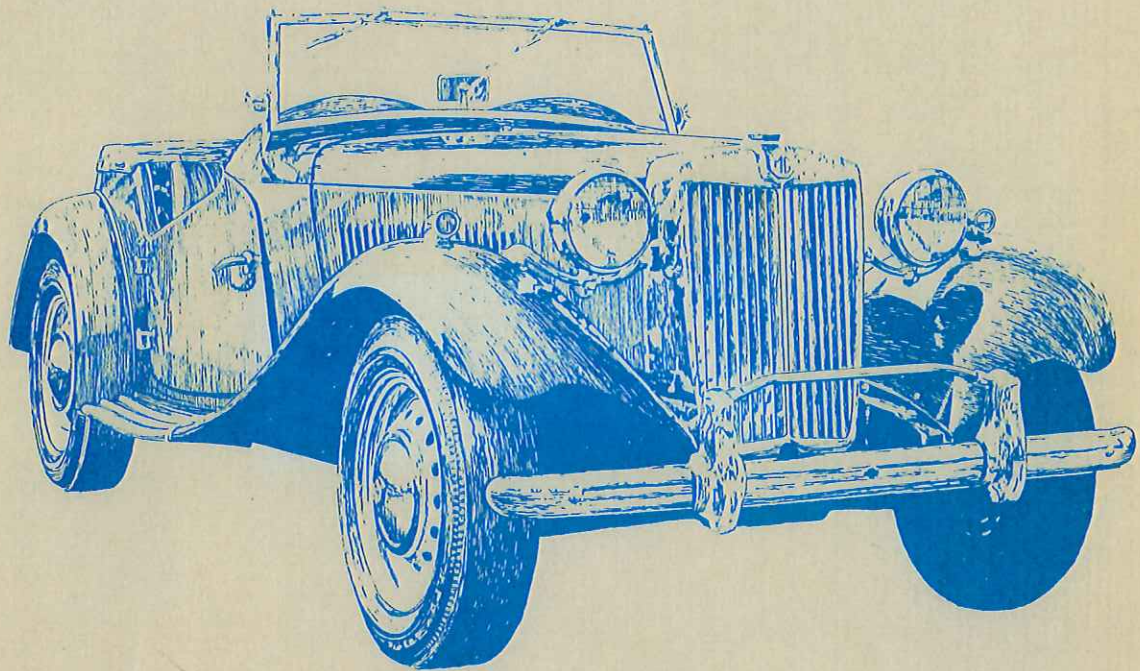




WESTERN NEW YORK CENTRE



*the*  
SPOKES

MAR - APRIL 1975





WESTERN NEW YORK CENTRE  
ROCHESTER, NEW YORK



## 1975 OFFICERS

### CHAIRMAN

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41 Hollywood Ave.  
Rochester, N.Y. 14618  
473-6580

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671-5897

### TREASURER

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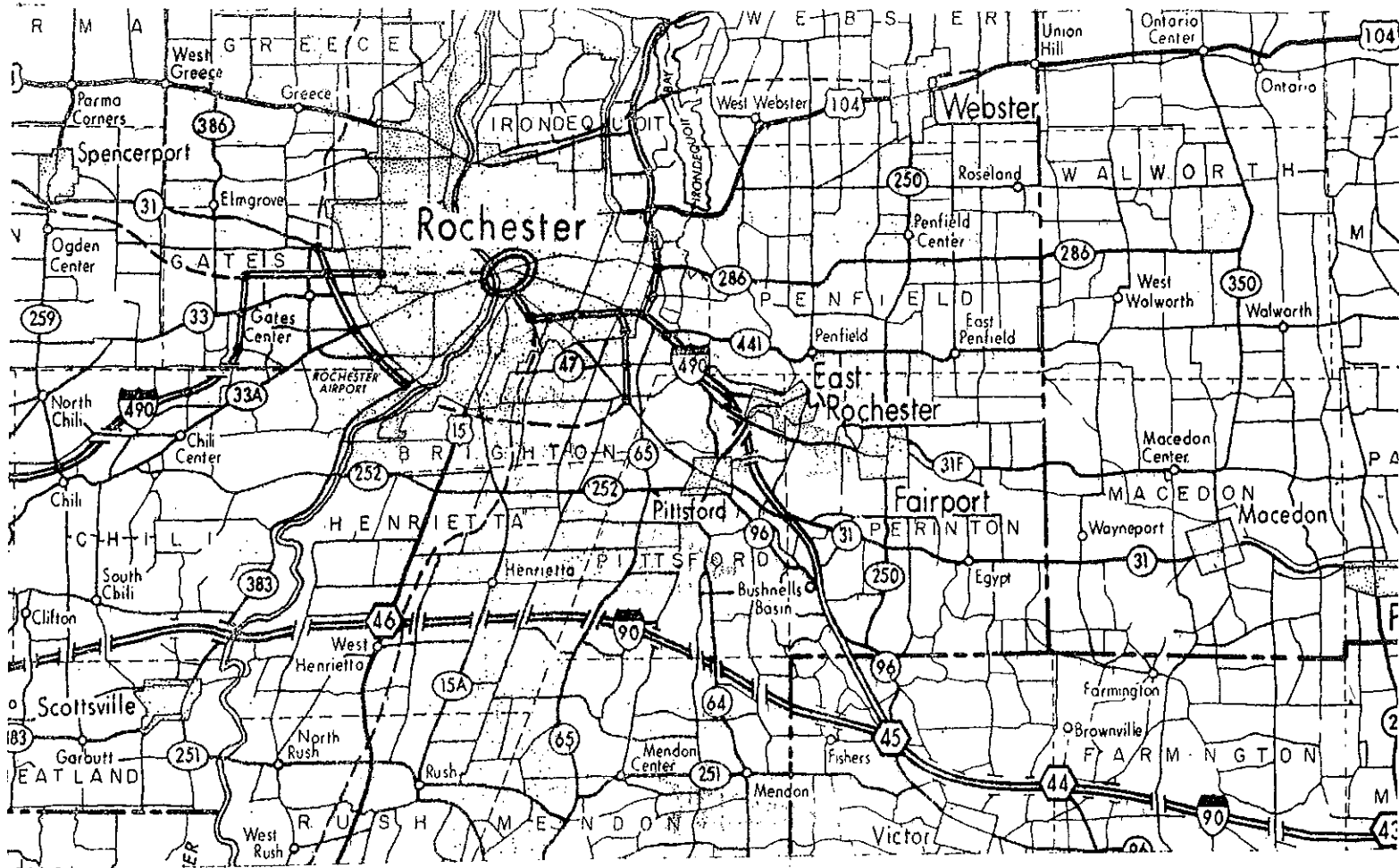
#### SPOKES PUBLISHER

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

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

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

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



## NEED HELP, STRANGER?

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

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

CALL ONE OF THE FOLLOWING NUMBERS FOR HELP:

### NORTHWEST SIDE (GREECE, N.Y.)

Gil Langswager  
716-663-3319

Bert Patenall  
716-342-5585

### SOUTHEAST SIDE

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

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

### CENTRAL (ROCHESTER)

Bob Philip  
716-482-3195

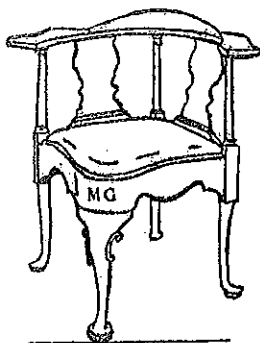
### NORTHEAST SIDE

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

### BUFFALO AREA

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

CORNER  
CHAIRMAN'S



# WORD FROM THE CHAIR

This month's "Chairman's Corner" consists of an open and unvarnished sales pitch. We need a volunteer. Although I have gently hinted, during our monthly meetings, that it would be a good idea if we had someone responsible for membership. That is, someone concerned with more than keeping track of current members. The focus of this task is not on soliciting new members, but rather attempting to maintain an awareness among car enthusiasts in general and all MG owners in particular of the existence of the MG Car Club and the benefits connected with it.

Why is this position needed? - I haven't done a historical analysis of the growth of the number of members on the roll, but I have noticed some fluctuation as members move away or defect to other clubs in the mistaken belief that there might be a better car than the MG. Unless we continue to recruit from the ranks of new MG owners the club will tend to be one of fewer and fewer MG owner/members, each owning more & more cars.

The absolutely startling increase in the prices of earlier MG's has to force the younger buyer - the potential new member, toward A's, B's and midgets rather than the \$7000 TC, or the \$6000 TF, or the \$5500 TD. If we don't watch out we will end up as a group of car investors and collectors, rather than MG users and drivers. Help keep the club growing - sell your friends an MG and then sell them a membership!

Those of you who missed the meeting with State Assemblyman, Tom Frey, missed a highly informative and entertaining session on what is happening, from a legislative point of view, to the automobile and mass transit in New York State. One of the issues that was made very clear in that session was that there is no effective New York State lobbying group which can serve as a spokesman for the automobile enthusiast. - Perhaps we should guide the GMSC into a political activist function as well as an activities calendar-keeping organization.

While we are on the subject of mass transit let me take my hat off to the Greyhound Bus Company, who brought me from Scranton to Rochester on Friday April 4, when the planes and trains gave up. It was a pleasure to travel again in a vehicle with arm room and legroom and windows you can see out of. Not only that, but the driver can also be seen - he is not an anonymous voice brought to you in an inaudible squawk over a loudspeaker. He meets you, helps you on and off, assists you with your luggage and lets you know how long the stops will be. And Quiet, - heavenly silence; I had forgotten the difference in noise levels between a bus and a plane. The bus doesn't hiss, blow air at you, have all those whining hydraulic pumps to operate the clanking flaps and the banging

landing gear or have bells and more messages or the roaring jet engines; the bus just has a nicely - muffled diesel to lull you to sleep.

On a bus they do turn out the overhead lights so you can doze off, and what's even better they don't have surly young girls running up and down the aisles every 30 seconds or so bumping you as they pass. These girls seem to have taken vows of silence when it comes to answering any query regarding schedules, destinations or anything to do with the operation of the airline. Now that I think of it the airline seems always to take me from a place I am trying to leave, to another place where I don't want to be; using up half a day at a time to do this. I have also been given many bus rides by the airlines (paid for at air fare rates, incidentally) when the flights were cancelled for one reason or another. Let's eliminate the noisy, inefficient, uncomfortable and expensive airliner and get back to good old aggravation-free, convenient, reliable buses. All we have to lose is a little time - and if it is windy, rainy, snowy, etc. we will make it up. Three cheers for the Greyhound buses and their drivers; let's hear it again for Henry Ford and a pox on the Wright Brothers!

---

The MG Car Club extends a HEARTY WELCOME to new member

Carl LaVerne Peake  
RD#2 Rte. 96  
Phelps, N.Y. 14532

Address changes include:

Bob Tescione  
62 Wilmington St.  
Rochester, N.Y. 14620

John Borycki  
166 Delaware St.  
Tonawanda, N.Y. 14150

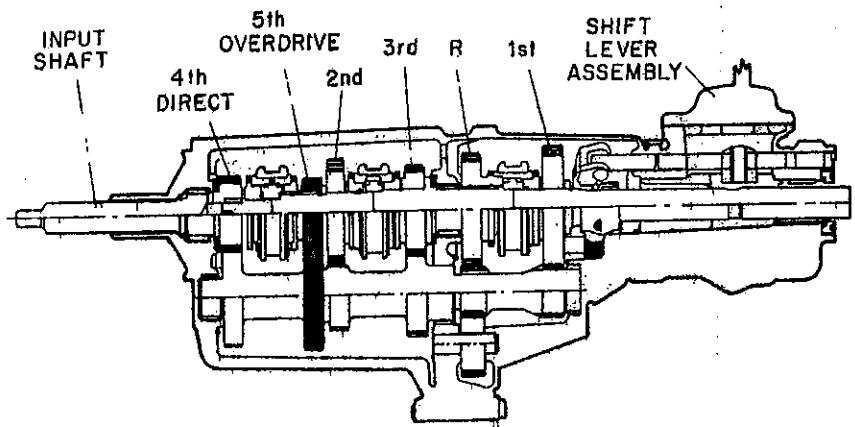
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A 5-speed manual transmission for small cars has been announced by Warner Gear Div. of Borg-Warner Corp. Designed for small automobiles, the unit features an 0.8:1 or 0.84:1 overdrive ratio as its fifth speed.

Produced to meet the trend toward smaller cars in the U.S., the new transmission is designated the T50 and includes applications from 4-cylinder engines of 100 ft-lb torque to V8 engines of about 205 ft-lb output.

The overdrive gears are completely integrated into the transmission, eliminating the earlier add-on overdrives. The shift linkage is enclosed within the end-loaded, oval case, which is made of aluminum and heavily ribbed for strength. Die-cast aluminum shift forks are mounted on a single shift rail inside the gearbox. The unit features constant-mesh reverse, helical gears, and a live countershaft. It is totally synchronized in all gears and weighs 65 lb without lubricant.

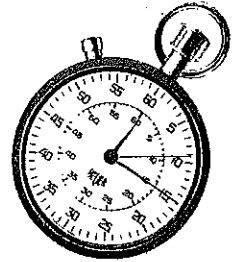
### Five-Speed Overdrive Transmission Produced







M.G.C.C.  
MONTHLY MINUTES



MINUTES - MGCC - February 20, 1975

The meeting was called to order at 8:20P.M.

The treasurer's report was given by Alex Kopen, who is happy to report a balance of \$1,326.22 in the treasury. Dues for 1975 are now being accepted.

The newsletter report was given by Gil Langswager. Articles for the "SPOKES" are still needed. Deadline is the first of the month.

A financial report of the 1974 Victor Car Show along with an additional check for \$135.00 was given by Jim Ottman to the MG Car Club.

Dave Brown reports that Old No. 1 will be in Los Angeles on June 1, the date for our Victor Car Show.

Six to eight cars are wanted for a show at the Dome Arena on May 24, 25, 1975, which will be sponsored by the Empire State Division of the Classic Car Club. Registration fee will be \$3.00, this includes a banquet and open bar.

Dave Brown gave an activities report. The bowling match at Olympic Bowl is Saturday, March 1, 1975.

Assemblyman Tom Frey who is Chairman of Transportation Committee will be at the March meeting.

Marv Brudno gave a report on Daytona and the SCCA cruise.

Dick Gordon has agreeded to host a tour through his museum sometime during the summer.

Manufacturers Hanover Trust has stated that they would furnish bags to entrees of the Victor Car Show and also suggested they might be able to get their "anycar" for our show.

The meeting was adjourned at 9:15PM.

The meeting was followed by some short and interesting car movies.

Respectfully submited,

Mike Gaglio, Secretary,  
MGCC/WNYC

MINUTES - MGCC - March 20, 1975

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

Minutes of February's meeting were read and approved.

Alex Kopen gave a treasurer's report stating that all bills are paid and we have a balance of \$1,697.78. Dues for 1975 are still being accepted.

A suggestion to accept advertisements for the "SPOKES" by people other than members was made by Dave Brown as long as they pertain to auto interests.

April 17, which is our next meeting night is designated "Movie Night" there are already a good number of movies lined up for this occasion.

Dave Wild gave a report on the upcoming Victor Car Show. People are needed for many different committees that make show a success. PLEASE VOLUNTEER!

Cars are still needed for the car show at the Dome Arena May 24 & 25. Registration is \$3.00.

Xerox Auto Club is having an Autocross Drivers School April 6, at it's Xerox Parking Lot in Webster.

Following the meeting, assemblyman Tom Frey discussed transportation in New York State and the Rochester area. He also discussed problems and related laws concerning classic and antique car collectors.

The meeting was adjourned at 8:50PM.

Respectfully submitted,

Mike Gaglio, Secretary  
MGCC/WNYC

Members Present 2/20/75

Bob Tescione  
Al. Isselhard  
Mike Gaglio  
Philip & Geraldine Culbertson  
Betty & Gil Langswager  
Irving Feldman  
Larry, Kathy & Heather Caldwell  
Murray Michaels  
Richard Gordon  
Alex Kopen  
David E. Brown

Gene Faust  
Allan & Barbara Walters  
Marv & Eunice Brudno  
Dave & Barbara Wild  
Jim & Sandy Ottman  
Colin Ottman  
Dick & Teri Sullivan  
Larry Williams  
Joe Versage  
John & Gail Boryeki  
Howard Eckert

Guest Present

Daniel Yandow



Members Present 3/20/75

Alex Kopen  
Mike Gaglio  
Dave Brown  
Gene Faust  
Cindy & Bruce Austin  
Irving Fellman  
Murray Michaels  
Ron & Evie Erwin  
Bert Patenall  
John Borycki

Allan Walters  
Bob Tescione  
Anne Faust  
George Schwinberger  
Betty & Gil Langswager  
Larry, Kathy & Heather Caldwell  
Bob Philips  
Richard & Bethel Powers  
Jim Ottman  
Dave Wild

#### Guests

Chuck DiBella  
Brian Neri  
Barbara Covert  
Ed & Bonnie Franko  
Dennis Fleisher

2 / Automotive News, April 7, 1975

#### Dealers sue importer, distributor

## Jury finds for Volvo in five antitrust suits

SAN FRANCISCO. — After a three-week jury trial, decisions favoring Volvo Western Distributing, Inc., and Volvo of America Corp. were reached in five separate antitrust cases in Federal Court here.

The suits, charging unlawful termination of franchises and price fixing, had been filed by five former California Volvo dealers. In each case, the jury found no liability.

Prior to the trial, charges of violation of the Sherman Act related to monopolistic practices were dismissed in a summary judgment by the court.

The complaint under the day-in-court act, charging unlawful franchise termination, was dropped by the plaintiffs before trial.

In what was potentially a multimillion-dollar antitrust suit, plaintiffs had sought treble dam-

ages, as provided under the Sherman Act for violation of antitrust laws.

- Plaintiffs were Kendall Motor Co., Inc., Salinas; Walt Martin Motors, Inc., Richmond; Carlson Motors, Inc., San Leandro; Park Motors, Inc., Chico, and Ronald T. Hanford and Thomas J. Hanford, doing business as Hanford Motors, Redding.

Hanford Motors had been a Volvo exclusive. The other dealerships were dualled with other imports, in one case, with a domestic.

After the three-week trial, which included testimony of 24 witnesses, the unanimous jury finding was that there had been no violation of the Sherman Act.

Robert J. Sinclair, president of Volvo Western, said that after the plaintiff's attorney heard the verdicts, he asked the jury for a comment on the conspiracy charges. He was told, "There was no price fix."

Counsel for the defendants was Paul Hastings, Janofsky and Walker, Los Angeles.

## Nationalization For Leyland?

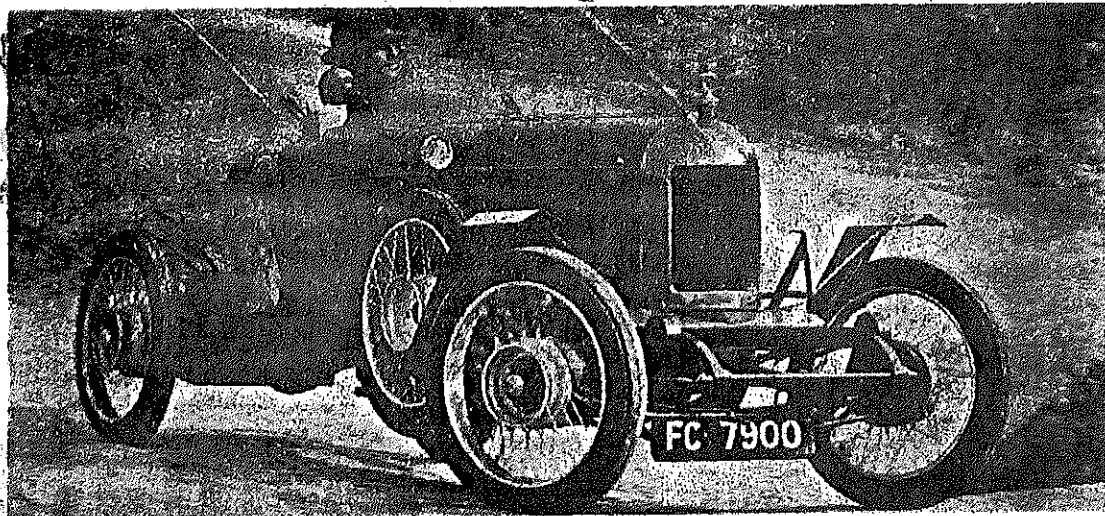
Will British Leyland be nationalized? A Briton attending the recent SAE show in Detroit doesn't think so.

Walter Waller, director of group marketing services for Joseph Lucas Ltd., believes the automaker will get the necessary help it needs without nationalization. "There may be some changes in management, though, for government equity," he surmises.

Lucas, a big British automotive supplier, does about 15 percent of its business with Leyland. Mr. Waller doubts Lucas dealings with the company would be affected one way or the other.

"British Leyland's problem is cash, the same problem Burmah Oil had late last year," he explains. "So the Bank of England supplied the cash in exchange for Shell-BP shares in Burmah's portfolio."

Whether British Leyland holds such gilt-edged securities is unknown. □



## 'Old Number One' Marks 50 Years

"Old Number One," the first MG sports car made, is shown on the course where 50 years ago it won a gold medal in its first competition, the 1925 London-to-Land's End trial. To celebrate the anniversary, British Leyland Motors will bring the car to America to appear in several auto shows, including the June 11-17 Gathering of the Faithful in Springfield, Mass. Sponsored by the New England MG Register, the June Gathering attracts more than 500 MG enthusiasts. Details are available from John Boiteau, 92 Bowles Park, Springfield, Mass. 01104.

## Auto Bargains To Cost Buyer New Paperwork

ALBANY (UPI) — The state Tax Department yesterday said anyone who gets a good deal on an auto purchased from anyone other than a regular car dealer is in for extra paperwork after Monday to obtain a sales tax clearance to register the vehicle.

The revised procedure is designed to correct abuses estimated to have cost the state millions of dollars annually in lost revenue, Tax Commissioner Saul Heckelman said.

An affidavit on the purchase price must be completed by the seller and presented by the purchaser at the time he seeks to register any car purchased at below the book value established by the sales tax bureau.

## The New \$11,000 Small Caddy

DETROIT (AP) — In the midst of an industrywide slump with car sales off 20 per cent, General Motors will put its Seville — the first small Cadillac — on sale May 1 with an expected \$11,000 price tag.

GM unveiled the car for dealers at a special preview in suburban Southfield yesterday.

Cadillac, which hopes to sell 25,000 of the Sevilles the first year, calls the car the "new, international-size Cadillac."

Seville, available only in a four-door model the first year, weighs 4,340 pounds, actually

putting it in the same weight class as the regular-size, 4,357-pound Chevy Impala. By contrast, a Chevy Nova weighs 3,477 pounds.

It has a 114.3-inch wheelbase versus 111 inches for the Nova and 110 for the new Ford Granada-Mercury Monarch small luxury models.

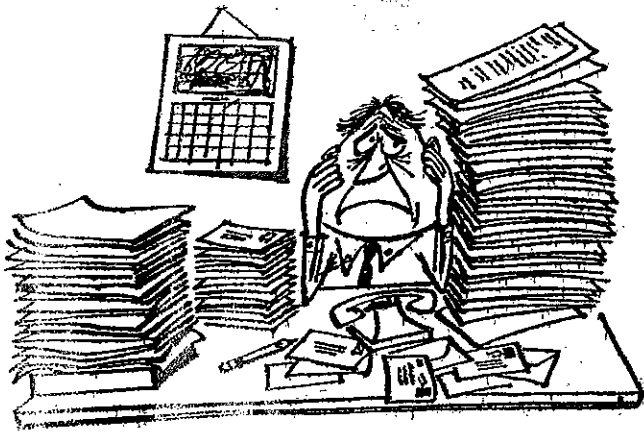
The Seville's 71.8-inch width makes it narrower than the Nova's 72.2 inches but wider than the Granada-Monarch's 71.2 inches.

The new small Cadillac is almost the same height as the

Ford and Chevy models but its over-all length is 204 inches, compared to 196.7 inches for the Nova and 197.7 for the Granada and Monarch cars.

The Seville has a 350-inch V-8 engine, and electronic fuel injection is standard. Federal officials have rated gas economy at 13 miles per gallon in the city and 18 m.p.g. on the highway compared to 14 and 19 m.p.g., respectively, for a comparable Nova.

Almost everything that is optional on most cars is standard equipment on the Seville.



# EDITOR'S ABERRATIONS

FROM

DAVE WILD

April fool's day is past again and I find that very depressing. I've had an idea and a page of notes for a special article which I've been holding for three years. In that period of time I haven't been able to put together enough time to write the article for SPOKES for an "April Fools" issue. -If April 1st falls in the middle of November this year you will now know why!

Some of the committee heads for the Sports Car Festival IV are as follows:

Publicity:	Dick Powers
Dash plaques, posters, Art work:	George Herschell
Judging:	Gil Langswager
Announcer:	Bill Bell
Field Marshall: (car set-up)	Mike Gaglio
Photography:	Al Isslehard
Car Classification:	Bob Tescione
Registration:	Entrants - Bette Langswager
Market	- Barbara Wild

The festival posters will be available at the next meeting and we ask each member to take some to put up in your favorite gas station, grocery, bank, drug store or other public building. The help of each member will be required in putting on this event so please sign up for service in one of the work categories. The assignment sheets will be posted on a table at the next meeting. A general meeting will be held as usual on Saturday, the day before the festival, in the school cafeteria. All items and equipment regarding the show should be delivered to the school cafeteria on Saturday May 31st in order that everything will be set up for Sunday morning. A meeting of the various committees will be held this month.

"Old Number One", the first MG, will be in California at a new car show on the date of our event-obviously it can't be in both places at once. It will appear June 11-17 at the New England MG T-Register gathering in Massachusetts and then from there will return to England to take part in British events. It is unfortunate that it will have such a brief stay in the U.S. as so few MG enthusiasts will have an opportunity to see it. Perhaps it will again go on tour when the new MG-D appears?

The Louisiana State Legislature is to examine a bill recognizing historic vehicles introduced by State Senator M. Joseph Tiemann. Senate Bill #10 defines a historic or special interest vehicle thusly: "of historic or special interest - - - of any age which, because of its significance, is being collected, preserved, restored, operated or maintained by a hobbyist as a leisure pursuit." It further defines those eligible as: "a vehicle being held by a hobbyist, finds significance as a motor vehicle of historic or special interest through a relevance to the life of the collector holding it and, or through a general relevance as an example-artifact of the transportation history of Louisiana". The bill also makes provision for the storage of inoperable or parts cars on the owner's property. Also it calls for the authorities to notify the nearest collectors car club of any abandoned car meeting the criteria of the bill before the car is disposed of.

-SCCA has made several changes in "production" race car classifications they are as follows:

Triumph TR-6 moves from class C to D with an official weight of 2136 pounds.

Jensen-Healey remains in class D with addition of two 1.75 inch SU or Stromberg carbs.

MGB and B-GT may now use 2 inch SU carbs and official weight is 1900 pounds.

-Goodyear Tire Corp. is organizing the Goodyear Motor Sports Club with a charter membership available for \$10 before June 1. Thereafter the fee will be \$15. Besides the usual club paraphernalia, members will receive discounts on many products and race tickets as well.

-The U of R Sports Car Club and the Monroe Community College Sports Car Club have unfortunately joined the ranks of clubs that are no longer active.

-The president of the '75 Genesee Motor Sports Council is John Henson of COCR, Fred Kern of TTCR is the Secretary/Treasurer and Ralph Priebe of TTCR/SCCA is chairman of the council's Grand Prix event series.

-Triumph Touring Club is holding a rally school on April 20th at the Foreman Center in Fairport. Registration is at 10:30 and class starts at 11:00 a.m. Call Fred Kern (223-4702) for info.

-COCR Rally Club presents the annual Kiwi Kilometers Rally on April 27. It starts at Westgate Plaza at 12:00 noon. This 65 mile TSD rally is billed as for the above-average ralliest but beginners should have no trouble staying on course. Info. 247-3392.

-The Lockport Sports Car Club presents the 18th annual Braille Rally on April 27. The starting point is the N.Y.S. School for the Blind, Richmond and State Streets, Batavia, N.Y. This event starts at 12:00 noon and finishes at the Treadway Inn, Batavia. The fee is \$4.00 which includes dinner. Preregistration is mandatory - call 716-434-1931 for more information.

-Triumph Touring Club's May rally is on Sunday the 11th at 12:00 noon. This is a short family rally that starts at Culver-Ridge Plaza and ends at Mendon Ponds Park for a picnic. Call Donna Robinson 342-0403 for more information.

-COCR Club's May rally is to be on Saturday night the 17th at 7:00 p.m. Eastway Plaza is the starting place for this 60 mi. rally. Call 247-3392 for information.

-The Rochester Historic Auto Review will be held at the Dome Arena on May 24 & 25. This event sponsored by the Empire State Classic Car Club will display 80 of the areas finest cars. Admission is \$2.00 for adults and 50¢ for children under 12. There is a flyer elsewhere in most of the copies of this issue of SPOKES.

-Finn Auto Supply Corp. at 201 North Main St., East Rochester (586-4725) is offering a minimum of 20% discount on all foreign and domestic vehicle parts.

-The 4th Annual Northeastern U.S. Antique and Classic Car Auction is on June 7, 1975. This event, another Kruse auction will be held at Gaslight Village in Lake George, N.Y.

-The Classic MG Yearbook '74, another of Dick Knudson's fine works, is now available at \$13.95. Write to Classic MG Yearbook, Box 367, Oneonta, N.Y. 13820 for your copy.

It has been brought to our attention that a local enthusiast has just obtained a "bull-nosed" Morris. Let's find out who he is - he sounds like a candidate for membership.

The last issue carried a report stating that Aston-Martin/Lagonda was to pass into receivership. Apparently they will be given a least a temporary reprieve. Various interests are attempting to support the organization and put it back on its feet. Hopefully they will be able to survive and continue building fine cars.

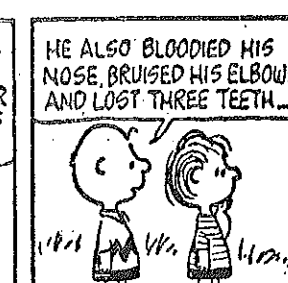
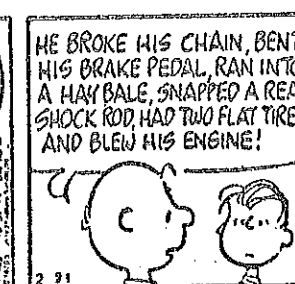
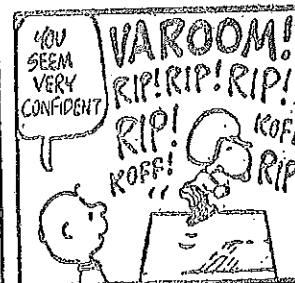
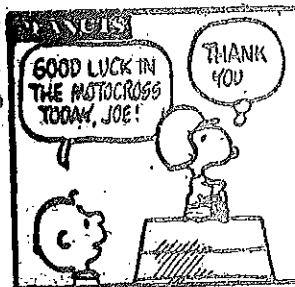
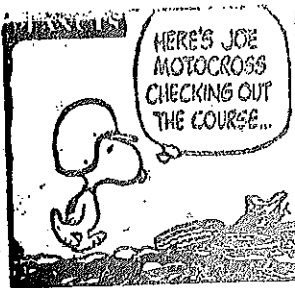
Last year our Sports Car Festival drew 275 cars and over 8000 spectators - lets try and reach 300 entrants this year - tell a friend! We know that there are a lot of super - interesting cars in garages, barns and basements here that have never been seen.

# 'Old Cars Are Hazards'

To stimulate car sales, plus curb some of the pollution from the older cars, I suggest that the car makers start a drive to buy all old cars that are beyond a certain age, which are a hazard on the highway.

These old cars should be destroyed and not to be on the highway again. This will save us energy.

Stephen A. Imburgia  
50 Rosemary Dr.





**British Leyland Motors Inc.**

600 Willow Tree Road, Leonia, New Jersey 07605

# NEWS

## 1975 TRIUMPH SPITFIRE A GASOLINE MISER

LEONIA, N.J. -- Thirty two miles to the gallon fuel economy is the key feature of the 1975 Triumph Spitfire 1500 convertible sports car announced by British Leyland Motors Inc.

The Spitfire delivered 32.7 mpg on the open highway in U.S. government tests. In city driving, it averaged an economical 21.5 mpg.

For 1975, the Spitfire has a new transmission with single rail linkage for smoother shifting. The transmission tunnel, clutch, gear shift lever and drive shaft have all been modified to suit the new transmission.

Among the styling improvements is the use of an extra heavy duty wrap-around rear bumper. The front bumper has been additionally strengthened and its bumper guards have been restyled. Integral with the front bumper is a new license plate holder.

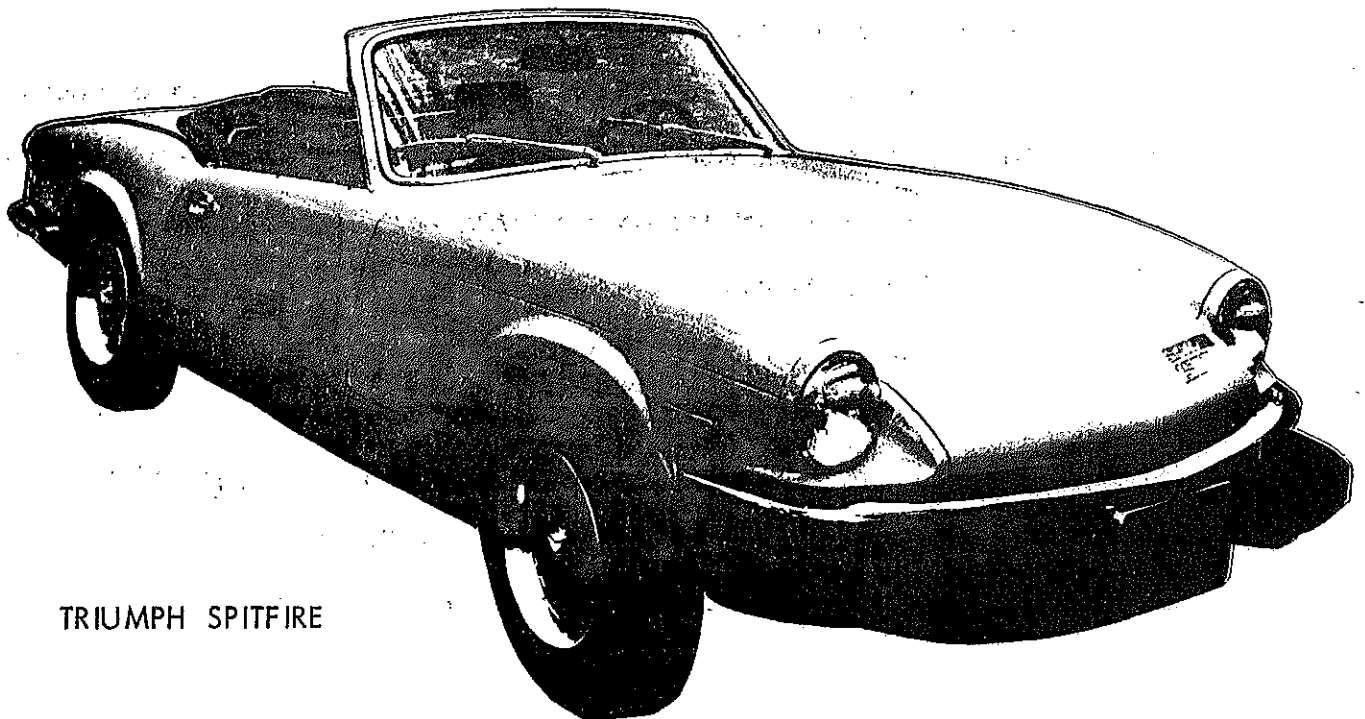
An armrest has been added between the Spitfire's reclining bucket seats for extra comfort particularly on long drives. Other new refinements include map reading light and luggage locker light. Fuel-saving radial ply tires are standard for 1975 and are of a larger size than the previous standard bias-ply tire.



"Triumph Spitfire 1500" is emblazoned on the trunk lid and on the unique hood, which contains the headlights, and wraps around on either side almost all the way down to the door sill. When opened up and forward, this arrangement gives unequalled accessibility to the four cylinder 1500cc engine, steering and front suspension components.

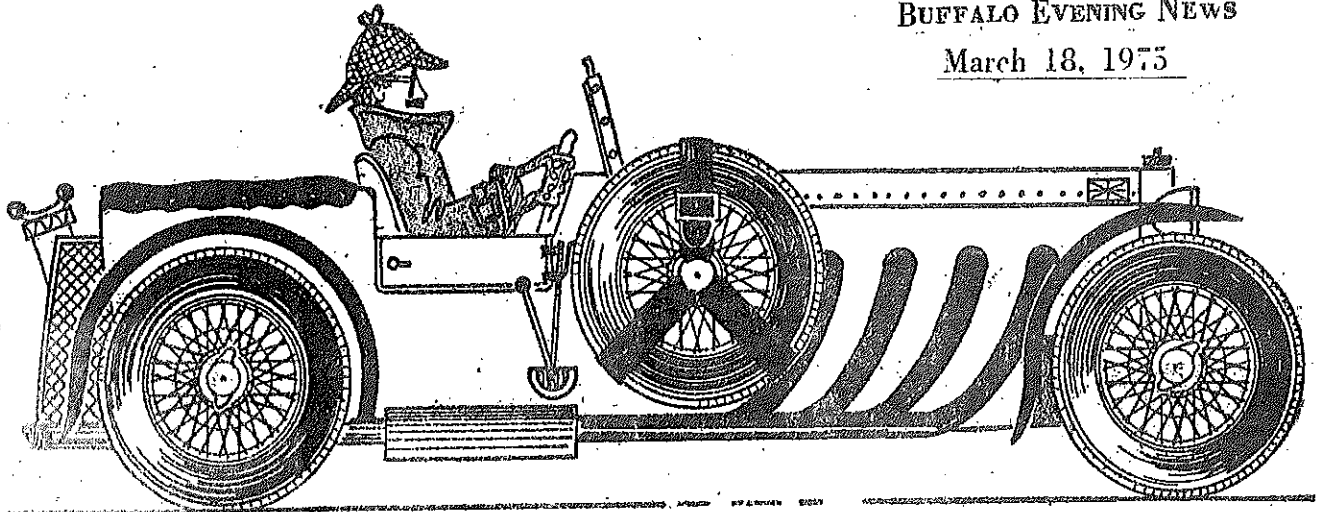
1975 Spitfire 1500s for sale in California will be equipped with anti-pollution catalysts and will have special gas tank filler openings which will only accept non-leaded gasoline pump nozzles.

Spitfires are among the most popular cars raced in Sports Car Club of America competition and victories by Spitfire 1500 drivers enabled British Leyland to win the manufacturers' championship in Class F Production in the SCCA's new "Super National" race series this past season. This and previous championship wins are recorded on a new commemorative dash plaque.



TRIUMPH SPITFIRE

March 18, 1975



## Imported Cars Really Got America Rolling As World's Most Automotive Nation

By JAY LOCKROW

The ads for MG Say: "The Sports Car America Loved First." From this, and the copy that describes MG's arrival on our shores 25 years ago, one might conclude that the imported automobile started appearing only after World War II.

The "boom", really began then. But imports have always been part of our market.

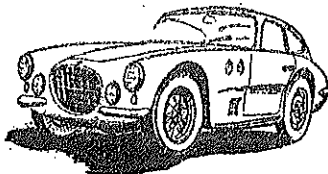
Many early American automobiles used imported engines, (like today's Ford Pinto). For example, the George M. Pierce Co. here in Buffalo (later Pierce Arrow) used a French DeDion engine in their early vehicles.

Many early imports were favorites of the wealthy. They were status symbols then as they again were in the early '50's. People who could afford expensive imports often had them fitted with custom coachwork which is why so many of these early machines are quite alike mechanically but very different to view.

Look at 15 or 20 Rolls Royces of the same vintage and you will most likely find 15 or 20 different bodies. Some of the most artistic automobiles ever created were done by these master coachbuilders, a craft which has almost disappeared.

Early auto racing, like modern racing, did much to promote the import auto. Oval track racing, prevalent in America in the 20's and 30's saw many imported machines side by side with the "specials" of the day. The first Indianapolis 500 in 1911 had several imports among the competitors.

In 1912 Ralph DePalma push-



ed his Mercedes across the finish line only to be disqualified from the first position. In 1913 a French Peugeot won the race, the first import to win. Imports were in the field for many years making names like Fiat, Benz, Isotta, Delage, Sunbeam, Bugatti well known among the automotive fraternity.

As late as 1940 Wilber Shaw won the race in a Grand Prix Maserati, one of the last imports to run the 500 for many years until the return of British cars in the mid 1960's.

An interesting comparison is that Jimmy Murphy was the first American to win a European event (LeMans) in an American Duesenberg in 1921, a claim which stood until the Ford victory at LeMans in 1967.

In California O. A. "Bunny" Phillips had a Bugatti agency that served many Hollywood personalities.

Bunny is still in business, among the foremost experts in the restoration of this world-famous marque.

Any story of early imports must mention the ARCA — the Automobile Racing Club of America. This club, unheard of by all but the purist, was truly the beginning of what was to become the post-war imported car boom. ARCA was founded about 1929 by a group of teenage boys who raced what we would call "go-karts" today on

their fathers' estates in Pocantico Hills.

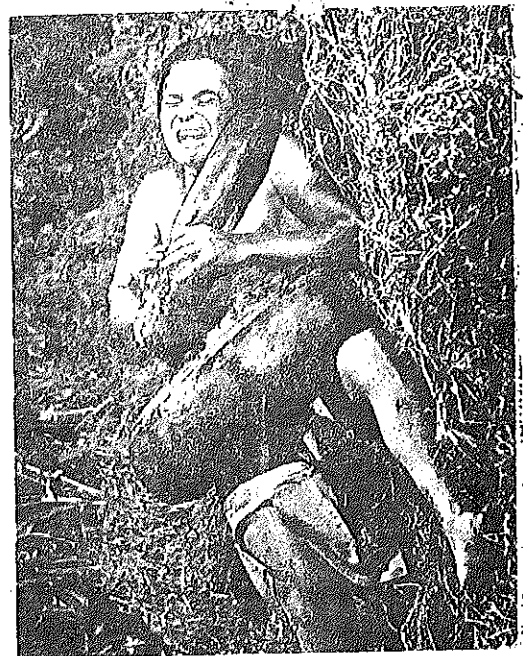
Among this group were the Collier brothers who were to become famous in post war sportscar racing until Sam Collier's tragic death in one of the early races at Watkins Glen.

The ARCA graduated to such cars as Austins and MG's (the early P-types) and later to the TA and TB. The Collier brothers, along with George Rand, started importing MG's and other "exotic" cars mainly to supply themselves with sports cars.

A look at ARCA records shows a list of varied and interesting automobiles. These imports, and the determination of the ARCA kept alive during the 1930's the almost extinguished spark of sports car road racing in the United States.

This spark was kindled into a full-scale blaze at the conclusion of World War II when those first MG TC's hit our shores.

The MG may have been the sports car America loved first — in quantity — but imports were here right from the very beginning.



ALL RIGHT ALREADY!!!!!!  
I'LL PAY MY '75 DUES!!

## Low-Power Automatic from European Ford

Ford of Europe is offering a specially-engineered version of its C3 automatic transmission as an option for the new family of small Escort sedans produced in Britain and Germany. Intended for the 1300 and 1600 cc (57 to 84 hp) engines in the range, the three-speed box is designed to minimize power losses in these economy models, and to fit under the standard floor pan without press tool changes. Weight has been kept to 100 lb, which is the same as Ford's four-speed heavy-duty manual gearbox.

The torque converter is scaled down to 9.25 in., and the ratio at stall is increased to 2.3:1 through modified blade angles. Transmission oil capacity is reduced to 10.5 pints, and oil circulates

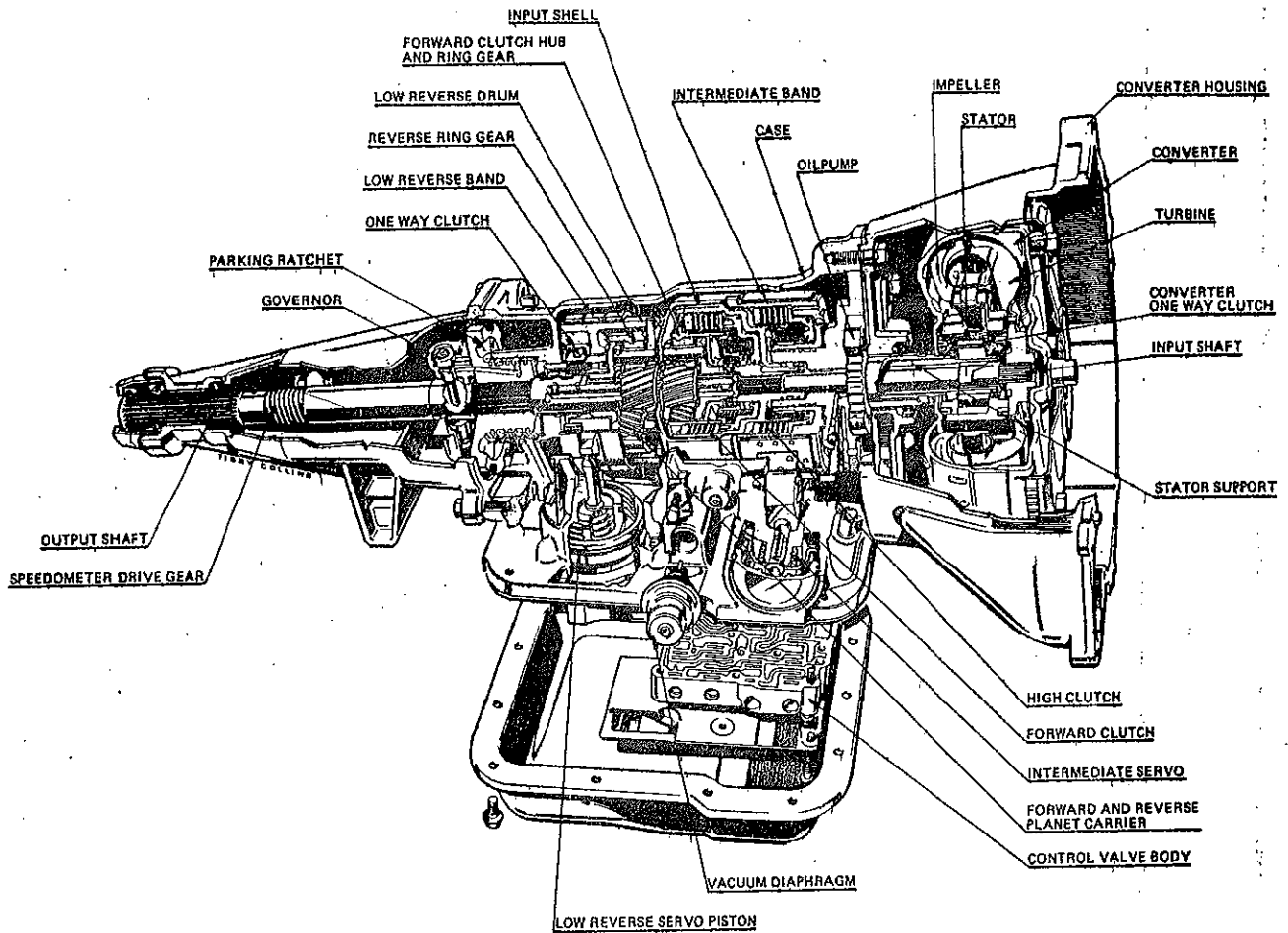
through a heat exchanger integrated in the base of the engine radiator. This speeds warm-up in cold conditions for increased efficiency, and in hot weather cools the oil to prevent overheating.

Stator blades together with the hub are molded from asbestos-reinforced phenolic resin, providing a smooth surface finish and high dimensional accuracy as well as low weight. The thrust washer is of the same material. Eccentric gears for the oil pump are of sintered metal, requiring no machining. They are phosphate coated by a special Ford process that enhances durability and resistance to scoring. The single pump supplies oil for the torque converter, lubrication and the brake and

clutch actuating servos.

The control valve body is cast integral with the main aluminum casing for the first time on a Ford automatic, adding rigidity to the structure. Valve spools are also aluminum to eliminate differential expansion and minimize internal oil leaks. Manual selection of gears is by a centrally-mounted lever with rod linkage, and there is full manual over-ride for maximum engine braking when required.

The transmission is manufactured at Ford's new purpose-built \$130-million plant at Bordeaux, France, which has a capacity of 500,000 units a year with 2000 employees.



Ford low-loss C3 automatic is for engines down to 57 hp.

## 1975 GMSG GRAN PRIX SERIES

### ELIGIBILITY

A participant in the Gran Prix Series must be a member of one or more GMSG affiliated clubs. He must participate in a minimum number of events including one participation as an event worker.

For the purpose of this Series, an individual who belongs to more than one GMSG member club must declare membership in the club which he feels represents his major area of interest. The purpose of this declaration is for the assignment of points.

### SCORING

#### A. PARTICIPATION POINTS:

Participation points are awarded for the individual's participation as either a worker or competitor in a Gran Prix event. Participation points are awarded on the following basis:

Individual's Club GP event	12 Points
GP event other than individual's Club	24 Points
Required Work (regardless of Club)	12 Points

Participation points are awarded for all events including those entered in addition to the minimum required for Series eligibility.

#### B. COMPETITION POINTS

Competition points are awarded to the individual on the basis of overall performance in a Gran Prix event, performance being evaluated by an indexing system. Points are awarded as follows:

1st Place: 90 Points	4th Place: 30 Points	
2nd Place: 60 Points	5th Place: 20 Points	
3rd Place: 40 Points	6th Place: 10 Points	7th Place: 9 Points, etc.

### INDEXING SYSTEM

#### A. RALLYS

An overall index score is determined for each competitor by first summing all scores recorded in that competitor's class. This sum is then divided by the number of competitors in that class, resulting in a mean score for each class. The overall index score for each competitor is then computed by dividing his score by the mean score for his class. The indexes are then compared to determine overall placement in the rally.

#### B. AUTOCROSSES

Mean times for a class are determined by summing all the times (runs) including pylon penalties recorded in that class. (Disqualified runs due to off-course, etc. are not included.) The sum is then divided by the number of runs to obtain the mean time for that class. Each competitor's best time is then divided by the mean time for his class to obtain his index. The indexes are compared to obtain overall placement for the event.

### MEMBER CLUB RESPONSIBILITIES

It is the responsibility of the Clubs to determine which of their events will be designated as Gran Prix events. The Club's GMSG representative will be responsible for reporting the results of a Gran Prix event no later than two meetings after the Gran Prix event has been held.

### GMSG RESPONSIBILITIES

GMSG shall be responsible for promoting Gran Prix events and assuring that the event meets standards for correctness by appointing a representative to check the event. GMSG shall also be responsible for obtaining and presenting year-end awards. Individual point standings will be accumulated and published at appropriate intervals.

### GRAN PRIX EVENTS SERIES

GMSG will determine placement by the above rules for participants in the GP Events Series. Year-end awards will be presented to the top finishers who have qualified by competing in a minimum of five events and working one additional event. The five competitive efforts must be divided between the two sports with a maximum of four in one sport.

### GRAN PRIX RALLY SERIES

GMSG will determine placement by the above rules for participants in GP rallies. Year-end awards will be presented to the top rallyists in the Series who have qualified by competing in three of the six GP rallies and working one event.

### GRAN PRIX AUTOCROSS SERIES

GMSG will determine placement by the above rules for participants in the GP autocrosses. Year-end awards will be presented to the top finishers in the Series who have qualified by competing in three of the six GP autocrosses and working one additional event.

## 1975 GMSC CLUB AUTO SPORTS CALENDAR - GMSC GRAN PRIX SERIES EVENTS

## GMSC Member Clubs - 1975

COCR Rally Club  
Mercedes-Benz Club  
MG Car Club  
SCCA - Fingerlakes Region  
Triumph Touring Club of Rochester  
Xerox Auto Club

Club Activities Director

Don Homanski	647 - 2464
Bill Miller	865 - 8214
Bruce Austin	654 - 9210
Bill Bennett	271 - 1365
Dick Murphy	235 - 2333
Gary Skillman	381 - 0968

GMSC GRAN PRIX SERIES CHAIRMAN - RALPH PRIEBE . 244 - 6843

[illegible]

APRIL	Sun	6	XAC Driver's School	AUGUST	Sat	2	TTCR Driver's Rally
	Sun	13	TTCR Rally		Sun	3	SCCA Rally
	Sun	20	TTCR Rally School		Sun	10	GP GMSC Rally/Autocross School
	Sun	27	XAC Autocross		Sun	17	SCCA Autocross
	"		GP COCR Rally		Sat	23	GP COCR Rally
					Sun	24	XAC Autocross
					Sun	31	(Labor Day Weekend)
MAY	Sun	4	TTCR Rally				
	"		SCCA Autocross				
	Sun	11	(Mother's Day)	SEPT	Sun	7	GP SCCA Autocross
	Sat	17	COCR Rally		Sun	14	GP TTCR Rally (SCCA-FLR Nat'l)
	Sun	18	SCCA Rally		Sun	21	(Open) (Canadian GP)
	"		GP XAC Autocross		Sun	28	XAC Autocross
	Sun	25	(Memorial Day Weekend)		"		COCR Rally
JUNE	Sun	1	MGCC Auto Festival	OCT	Sun	5	(Open) (US-GP, Glen)
	Sat	7	SCCA Rally		Sun	12	TTCR Charity Rally
	Sun	8	GP TTCR Rally		Sun	19	(Open) (SCCA Regional)
	Sun	15	XAC Charity Autocross		Sat	25	COCR Halloween Halocaust
	Sat	21	M-B Concours		Sun	26	MGCC Wagonjack Meet
	Sun	22	COCR Rally		"		GP XAC Autocross
	"		SCCA Autocross				
	Sun	29	GP XAC Autocross				
				NOV	Sun	2	GP SCCA Rally
					Sun	9	TTCR Rally
JULY	Sun	6	(July 4th Weekend)		Sun	16	(Open)
	Sun	13	TTCR Rally (Glen Weekend)		Sun	23	COCR Rally
	Sun	20	XAC Autocross		Sun	30	(Thanksgiving Weekend)
	Sun	27	COCR Rally				
	"		GP SCCA Autocross				
				DEC	Sun	7	(Open)
					Sun	14	TTCR Rally

[illegible]

## 1975 GMSC GRAN PRIX SERIES - AWARDS SPONSORS

**WORLD WIDE TIRE, INC.**

## AUTO SPORTS ENTERPRISES

# Foreign Auto Parts Ltd.

XX

GMSC GP Series Championship Eligibility: Rally or Autocross Series = Run 3, Work 1  
(See opp. side for scoring, etc.) Overall GP Events Series = Run 5, Work 1

# Official Car Classifications

(Adopted December 1951, Revised 1975)

There are three main groups of cars: ANTIQUE cars are pre-1930 models; CLASSIC and PRODUCTION cars are the later models. By definition "car" means ANY highway motor vehicle including race cars and "year" means MODEL year.

Class	Type (a)	Group
1	3-Wheel cars, Buckboards, Cyclecars	Through 1950
2	High-Wheel (solid tire), buggy-type cars	Through 1919
3	Electric cars	Through 1905
4	Electric cars	1906 Through 1950
5a	Motorcycles, 1 cyl.	Through 1950
5b	Motorcycles, 2 cyl.	Through 1950
5c	Motorcycles, more than 2 cyl.	Through 1950
6	Steam cars	Through 1905
7	Steam cars	1906 Through 1914
8	Steam cars	1915 Through 1929
9a	Gas. cars, 1-cylinder	Through 1912
9b	Gas. cars, 2- and 3-cylinders	Through 1912
10a	Ford "T", brass radiator	1909 Through 1912
10b	Ford "T", steel shell radiator	1913 Through 1916
11	Gas. cars, not previously classified	1917 Through 1927
12	Gas. cars, 4-cylinders	Through 1905
13a	Gas. cars, 4-cylinders	1906 Through 1909
13b	Gas. cars, 4-cylinders	1910 Through 1912
14	Gas. cars, more than 4-cyl.	1906 Through 1912
15	Gas. cars, 4-cylinders	1913 Through 1919
16	Gas. cars, more than 4-cyl.	1913 Through 1919
17a	Gas. cars, 2-wheel brakes, 4-cylinders	1920 Through 1929
17b	Gas. cars, 2-wheel brakes, more than 4- and less than 8-cylinders	1920 Through 1929
17c	Gas. cars, 2-wheel brakes, 8-cylinders or more	1920 Through 1929
18a	Gas. cars, 4-wheel brakes, 4-cylinders (b)	1920 Through 1929
18b	Gas. cars, 4-wheel brakes, more than 4- and less than 8-cylinders (b)	1920 Through 1929
18c	Gas. cars, 4-wheel brakes, 8-cylinders or more (b)	1920 Through 1929
19a	Classic cars, specifically named	1930 Through 1931
19b	Classic cars, specifically named	1932 Through 1933
19c	Classic cars, specifically named	1934 Through 1936
19d	Classic cars, specifically named	1937 Through 1939
19e	Classic cars, specifically named (including Lincoln Continental through 1948)	1940 Through 1942
20a	Production cars	1930 Through 1931
20b	Production cars (excluding Fords)	1932 Through 1933
20c	Production cars (excluding Fords)	1934 Through 1935
20d	Production cars (excluding Fords)	1936 Through 1937
20e	Production cars (excluding Fords)	1938 Through 1939
20f	Production cars	1940 through 1942
20g	Production cars	1943 through 1945

Class	Type (a)	Group
21a	Ford "A", open cars (c)	1928 Through 1929
21b	Ford "A", closed cars (c)	1928 Through 1929
21c	Ford "A", open cars (c)	1930 Through 1931
21d	Ford "A", closed cars (c)	1930 Through 1931
22a	Commercial cars, except hearses and ambulances, load capacity under 1 ton (d)	Through 1950
22b	Commercial cars, except hearses and ambulances, load capacity 1 ton and over (d)	Through 1950
23	Fire vehicles (e)	Through 1950
24a	Competition (Racing cars) (f)	Through 1950
24b	Competition (Documented sports cars) (g)	Through 1950
25	Competition (Undocumented sports cars) (g)	Through 1950
26	Production Cars	1946 Through 1948
27	Production Cars	1949 Through 1950
28a	4 cyl. and V8 Fords	1932 Through 1934
28b	V8 Fords	1935 Through 1937
28c	V8 Fords	1938 Through 1940

## NOTES —

(a) The following instructions will apply in all cases.

(1) Commercial vehicles must be entered in Class 22; (2) Fire engines must be entered in Class 23; (3) Racing cars must be entered in Class 24a; (4) Documented sports cars must be entered in Class 24b; (5) Undocumented sports cars may be entered in Class 25.

(b) All vehicles originally produced with 2-wheel brakes, such as the Rolls-Royce Silver Ghosts, and to which factory front-wheel brakes were later added, are included in their original 2-wheel brake class.

(c) Any model "A" with a fixed rigid top not removable, such as a station wagon, will be classified as a "closed car."

(d) "Commercial cars" are basically trucks and buses of any kind but not station wagons and taxicabs which are classed as passenger cars. Hearses and ambulances will not be registered.

(e) Self-propelled vehicles used for fighting fires. This includes pumps, chemical wagons, hose trucks, ladder trucks and deluge wagons. Personnel carriers are included in a previously applicable class.

(f) Class 24a means any 2-, 3- or 4-wheeled self-propelled vehicle designed only to enter a contest of speed or acceleration, but not reliability. The said contest may or may not involve other vehicles.

(g) Class 24b means any 2-, 3-, or 4-wheeled self-propelled vehicle, although not especially designed for a contest of speed or acceleration, but which vehicle was actually operated in a recognized or documented contest other than a reliability run. Entrants must be prepared to submit proof of eligibility when required.

Class 25 for undocumented sports cars, otherwise the same as 24b

IN THE SENIOR CATEGORY, \*there is one award. A minimum score of 365 is required. MULTIPLE PRIZES are awarded in the SENIOR DIVISION to cars scoring within 10 points of the highest scoring car.

All Senior Cars duly registered and shown on the field will receive either an Armatale plate or mug. This is a participation award and replaces the participation Plaque awarded in the past.

IN THE JUNIOR CATEGORY, \*\*multiple prizes are awarded for first, second and third place in each class. A minimum of 365 points is also required for first junior. The car scoring the highest over 365 is a first junior together with all other cars scoring within 10 points thereof. Of the remaining cars in the class, the next car will be a second junior together with all others scoring within 10 points thereof. Third junior is determined in the same manner for those cars eligible after first and second places have been awarded. A minimum of 330 points is required for second and a minimum of 295 points is required for third.

ALL CARS will be given 400 points at the start of the judging.

SENIOR CARS	365 points minimum Multiple awards within 10 points.
1st JUNIOR CARS	365 points minimum Multiple awards within 10 points.
2nd JUNIOR CARS	330 points minimum Multiple awards within 10 points.
3rd JUNIOR CARS	295 points minimum Multiple awards within 10 points.

\*SENIOR cars are those which HAVE won a FIRST prize at any previous National AACA Meet; these cars are REQUIRED to display their "NATIONAL FIRST PRIZE" plaque. Sale or transfer of a Senior car does not change its Senior status.

\*\*JUNIOR cars are all those which have NEVER won a National First Prize.

## SPECIFIED CLASSIC CARS

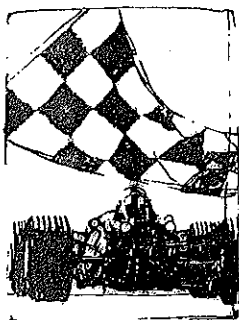
Alfa-Romeo	Delahaye	Marmon V-16
Auburn 8 and V-12	Duesenberg	Maybach
Bentley	duPont	Mercedes (not diesel)
Bugatti	Franklin	Minerva
Buick Limited	Hispano-Suiza	Packard-except 110
Series 90, 1940, 41, 42	Horch	120 and
Cadillac	Invicta	Clipper models
Chrysler-only	Isotta-Fraschini	Pierce-Arrow
LeBaron or	Lagonda	Rolls-Royce
Darrin Bodied	Lancia	Rolls-Royce
Gord	LaSalle	Specialized models
Gunningham	Lincoln (not Zephyr)	Aston
Gardner	Lincoln Continental	Rolls
Delage	through 1948	Stutz
		Talbot Darracq

Other makes of American or Foreign cars may be accepted by individual model upon written application to the Vice-President of Class judging and approval by the Board of Directors.

1975 CANADIAN WINTER RALLY RESULTS

1.	J. Buffum/V. Buffum	Porsche	282.44
2.	J.P.Perusse/J. Bellefleur	Fiat 128	283.58
3.	B. Hourihan/D. Shepherd	Volvo 142	291.32
4.	W. Boyce/R. Edwardes	Toyota Celica	297.15
5.	D. McEachern/D. Cady	Saab 96	298.22
6.	G.Neil/D. Ramsay	Datsun 510	302.52
7.	R. Black/D. Woods	Datsun 510	307.57
8.	J. Callon/R. Dooley	Datsun 510	309.26
9.	G. Thomas/R. Arthur	Datsun 510	312.57
10.	K. Philip/J. Monette	Austin Marina	313.47
11.	G. Lansdell/A. Meggy	Honda Civic	314.39
12.	L. Picton/H. Roehl	Saab 96	320.46
13.	O.Pedersen/D. Golem	Datsun 240Z	323.20
14.	J. Robertson/O. Schreiber	Datsun 510	323.29
15.	J. Crawford/W. Drafft	Saab 96	327.25
16.	J.C. Van Delden/K. Biro	Datsun 510	329.31
17.	C.McLaren/D. Ford	Datsun 510	329.35
18.	S.Carrick/D.Carrick	Cortina	331.17
19.	K. Bartels/C.Brown	VW Rabbit	331.59
20.	D. Sedlacek/D. Hejna	Toyota Corolla	334.14
21.	B.Flick/R. Floyd	Fiat 124	336.59
22.	S. Veanable/T. Klooterman	Datsun 240Z	338.48
23.	P. Tell/J. Fagg	Datsun 510	342.07
24.	B. Garside/P. Baker	Toyota Corolla	344.33
25.	Y. Klostranec/J.Dowell	Datsun 510	346.00
26.	G. Albright/L. Schmidt	Capri 1600	349.09
27.	J. Wlodarczyk/D. Deaville	Datsun 510	353.28
28.	K. Graham/H. Baker	Toyota Corolla	354.57
29.	F. Powe/P. Ousey	Austin Cooper	360.18
30.	L. Kapel/R.Leyerton	Honda Civic	365.17
31.	A. White/V. Weyer	Toyota Corolla	378.29

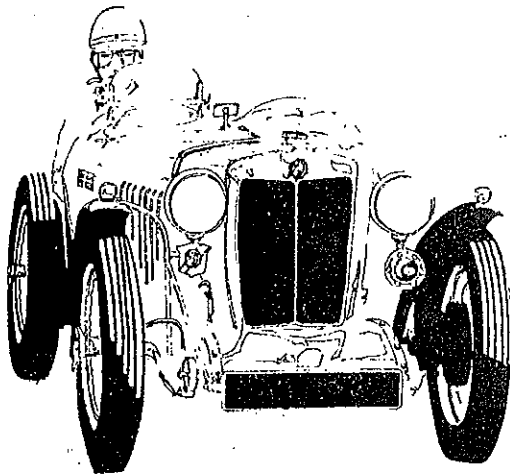




# ACTIVITIES SCHEDULE

- April 17 MEETING MGCC  
20 Rallye School, TTCR  
27 XAC Autocross  
27 Rallye COCR-GP Event  
27 Braille Rally, Lockport SCC
- May 3 Autocross, Porsche Club, Avon Kart Track  
3-4 Swap Meet & Concours, Rhinebeck, N.Y.  
4 SCCA, Autocross at R.I.T. Campus  
4 Braille Rallye (Tent.)  
4 Race F-5000 and Trans-Am Pocono  
11 TTCR Rallye  
15 MEETING MGCC  
17 COCR Rallye  
17-18 Old Car Flea Market, Dunkirk, N.Y.  
18 SCCA Rallye  
18 XAC Autocross-GP Event  
24-25 Race, Lake Erie Invitational, SCCA/WNY  
24-25 Empire State Classic Car Club Show, Dome Arena  
25 Indy 500 Race  
26 Motorcycle Hillclimb (Champ.) Keck Farm, Egypt, N.Y.  
31 Autocross, Porsche Club, Avon Kart Track  
31-1 Regional Race, Watkins Glen
- June 1 MGCC AUTO FESTIVAL IV - Victor, N.Y.  
1 Race F-5000, Mid Ohio  
1 Antique Car Show, Bath, N.Y.  
7 Kruse Car Auction, Lake George, N.Y.  
7 SCCA Rallye  
8 TTCR Rallye (GP Event)  
12-15 GOF MG T-Register, Springfield, Mass.  
14-15 Drivers School, Watkins Glen  
15 XAC Charity Autocross  
15 Race F-5000, Mosport  
19 MGCC MEETING  
21 Mercedes-Benz Concours  
22 SCCA Autocross, MCC Campus  
22 COCR Gymkhana/Picnic - SCCA/WNY  
28 Porsche Club Autocross, Avon Kart Track  
28-29 Solo I Event, Watkins Glen, N.Y.  
29 XAC Autocross -GP Event  
29 Trans-Am Race, Nelson Ledges

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



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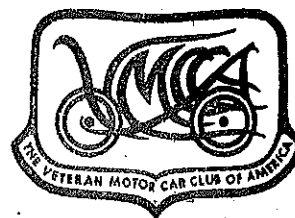
ANTIQUE & CLASSIC CAR AUCTION

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**FINAL BROCHURE DEADLINE IS MAY 5, 1975**

### AUCTION SCHEDULE

Thursday, June 5 - Car check-in from noon  
until 6:00 P.M.

Friday, June 6 - Car check-in from  
8:30 A.M. until 6:00 P.M.

Preview Showing from 4:00 P.M.  
until 9:00 P.M.

Cocktail Reception from 6:30 P.M.  
until 9:30 P.M.

Saturday, June 7 - Auction starts at  
10:00 A.M.  
Gates open at 8:30 A.M.

### HOTEL HEADQUARTERS

#### TIKI MOTOR INN

A Polynesian Resort Motel, an oasis of tropical splendor transplanted to Lake George, in New York's beautiful Adirondack Mountains, located adjacent to the auction site. For reservations, write: The Tiki Motor Inn, Box 511, Lake George, New York 12845, or call 518/792-6568. Make your reservations now to be sure of accommodations.

To Consign Your Car  
Send This Form Today!

Mail to: OR CALL OUR OFFICE

Kruse Classic Auction Company, Inc., Kruse Office Bldg.  
300 South Unjoin, Auburn, Indiana 46706 Phone (219) 925-4004

## YES!

SEND ME A CONSIGNMENT FORM  
AND ENTRY INFORMATION

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

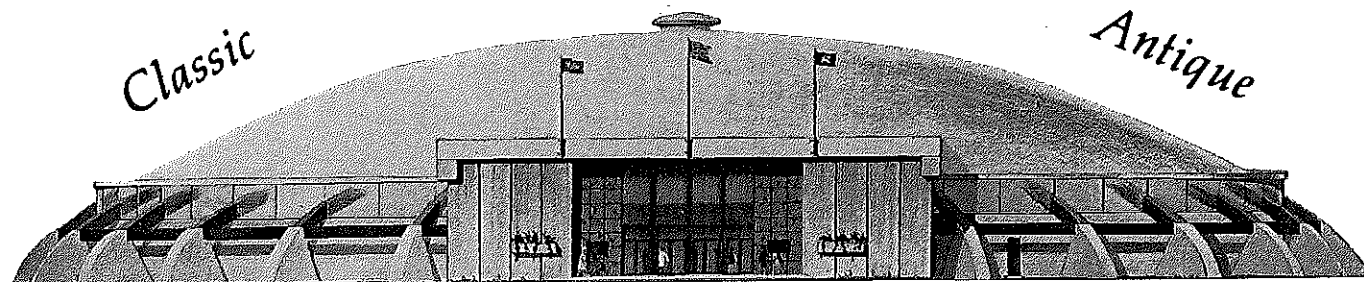
NUMBER OF CARS \_\_\_\_\_

MAKES OF CARS \_\_\_\_\_



# Rochester's 1st Historic Auto Review

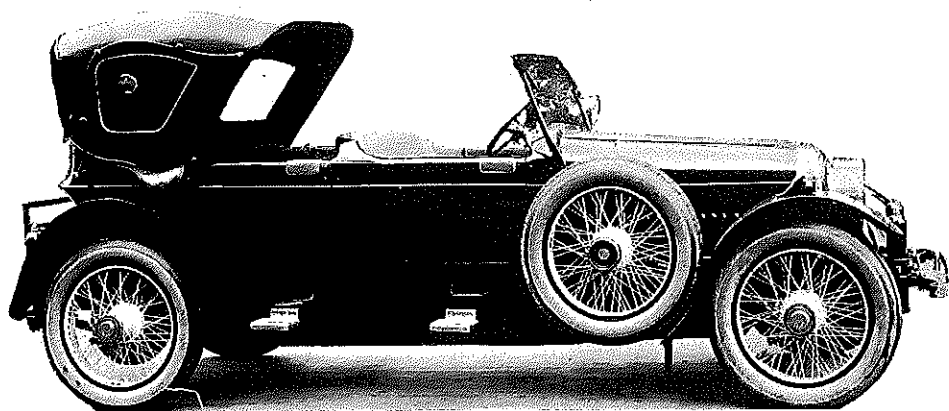
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**The Monroe County Dome Center**

*Sport Cars*

*Special Interest*



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*Cunningham* Car  
Rochester Mfg.



Over 80 of the country's finest  
cars under one Roof!

**May 24th & 25th 1975**

**FREE PARKING**

Sat. Noon - 10 pm

Sun. 11 am - 6 pm

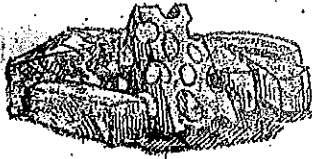
**Admission**

\$ 2.00 Adults

\$ .50 Children under 12



# THE MG PANTRY

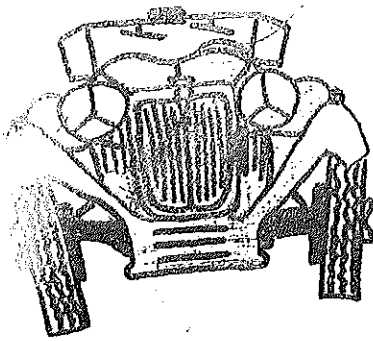


## Shopper's guide to cheeses

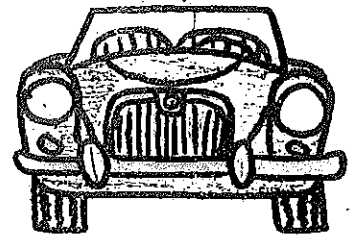


	cheese	origin	color & shape	flavor	main uses besides snacks
SOFT	BRIE	France	creamy yellow inside, thin edible white and brown crust; medium and small wheels, pie-shaped wedges	mild to pungent	appetizer, dessert, good with fruits
	CAMEMBERT	France	creamy yellow inside, thin edible white or gray-white crust; small round cakes, pie-shaped wedges	mild to pungent	appetizer, dessert, good with fruits
	LIEDERKRANZ	United States	yellowish tan, gray white crust; small triangles	pungent, aromatic	appetizer, dessert
	LIMBURGER	Belgium	creamy white inside, grayish-brown surface; small rectangles	very strong, robust, stronger than Liederkranz	hearty sandwiches
SEMI-SOFT	BEL PRINSE	Italy	creamy yellow inside, slightly gray surface; small wheels, wedges	mild to moderately robust	appetizer, sandwiches, dessert
	BLUE or BLEU	France	white inside, marbled with blue-green veins; yellow-brown surface; cylinders, wedges, squares	tangy	appetizer, dessert, in salads, spread on broiled meats
	BRICK	United States	light yellow to orange; brick shapes	mild to moderately sharp	sandwiches, grated for seasoning, in salads
	GORGONZOLA	Italy	light yellow with blue-green veins; cylinders, wedges	salty; similar to blue	dessert, in salads
	MONTPELIER or JACK	United States	creamy white; wheels	mild	sandwiches, grated for seasoning
	MUNSTER	Germany	creamy white inside; yellow or tan surface; small wheels, blocks, wedges	mild to mellow	sandwiches, in salads
	MOZZARELLA or PIZZA CHIESE	Italy	creamy white; rectangles, spheres	mild, delicate	pizza; in casseroles, toasted sandwiches
	PORT DU SALUT	France	creamy yellow inside; russet-colored rind; small wheels, wedges	mellow to pungent	appetizer, dessert, with fruits
	ROQUEFORT	France	white to creamy white inside, with blue-green marbled veins; cylinders	piquant	appetizer, in salads, dessert, spread on broiled meats
	STILTON	England	creamy white inside with blue-green veins; cylinders, wedges	spicy, but milder than Roquefort	appetizer, salads, dessert
FIRM	CHEDDAR	England	pale yellow to orange; rind and rindless; various shapes	mild to extra sharp	sandwiches, in cooked foods, grated, dessert
	COLBY	United States	light to medium yellow orange; cylinders	mild to mellow	sandwiches, in cooked foods
	EDAM	Holland	creamy yellow to yellow-orange inside, red wax surface; ball-shaped, cut pieces	mild, nutlike, sometimes salty	appetizer, in salads, dessert, with fruits
	GOUDA	Holland	creamy yellow to yellow-orange inside, with or without red wax coating; ball-shaped	mild, similar to Edam	appetizer, in salads, dessert, with fruits
	GRUYERE	Switzerland	light yellow; flat wheels	mild, somewhat sweet	sandwiches, desserts, in cooking
	PROVOLONE	Italy	light yellow with tan or golden yellow surface; pear and sausage shapes	mellow to sharp; usually smoked	appetizer, in salads, in cooked foods, dessert, grated when fully cured
	SWISS or EMMENTHALER	Switzerland	light yellow with large eyes (gas holes); gray brown rind or rindless; blocks, wheels	nutlike, sweet	sandwiches, sauces, in cooked foods
VERY HARD	PARMESAN	Italy	light yellow; cylinders, wedges, grated	sharp	seasoning for soup, in salads, sauces; especially used in Italian cooking
	ROMANO	Italy	very light yellow inside, greenish-black surface; rounds, wedges, grated	salty, piquant	seasoning for soup, in salads, casseroles, dishes
	SAPSAGO	Switzerland	light green; conical-shaped	pungent, herblike	seasoning for soups, meats, vegetables; mix with butter for spread





# MARKET PLACE



## FOR SALE

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

## FOR SALE

1960 AH SPRITE 'Bugeye)  
First place in Sports Car  
Festivals '73 & '74  
Extra parts (complete drive  
train, instruments etc.)  
or  
1952 Ford Anglia  
28,000 original miles, green,  
nice. Must sell one or the other.  
Tom "Gord" Grice  
236 Elmwood Ave.  
Lockport, N.Y. 14094  
716-434-6731

## FOR SALE

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

## FOR SALE

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

## FOR SALE

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

## FOR SALE

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

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

## FOR SALE

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

## WANTED

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

## WANTED

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

## MEMBERSHIP

### MG CAR CLUB, WESTERN N.Y. CENTRE

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

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

Spouses become members also at no extra cost.

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

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

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

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### 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: \_\_\_\_\_

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