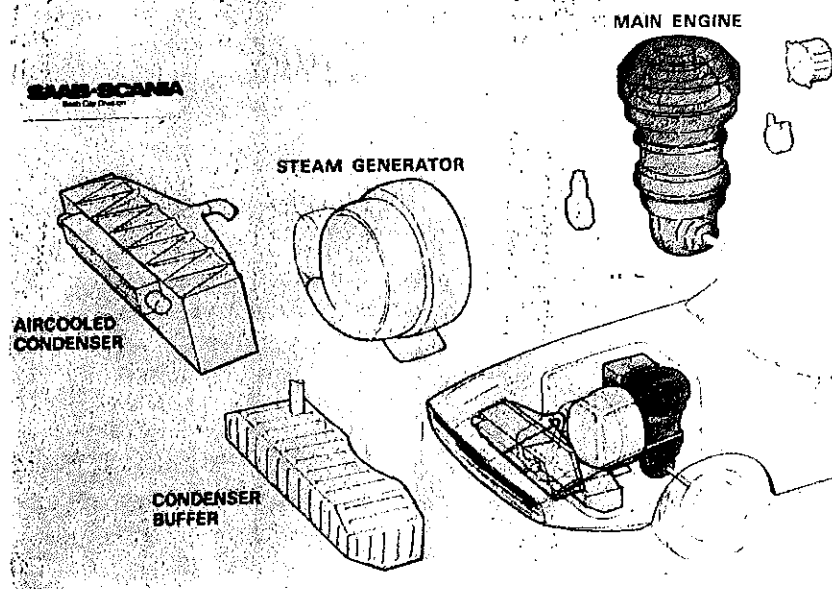
The engine develops 160 hp at 3000 rpm and develops full torque from start-up to maximum engine speed, thus providing consistently high acceleration throughout the speed range.

The problem of water freezing has been solved by efficient thermal insulation and by an automatic temperature monitor, which initiates heating of the water by firing the steam generator—even when the ignition is off and the car is parked. As compared to conventional pro-

pulsion systems, the Saab steam system could offer the following advantages:

- Extremely low exhaust emissions. The system does not require the same expensive modifications, including exhaust gas recirculation, as do conventional internal combustion engines.
- Excellent performance. In terms of output, an engine in accordance with the Saab project criteria is equivalent to a 160 hp engine installed in a Saab 99. The engine may employ cylinders and piston rings made of graphite, so no lubrication of these crucial engine parts will be necessary.
- Very short starting time with cold engine (about 4 seconds).
- Immediate acceleration response.
- Very low noise level.
- No engine vibrations.
- Continuous availability of the auxiliary engine output, even when the engine is stationary and parked.
- Lower weight of the complete propulsion system for given space requirements.
- Considerably lower gas consumption in city driving than conventional propulsion systems.
- Various types of fuel (liquid or gaseous) could be used in a given unit.

SAAB engineers have chosen to develop their ideas about steam propulsion along entirely different lines than their U.S. counterparts, such as Lear Motor Corp., Thermo Electron and Scientific Energy Systems.



Main components of Saab-Scania's steam engine propulsion system are shown as they would appear in a front-drive vehicle. While this is a very long range project... carrying into the 1980's, significant advances have already been made.

# Air Bag's Passive Role Doubted

The controversy over inflatable air bags for new cars is heating up again. But one rather new and overriding fact has emerged—the air bag is no longer a passive restraint.

This lack of passivity should dominate the controversy because the air bag's principal advantage over seat belts has always been that it's a passive system, that is, it allegedly protects car occupants without requiring them to do anything in the car. Air-bag proponents have said over and over again that we must have the bag because American motorists won't use their belts.

This has been changed. Lap belts must now be "actively" hooked up to meet the National Highway Traffic Safety Administration (NHTSA) proposed Standard 208 and even to provide an adequate level of safety for motorists.

Principal authority for this new position is Dr. James Gregory, NHTSA administrator. Gregory is certainly a good and capable man, but he persists in repeatedly calling the air bag a "passive restraint," although he admits the air bag is no longer passive.

At a recent meeting of the Traffic Improvement Assn. of Oakland County (MI), Gregory responded to this reporter's question on the subject by acknowledging that the air bag is only partly passive, which is akin to being a little pregnant. In straightforward terms, he meant that the air bag doesn't require a

motorist to put on his shoulder belt, but it does require him to don his lap belt. The issue is now clarifying the bag as simply a substitute for the shoulder belt.

Asked bluntly if the proposed standard now requires the use of seat belts, Gregory replied, "We have put in the proposed standard that if the rollover tests cannot be met without lap belts, then the lap belts have to be present."

The next question was, "How then can you call this a passive-restraint standard?"

He replied, "It's passive from the standpoint of the upper torso restraint. We figure that the belts will be worn at least at the 'level of reminding' that we're able to put into the cars. The proposed standard indicates a sequential warning system, but not an ignition interlock."

"It (the proposed standard) says that the warning will be a sequential-type warning; you must get in, sit down and buckle your lap belt if a lap belt is required. I agree with you, until total passivity can be worked out somehow, most of the time a lap belt will be there. The reminding system will at least be a light and it may be a buzzer, too. When that (proper sequence of occupant actions) happens, the light and buzzer will go off."

"We think that we can, with the proposed sequential system, have a fairly high usage of that lap belt. You're right from that standpoint; if

a lap belt's required, it's not completely passive."

It was then suggested that the NHTSA was being a little deceptive in calling the air bag a passive device. Gregory said the use of belts is spelled out in the standard, but acknowledged that the NHTSA probably should do a better job of bringing out the fact to the public that lap belts are required where the rollover test can't be met otherwise.

Importantly, as things now stand, lap belts are needed to meet the NHTSA rollover tests. Furthermore, in the real world of automobile traffic, air bags are almost certain to provide a substantially higher level of protection. Respected research by both GM and Ford supports this position.

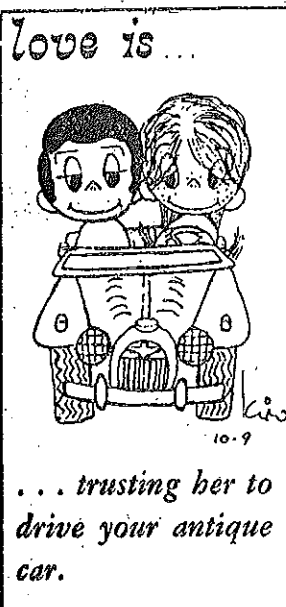
The well-known General Motors study of 706 traffic fatalities showed that survivability of motorists in cars with air bags rises 61% when they also use lap belts.

Sid Terry, Chrysler vice-president of public responsibility and consumer affairs, also entered the bag-belt fray, saying, "Where the lap belt shines is in keeping you in the car. Somewhere around 30 to 40% of the fatalities of non-restrained passengers occur because the occupant was ejected from the car. The principal contribution of the lap belt is to keep people tied into the car and to prevent those fatalities. The air bag doesn't do that."

## Collapse Steering Column 'Lacking'

Since 1968, all U. S. cars have been equipped with an energy-absorbing collapsible steering column designed to cushion driver impact against it in case of an accident.

Now a study of 549 injury accidents, together with other types of research, shows that the devices do not provide as much protection in severe accidents as had been hoped.



## Car Buyers

ARABS looking for investments apparently are interested in buying control of Britain's Aston Martin Lagonda Ltd., which went out of business last weekend after failing to reach a new loan agreement with the government.

William Willson, chairman of the luxury automaker, said he's received two telephone calls from "Arabic-sounding gentlemen with Arabic-sounding names" who wanted to know whether all or part of the company is for sale.

Willson said he's received no written inquiries. In any case, sale of the firm is out of his hands because Aston Martin has entered receivership.

# Belts & Other Knotty Questions

The decision by Congress to overrule the National Highway Traffic Safety Administration (NHTSA) and to discontinue seat-belt interlocks is a very interesting, and probably very significant development in this country's current eight-year-old campaign to improve highway safety.

Dr. James Gregory, NHTSA administrator, suggested recently that this decision may have brought the nation's safety crusade to the crossroads. The implication was that Congress must now make up its mind whether to go forward on auto safety through car design or start backing-off from it.

Fred Stewart, an American Motors vice-president, probably reflected a widespread industry view. While regretting the removal of the safety belt-starter interlock because it is a life-saver, Stewart welcomed the congressional action as a sign that the legislators have started listening to the public on auto safety.

In defending the government's strong safety program, Gregory declared that the U.S. auto-safety effort had played the major role in substantially making highways safer since 1966.

However, a careful look at U.S. traffic fatalities over the years shows that the number of deaths per hundred million miles has steadily declined since the early 1930s. There was a slight upward "blip" in the

trend line in 1966 which the crusaders love to point to. And, of course, the deaths per hundred million miles has recently reached a new low since the 55 mph (89 kmh) speed limit was set.

Was the interlock worthwhile or not? This is a knotty, almost philosophical question that's difficult to answer. Shortly before the interlock standard was made final, the National Motor Vehicle Safety Advisory Council, and most of the auto companies strongly urged that the interlock not be mandated. As usual, both the Council and the auto companies were ignored.

While the interlock was disconnected on 40 to 45% of the new cars, it's generally overlooked that the interlock increased shoulder-belt use by maybe 20 fold—from about 3 to 55 or 59% on new models. There's little doubt but that interlocks, in forcing several million car occupants to wear belts, have saved thousands of lives already and would have saved tens of thousands more lives in the future.

But Congress just couldn't stand the "heat" from the public, overruling the safety technicians in NHTSA and cancelling the interlock standard. As with the Clean Air Amendments of 1970, the Congress has shown no reluctance about jumping into an automobile-engineering situation and "laying down the law" whenever politics and the

prevailing public emotionalism reached the proper point.

Realistically, the cancellation of NHTSA's interlock regulation by the House and Senate indicates that public laws and regulations must have common sense and public acceptance on their side if they're to survive. Auto safety, like morality, can't be mandated by public officials, if the public's not so inclined.

The interlock cancellation may be the most positive proof yet of an accusation made by many auto people—that the regulators are going too far and getting too far away from what the public really wants. The regulators (especially those in the Environmental Protection Agency) can maintain the momentum of their projects through their huge public relations programs for a time, but ultimately the public preferences will prevail.

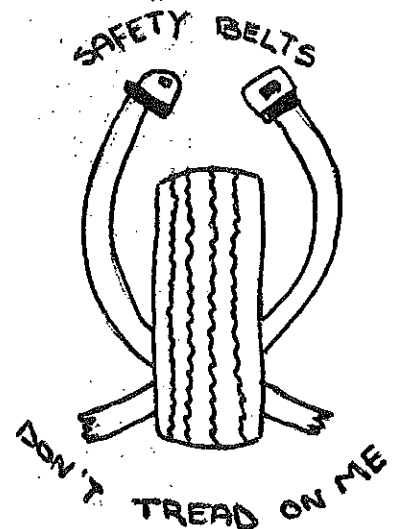
A hopeful note is that now the use of lap and shoulder belts should rise substantially from the low levels that preceded the interlock. The vastly more convenient belt systems on current cars, with their three-point attachments, inertia reels and comfort clips, should encourage this. Also, one has to believe that the American public is becoming smarter about belt usage.

Looking ahead, Dr. Gregory's question as to whether the nation's safety effort and NHTSA may be at the crossroads is a good one.

## New Auto Safety Belt System

WASHINGTON (AP)—The Department of Transportation established a new automobile safety belt reminder system today to replace the interlock system banned by Congress.

The new system consists of a visual "Fasten Seat Belt" signal and an audible signal that will operate four to eight seconds after the car's ignition is turned on if the driver's safety belt is not in use. Automakers can install the new system immediately on new cars or can continue to use the interlock system until Feb. 24, 1975. All new cars manufactured after that date must have the new system installed instead of the interlock system, the department said.





# Heavy bumpers crash at NHTSA

WASHINGTON. — It now appears likely that the 1976 models will have pre-1972 type bumpers — basically, a bumper face and brackets — rather than the systems which adorn and weigh down 1975 cars.

The heavy-duty bumper systems, designed to protect cars against damage in impacts up to five miles per hour, appear to be on the way out, possibly in a matter of weeks.

In the first major proposal for a rollback in safety regulations — taken explicitly as a result of the recent visit by auto company executives to the White House — the National Highway Traffic Safety Administration has proposed a scaleback to 2½-MPH front and rear bumpers and an easing of test requirements.

It is also pushing for "soft noses" as a way to reduce weight and costs and improve fuel mileage, eventually raising barrier impact speeds front and rear to 4 MPH by the 1980 models.

- The proposed bumper rollback is the second major proposal — air brakes is the other — to take into account the formal national policy to conserve energy and to consider the effect of vehicle prices on Detroit's and the nation's economy.

It is just the beginning, for it is believed that all major standards are to be reassessed for their costs and benefits.

Even though NHTSA now endorses the "soft nose" approach, it recognizes that "further refinements are needed in mass production techniques for these materials, preceding the procurement of tooling."

NHTSA is working on additional provisions to encourage or require them, with an expected leadtime of 3 to 4 years.

Meanwhile, NHTSA has tentatively determined — and comments from industry until Feb. 12 are likely to embrace that determination — that bumpers to protect at a far lower impact speed will do just as well.

What happens to tooling and suppliers of hydraulics is unclear. The fallback is considerable, because energy absorption is the square of the speed — the energy absorbed at 2.5 MPH is one-quarter of that absorbed at 5 MPH.

The corner impact speeds are to be reduced from 3 MPH to 1.5 MPH and (as recently requested

by Ford Motor Co., an early strong proponent of the pendulum test to take care of mismatch of bumpers) the six strikes of the pendulum to three. Another considerable reduction is a single corner test if the vehicle had already been subjected to a barrier impact.

All these relaxations are proposed as effective upon issuance of the standard — presumably quickly after Feb. 12, the end of the comment period — except that the requirement of no damage to safety equipment stays in effect throughout the '75 model year.

- For 1976 models, the lower impact speeds remain, but the damage requirements change. In general, no damage is allowed except to the bumper itself. The intention is to get rid of struts and hydraulics leading to the frame. This would be a quick fix for the companies and a quick reduction in weight.

The frame itself is not likely to be lightened, but perhaps heavier tires could be replaced with lighter ones.

For 1979 models, vehicles in an unloaded weight class of 3,800 pounds or more would have upgraded requirements and a model year later (1980) all vehicles would follow with a 4-MPH front and rear requirement, with height of 20 inches in front and between 16 and 20 in the rear. One front and rear corner would be hit at 20 inches while the other front and rear at anywhere between 16 and 20 inches.

The 4-MPH test would be both barrier and pendulum, but damage to the extent of a scratch or paint fleck would be allowed.

The industry is being asked how much these interim requirements would reduce the price and weight of vehicles including their lifetime repair and parts costs. Simultaneously, NHTSA released its own new cost and benefit studies.

NHTSA also asked for ideas on the "optimum cost-beneficial test speeds and sequences for any type of bumper system." It wants data on premiums from insurance companies and the best way to insure protection with lightweight fronts and rears.

Safety Chief James B. Gregory said: "Unfortunately, manu-

facturers of most vehicles chose to meet (the standard) by using heavy and complex steel systems. Not only are such systems costly in terms of dollars and natural resources, but their added weight affects gasoline mileage at a time when the price of fuel is climbing and supply is uncertain."

Despite Gregory's statement, the history of bumper regulation is not so simple and blame for the weight and waste of those bumpers should be spread.

The industry — after exhausting testimony about hydraulics and a standard which appeared to preclude plastic approaches — felt locked in to heavy steel which also involved heavier frames and bigger tires. In fact, it was generally said that one pound of bumper added one pound elsewhere.

Lashed by the Insurance Institute for Highway Safety and Congressmen complaining about "eggshell exteriors," the companies took the fastest and easiest approach.

Government engineers claim they could have used soft-faced bumpers. Industry engineers said they could not.

- It was General Motors that made the breakthrough with its "softnose" and it took a change in the standard to get it approved. GM made the car experimentally, showed it to the press and to Congress, made others and leased them for New York taxicabs, but could not sell them, because they could not meet certain pendulum test requirements.

When GM finally petitioned for a change in the standard and it was granted, the soft-nosed approach became feasible.

Government engineers claim some softness (with cost and material and weight saving) could have come earlier if the auto companies had settled for soft face rather than a whole soft front end — needed, apparently, for pointy designs and styling, rather than merely for less damage.

However, the blame for those heavy bumpers is spread. They were the first and major target of the fuel economy program. The 5-MPH protection of '75 models will probably not be seen again — even after five years and the 1980 model with 4-MPH protection.

# Auto Show - 1975



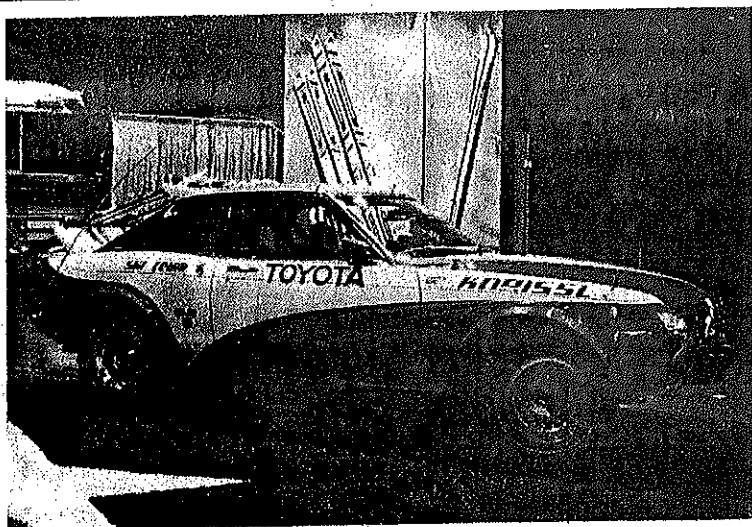
## Self-restoring bumper for Porsche

Recoverable rubber safety bumpers give a futuristic look to the Porsche 914 for 1975. This sporty two-seater has a removable hardtop and fuel-injected engine.



## 1975 MG Midget

The newest MG Midget model has a new 1,500-c.c. engine, a all-synchromesh transmission and larger clutch and impact absorbing bumpers. The 1975 MG Midget also has a bigger gasoline tank.



## Ski team's vehicle

The Toyota/Kneissl ski team, competing in 10 events around the country, is using this George Barris-customized Toyota Celica GT. The car is outfitted with an altimeter, a barometer, incline gauge, hygrometer, airguide, thermo-padded interior, ski racks and a clothing compartment.

## From Munich



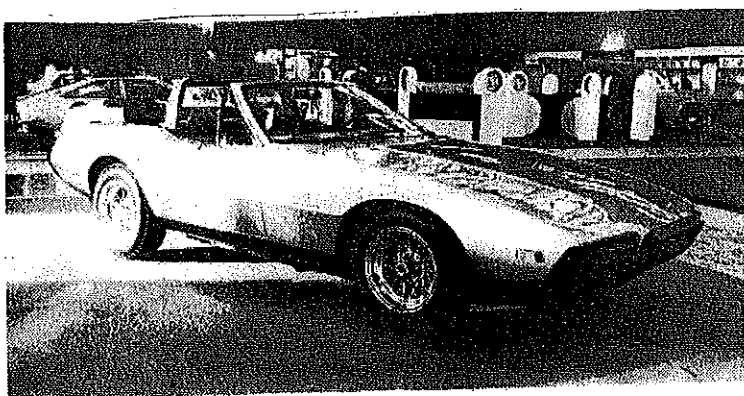
## New BMW 530-i due early in 1975

BMW's new medium-size sedan, the 530-i, will be launched in the U. S. and Canadian market "early in 1975," according to BMW of Munich. The 530-i is powered by a 3-liter six-cylinder engine developing 176 horsepower.



## Three-way effort for spider

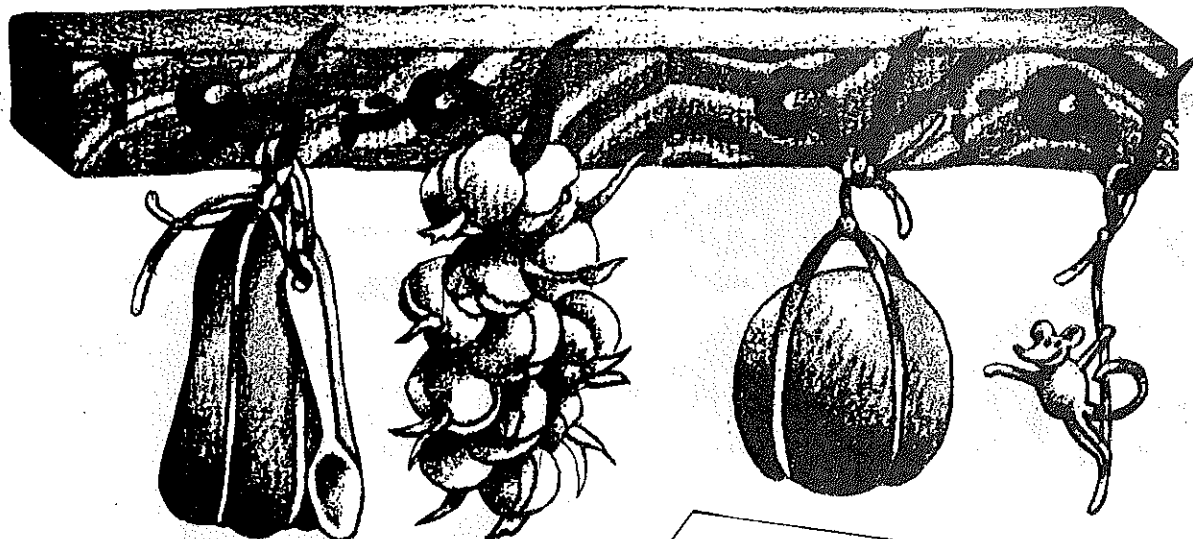
New Lancia spider derived from Beta coupe is designed by Pininfarina, made by Zagato and assembled by Lancia. The removable hardtop can be stored in the trunk.



## M-m-m-m is for Michelotti

Special cabriolet version of Ferrari 365 GT-B was built by Michelotti for Luigi Chinetti of the North American Racing Team, New York. The car is painted moon-silver with upholstery of natural white leather.

# THE MG PANTRY



## VEAL PARMESAN (6 to 8 servings)

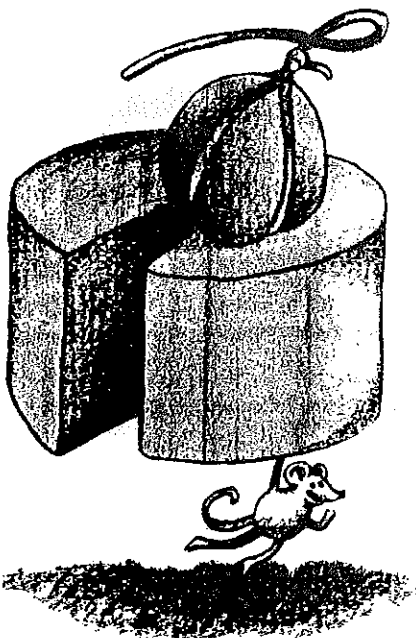
Cover 2 pounds veal cutlets—cut very thin and pounded—with mixture of 2 cups seasoned bread crumbs and 2-ounces grated Parmesan cheese; and then dip into a mixture of 3 beaten eggs, salt and pepper to taste. Then cover with crumbs again. Brown cutlets on each side in  $\frac{1}{3}$  cup olive oil.

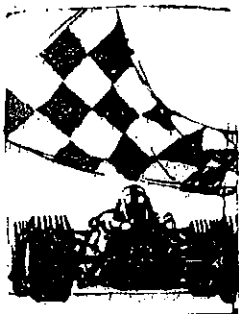
In casserole alternate layer of cutlets with 2 packages Mozzarella cheese, sliced, and 4 cups spaghetti sauce. Top with sauce. Freeze. To serve, defrost and bake at  $350^{\circ}$  for 30 to 45 minutes. Cheese should be browned.

## BAKED LASAGNA

- 1 pound ground beef, Italian sausage or bulk pork sausage
- 1 clove garlic, minced
- 1 tablespoon parsley flakes
- 1 tablespoon basil
- $1\frac{1}{2}$  teaspoons salt
- 1 No. 303 can (2 cups) tomatoes
- 2 6-ounce cans (1- $\frac{1}{3}$  cups) tomato paste
- 8-ounces lasagna or wide noodles
- 3 cups cream-style cottage cheese
- 2 beaten eggs
- 2 teaspoons salt
- $\frac{1}{2}$  teaspoon pepper
- 2 tablespoons parsley flakes
- $\frac{1}{2}$  cup grated Parmesan cheese
- 1 pound Mozzarella cheese, sliced thin

Brown meat slowly; spoon off excess fat. Add next 6 ingredients. Simmer uncovered 30 minutes, stirring occasionally. Cook noodles in boiling salted water till tender; drain; rinse in cold water. Combine cottage cheese with eggs, seasonings and Parmesan cheese. Place half the noodles in 15 x 9 x 2-inch baking dish; spread half the cottage cheese mixture over; add half the Mozzarella cheese and half meat sauce. Repeat layers. Bake at  $375^{\circ}$  degrees for 30 minutes. Let stand 10 to 15 minutes before cutting in squares—filling will set slightly. Makes 8 generous servings. May be combined ahead of time and frozen.





# ACTIVITIES SCHEDULE

Feb.	9	TTCR Rallye
	14-16	Kruse Car Auction, Atlantic City
	20	Meeting MGCC
	23	COCR Rallye
Mar.	2	SCCA Rallye
	9	TTCR Rallye
	20	Meeting MGCC
	23	COCR Rallye
	30	XAC Autocross
Apr.	13	TTCR Rallye
	17	Meeting MGCC
	27	XAC Autocross (COCR)
	27	Braille Rallye (Tent.)
May	4	SCCA Rallye
	4	Braille Rallye (Tent.)
	11	TTCR Rallye
	15	MGCC Meeting
	24-25	Race, Lake Erie Invitational-SCCA/WNY
	25	XAC Autocross (COCR)
June	1	MG Auto Festival
	7	Kruse Car Auction, Lake George, N.Y.
	7	SCCA Rallye
	8	TTCR Rallye, M-B Concours
	12-15	G.O.F. MG 1-Reg. Spring Gathering, Springfield, Mass.
	15	XAC Charity Autocross
	19	MGCC Meeting
	22	(COCR) Gymkhana/Picnic - SCCA/WNY
	29	XAC Autocross
July	6	TTCR Rallye
	13	Autocross. SCCA/WNY
	17	Meeting, MGCC
	27	XAC Autocross (COCR)
Aug.	3	SCCA Rallye
	8-10	Pro Rallye - SCCA/WNY
	9-10	Auto Show, New Hope, Penn.
	10	TTCR Rallye
	21	Meeting MGCC
	24	COCR Rallye
	31	XAC Autocross

Sept. 11-14 G.O.F. MG T-Reg. Lake Placid Fall Gathering  
 13-14 Race SCCA/FLR National, Watkins Glen  
 13-14 Drivers School, SCCA/WNY, Nelson Ledges  
 14 TTCR Rallye  
 18 MGCC Meeting  
 21 SCCA National, Canadian GP  
 28 XAC Autocross, (COCR)  
  
 Oct. 5 U.S. Grand Prix  
 12 MGCC Wagonjack Meet  
 12 TTCR Rallye  
 16 Meeting MGCC  
 19 SCCA Regional Race  
 25-26 Race SCCA/WNY "Great Pumpkin Affair", Nelson Ledges  
 26 XAC Autocross, (COCR)  
  
 Nov. 2 SCCA RALLYE  
 9 TTCR Rallye  
 20 Meeting MGCC  
 23 COCR Rallye  
  
 Dec. 14 TTCR Rallye

### *memorable dates*

1	2	3	4	5	6	7	8	9	10	11	12
1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31					

In 1905, the Ariel car offered a motor that was air cooled in winter and water cooled in summer.

At a cost of \$13,534.59, the first rural mile of concrete pavement was constructed in Wayne County, Michigan in 1909.

The Lanchester vibration dampener was introduced by Packard in 1920.

E.G. "Cannon Ball" Baker drove a fully loaded two-ton truck from New York to San Francisco in record-breaking time of 5 days, 17 hours in 1926.

In 1938, Chrysler introduced "Superfinish," a method of finishing parts with no scratches more than one-millionth of an inch deep.

The National Automobile Show displayed its first two-tone cars in 1939.

Chrysler introduced a safety-rim wheel in 1940 that kept the tire on the rim in the event of a blowout.

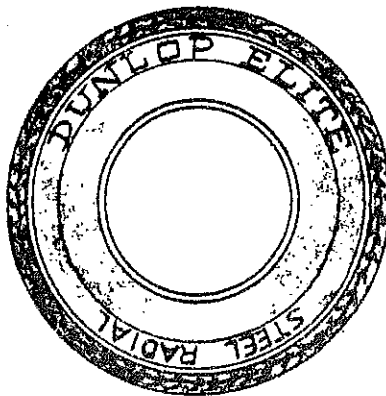
Slick Airways, Inc., in 1955, pioneered truck-air-truck shipments with door-to-door freight service with overnight deliveries from coast to coast.

Rear seat belts became standard equipment in 1966.



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## Society of Automotive Engineers, Inc.



DUNLOP TIRE AND RUBBER CORPORATION  
PLANT TOUR  
JANUARY 20, 1975

The January meeting of the Western New York Section of SAE will feature a tour of the manufacturing facilities of the Dunlop Tire and Rubber Corporation. The two hour tour will be a genuine experience for members who have often wondered how automotive tires and the variety of sports equipment made by Dunlop are manufactured.

Dinner will be at 6:00 P.M. at the Showboat Restaurant with the Dunlop tour following at 8:00 P.M. See the attached map for location.

Dunlop has requested that all visitors park in the visitors parking lot directly across from the main entrance on Sheridan Drive and enter the plant through their reception room. Also note that cameras will be forbidden during the tour.

Dinner 6:00 P.M. - Showboat Restaurant, 1 Hertel Avenue, Buffalo, N.Y.

Tour - 8:00 P.M. - Dunlop Tire and Rubber Corp., Sheridan Drive, Buffalo, N.Y.

Cost of Dinner - - \$6.00 - - Members

6.25 - - Guests

5.75 - - Students

For reservations, mail the enclosed card or call Frank Farkas, 716-439-3271 or 716-439-3006 by Wednesday, January 15, 1975.

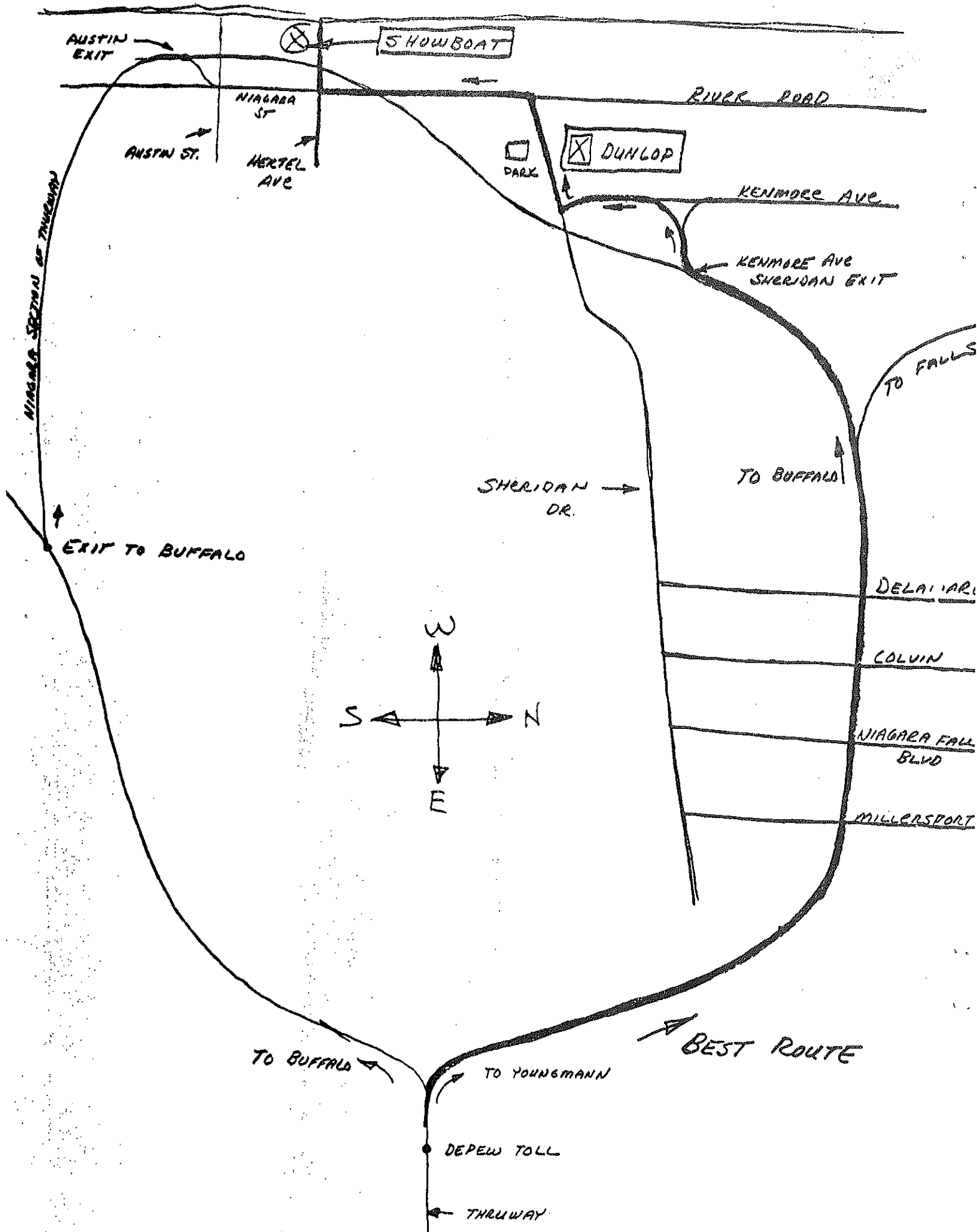
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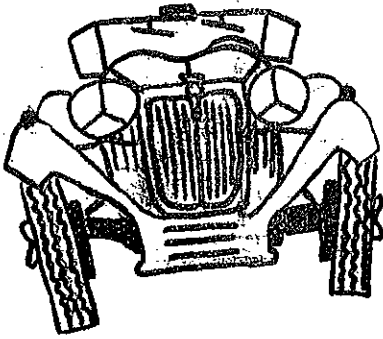
R. F. Korff  
Meeting Chairman

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FRANK FARKAS, Program Chairman

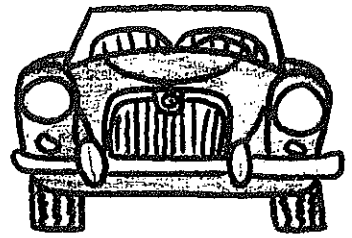
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FREDERICK SCHULTZ, Meetings & Arrangements  
ROBERT BUHOLTZ, Publicity  
DANIEL WILLIAMS, Membership  
JOSEPH FORNUTO, Student Activities







# MARKET PLACE



## FOR SALE

'57 AH 100-6 BN4  
O.D., wires, new engine,  
spare engine, two tops,  
Green/Black-asking \$1,000.  
Paul Moen  
8:00AM-5:00PM 325-5330  
after 6:00PM (315)394-0616

## FOR SALE

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

## FOR SALE

Parts for '66 MGB: rear end  
w/wire wheel hubs, windshield frame,  
one wire wheel.  
Peter Eloff  
586-8837

## FOR SALE

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

## FOR SALE

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

## FOR SALE

Nikkormat Camera, 35mm, SLR  
without lens \$100  
381-9017

## FOR SALE

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

## FOR SALE

Trailer hitch for '61-'63 Chevy  
\$5.00, trailer hitch for '63-'74  
Jeep Wagoneer cost \$35.00 new  
will sell for \$15.00  
Dave Wild  
223-1065

## FOR SALE

'62 AH 3000, hardtop,  
wire wheels, new motor,  
transmission (OD), extra  
carbs, Above-average body.  
"Gord" Grice (716) 434-6731

## WANTED

MORGAN - any year considered,  
Potential owner desperate,  
381-9017

## WANTED

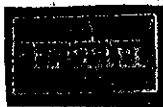
'53 MG-TD at about \$1,000.  
Also need roll bar for MGB.  
Mike Mascelli  
17 Gail Lane  
Latham, N.Y. 12110  
785-7589

## WANTED

MG T series excellent  
restored condition--serious  
buyer.  
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Buffalo, N.Y. 14206  
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# MARKET PLACE

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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.

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APPLICATION FOR MEMBERSHIP  
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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: \_\_\_\_\_

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