

Spokes

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February 2009



Dan Suter's
1962 MGA Deluxe

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

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Desi Benet ~ George Haynes ~ Alex Kopen* ~ Joe Tierno ~ George & Nancy Herschell
 Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch* ~ Jim Priestley
 Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner

*Members Emeritus



Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Susan Kath
 1039 Mosley Road
 Fairport, NY 14450

Please indicate exactly how the name should appear on the plaque.

Chairman's Corner

Dan Suter

FOLKS, I BELIEVE WE HAVE A PROBLEM ON OUR HANDS. It has now been a full year since Allen Hess announced his desire to retire from the role of Spokes editor. We've been making this known regularly through the newsletter and at meetings. We've had numerous conversations with potential candidates which have not resulted in anyone coming forward.

In my opinion, we are now imposing on Allen's good graces as we roll into 2009, which is something I don't think we should continue to do. If you've been giving this any consideration, PLEASE pick up the phone and contact Allen or myself or any board member.

Our January meeting was well attended, especially considering the single-digit temperatures. By the time you read this, the valve cover races will be history. Who knew that the gauntlet would be thrown down at the January meeting? The races should be fun!

Our February meeting will feature the presentation of the MCC scholarships to two students in the Auto Tech program, as a result of our annual donation to MCC in September of last year. I always enjoy getting the opportunity to visit with the winners and their families, and learn about their coursework and internships. Be sure to attend to wish them well.

We've got a full calendar of events coming thanks to the efforts of Mike and Sue Harrison and all the event coordinators. See you soon!

—Dan

Now is the Time to Mail Your Membership Renewal to

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

\$30 Payable to MGCC Western NY

Or Use PayPal
www.mgcarclub.com
(lower left corner home page)

The Herald

Allen Hess

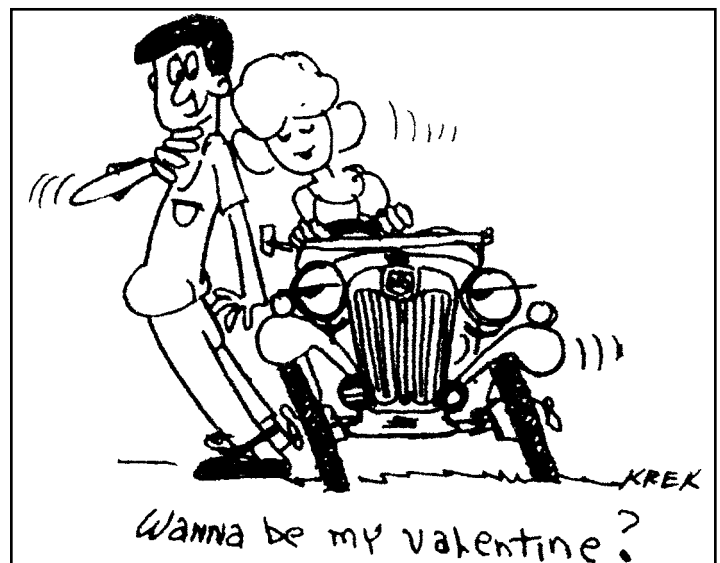
GIVEN THE BREADTH OF KNOWLEDGE IN OUR CLUB, we don't get enough technical articles. After the intense competition yesterday at the Valve Cover Races, I won't hold my breath for "Secrets of a Winning Valve Cover Racer" by Bruce Willis. But this month, thanks to Mike Harrison, we have *MGB Side Cover Breather Repair* by Glenn Lenhard. A former Rochesterian and MGCC member, Glenn runs a MG and British car shop in St. Petersburg, Florida.

The restoration of Dan Suter's MGA Deluxe was completed in 2008 in time to attend the Twin Cam Golden Jubilee and NAMGAR meeting in Pittsburgh. He has since researched and compiled the history of his car—our cover story. Discovering the history of your car is a great idea and we encourage others to do so. [Note to Bill Baldwin: I was going to tell you this yesterday but you skipped the Valve Cover Races and went off to have a good time skiing. So, I must exercise the Editor's power of the pen. A year ago Spokes featured some wonderful stories about cars and romance—one by Cheryl. Now that she has told us all about your love life, it's time we heard from *you* about your father and the Turner that is now yours. P.S. Cheryl thinks it's a great idea!]

Now if you're sitting around waiting for it to get warm because you don't have a heated garage (floor or otherwise), Jay Lockrow has come to your aid. He has stumbled upon the *Internet Car Movie Database!* Looking at the MGs should take 'til well past Easter and by the time you look at all the British cars, it will be 4TH of July.

—TRIUMPH

Another P.S. I have a new telephone number—see page 2.



Activities

Mike and Sue Harrison

THE CLUB ACTIVITIES FOR 2009 WERE SCHEDULED TO begin Saturday, January 24 with our Annual Wine & Cheese Tasting Party and the famous Valve Cover Races. Hopefully by the time you receive this issue of Spokes, the weather cooperated and many members attended the event at Finn Park in Webster. Results of the races will be announced in the next Spokes.

Reservations are due by FEB. 7 for our next racing event. Join your fellow club members, who are still in the North Country, at Champps Restaurant at Eastview Mall on Sunday, Feb. 15 from 2-5 PM to watch the Daytona 500 in our own party room. See more details elsewhere in this issue.

The Annual Steak Roast will be held at Eyer Park in East Rochester on SUNDAY, MARCH 8. There will not be an auction this year at this event. Just bring a good appetite and the usual dish to pass. Look in this issue for more details.

The Swing Into Spring party is moving from March 29 to APRIL 19. Hopefully the weather will be nice enough to drive your sports cars to this event. Also check in Spokes for more information on this get together.

We will again hold a Basket Raffle at the April 16 club meeting to raise funds for the MCC scholarship.

We appreciate those members who have already agreed to help with events throughout the summer and fall, but are in need of one or two couples to set up the Halloween Party. Do not be shy about volunteering, you will find plenty of help available. Contact Sue or Mike by phone or e-mail if you can be of help this year.

—Yellow B GT



VEHICLE STORAGE

MG Restoration & Performance Consulting

5795 Cleary Rd. | Livonia, NY 14487 | 585.233.4409

Consultants: Dick & Marlene Rzepkowski

Seneca Lodge Rooms

Joanna DeBlaere

IT IS THAT TIME OF YEAR ALREADY, TIME TO THINK ABOUT the Vintage Races at Watkins Glen in September 11–13. We will be doing the lottery like we have been doing for the last several years, seems to be the best way to handle the rooms. Seneca Lodge is still requiring a 3 night stay [Sept 10–12]. The deadline to submit your name and room preference is March 1st and you must be a current club member to apply.

If you would like a room I need your request in writing on or before the 1st of March. You can send it by e-mail to deblaere@frontiernet.net or by regular mail to Joanna DeBlaere, 8607 North Shore Drive, Honeoye, NY 14471.

The room drawing will be held as soon as possible after the 1st so that if you should not get a room, you will have more time to look for other accommodations.



Requests due by March 1st.

MGCC Minutes of the Meeting

Michael Goodwin

MGCC Meeting Minutes – January 15, 2009

The meeting was called to order at 7:39 PM by Chairman Dan Suter.

The minutes of the last meeting were accepted as published in *Spokes*.

New members and guests – Bill Wayman introduced himself as a guest. Bill's the fellow who brought his steam-powered car to our show! (Thanks for coming, Bill!) [See page 16]

Activities – The Harrisons began the Activities report by honoring the now-longstanding tradition of telling a joke. They reported on many upcoming events (for more information on many of these, see elsewhere in *Spokes*). Valve Cover Races and Wine & Cheese gathering will be at Finn Park January 24th. [Secretary's Note #1: Done & over with before you receive this – Who won? What's the secret formula to building a winning car? Did Mr. Zak come up with something outlandish again?]. Folks are invited to watch the Daytona 500 at Champs at Eastview Mall from 2-5 PM on February 15th. There will be a cash bar and buffet (cost is \$16). Sign up! March brings us the Steak Roast (no auction this year) and the Swing into Spring at the Old Toad. Mike and Sue noted that they'd like to hold a driving event in April, but need an organizer. [Secretary's Note #2: C'mon! Haven't done a thing like this before? There's a first time for everything!] They reported that the rest of the year is pretty well set, but we still need an organizer for the October Halloween event.

Dan Suter thanked the Harrisons for organizing an enjoyable Holiday Party in December.

Treasurer's Report – Susan Kath reported that the year-end totals for 2008 have been compiled. According to Susan, we spent a lot of money, but we “did neat things and had lotsa fun.” Susan also reported the account balances. Dan Suter added that the 2009 budget is nearly set and that he'll have more to share at a later meeting.

Membership – Jim Priestley reported that at year-end 2008, we had 182 memberships, but as of this meeting, 78 have still not renewed. Jim put forth a plea to renew by the end of January. [Secretary's Note #3: If you're reading this in *Spokes* and haven't yet renewed... I just don't know what to say! Your subscription to *Spokes* won't last!]

Regalia – Doug Scribner, regaliameister, brought a lot of the heavy winter stuff tonight (jackets, fleeces, coats, “all with the club logo and all at very good prices!”). Doug also reminded us that full-color 2009 calendars are still available, and that he will be ordering more when his supply runs out (\$12 each). [Secretary's Note #4: “Regaliameister” doesn't pass my spell-checker, but that doesn't mean much to me. I just try to tell it like it is.]

SPOKES – Interim editor Allen Hess told us that he has a “few articles in the bank”, and reminded us that once upon a time, Chairman Dan Suter asked us to think about writing articles about our cars' histories (if they have a checkered or otherwise interesting past). Allen said that Dan would start this off this month (see somewhere else in this issue!). Allen asks for similar contributions. He also reminded us that with the upcoming Multi-Club picnic in Ontario, Canada, we need to be cognizant of border crossing regulations. He'll be digging into what's required and putting something in *Spokes*.

Dan Suter expressed his growing concern that we still don't have a replacement for the Editor. Though Allen has graciously agreed to continue for a while, we've had a full year's notice of Allen's intention to give up the job. [Secretary's Note #5, specifically addressed to the next Editor – Where are you?]

Vice-Chair Report – Dan Goodwin, Vice-Chair, reported that Mr. Bill Jones of the Upper Monroe Neighborhood Association approached him about the potential for our Club members to display their cars during an even sometime between Memorial Day and Labor Day (we can influence the choice of date!). He says a section of Monroe Ave. will be blocked off, there will be good security, and that 10 to 20 cars could be displayed. Dan would like help coordinating this – contact him.

Car Show Report – George Heissenberger reported that since the last show and the change of Chairmanship, there have been a couple of meetings. Things are off the ground for the 2009 show. George noted that expenses eat up a great portion of the show's gross income, and that they're looking to change this (to end up with a better net income). This is THE major fundraising event for the Lions Club. The major expenses are in posters, plaques, T-shirts, and awards. 2009 T-shirts will carry a picture of the 2008 Best MG of Show winner (Mary Murray's MGB). George noted, “It's early, but it's only five months away!” and asked for anyone's help with the 2009 show in any capacity.

England – George Herschell noted that we haven't yet received the January issue of *Safety Fast!*, but that the December issue included an article by Mr. Brian Woodhams about his experience at our 50th Anniversary celebration. Dan Suter has a copy to share among the members.

Librarian – Club Librarian Al Costich reported that there is nothing new, but that there is a listing of available library holdings on the website (www.mgcarclub.com).

Trustee and Website Report – Leon Zak reported, “Everything is fine.” [Secretary's Note #6: Leon, HAIR can be fine, and SPAGHETTI can be fine. Can everything with the Trustees and website be fine? I guess, if you say so.]

Meeting Attendance

January 15, 2009

Carl Prouty	Joe DeBlaere	Peggi Heissenberger	Dick Rzepkowski
Gil Langswager	George Haynes	Doug Scribner	Marlene Rzepkowski
Betty Langswager	Cindy Jack	Linda Fazio	Steve Sangster
Al Costich	Cheryl Baldwin	Joseph Fazio	Pat Sangster
Bob Tescione	Bill Baldwin	Susan Kath	Jim Davis
George Herschell	Elaine Hess	Jeff Kath	Leon Zak
Dave Asmuth	Allen Hess	Frank Stepanik	Barbara Zak
Mike Harrison	Doug Jack	Ginny Fowler	David Engdahl
Sue Harrison	Dan Suter	John Fowler	Mary Murray
Hollis G. Hames	Harriette Hokenson	Don McConnell	John Murray
Dawn Priestley	Leroy Hokenson	Susan Goodwin	Al Fink
Jim Priestley	Tim Rizzo	Michael Goodwin	Dick Powers
Barb Wild	Rhonda Rizzo	Allyn Wagner	Dan Goodwin
Dave Wild	Vivienne Rizzo	Cindy Austin	GUESTS:
Joanna DeBlaere	George Heissenberger	Bruce Austin	Bill Wayman

Room Lottery at Seneca Lodge (Vintage Race Weekend at Watkins Glen) – The lottery for rooms will be drawn on March 1st. If interested, please make sure your request is submitted to Joanna DeBlaere (in writing or by email) before that date. This year's earlier date for the drawing will allow for those not drawn to have more time to make alternate arrangements.

Old Business, Car Projects - George Haynes is installing new rocker panels in his TR4, and finds it's a bigger job than he had hoped. A few others talked about other small projects.

Elaine Hess reminded us that she had made a motion for the club library to purchase a copy of a book she had borrowed from Mr. Heissenberger. She had found this book to be most helpful in planning the Halloween Rallye. Elaine wondered about the status of her motion, but before any discussion could ensue, George donated his copy to the library!

New Business – There was some banter about the upcoming Valve Cover Races, during which Mike Goodwin “threw down” a challenge to any who might like to take shot at last year's champion [Bill Baldwin], or the self-declared “International Champion”, MG's TD. [Secretary's Note #7: By now, if we attended, we all know how we fared.]

Doug Scribner reported that Spring is just 2 ½ months away.

Cars and Parts For Sale – Al Costich has a 1963 or '64 Volvo 122 S for sale. It would make a great rallye car! See Al for details.

Door Prizes – There was a nice selection of prizes, as usual. Dan Goodwin promised that we'll end 2009 as we ended 2008 – with a great Wine Night.

Miscellaneous Comments – The Harrisons have maps to the Valve Cover Races – see them after the meeting. Payment

for the Daytona 500 event at Champs is due one week before the event (\$16 per person for the buffet). Again, see the Harrisons.

Adjournment – The meeting was adjourned at 8:22.

—MGB



We are deeply touched by the kind words and support from members of the MG Car Club during our recent loss. While Jeremy was not an "official" member of the MG Car Club, he shared many of our interests. He experienced the thrill of racing (go-karts), appreciated sports cars, and recognized the importance of many good friends.

*Thank you to the club for the donation to Strong Burn Unit and thank you to everyone for their thoughts and prayers. We have been overwhelmed with the generosity and support of friends, thank you.
Steve and Pat Sangster*

Holiday Party



Activities Directors Mike and Susan Harrison hosted this year's party at the Lake Shore Country Club.



Secretary Michael Goodwin gave a most entertaining recap of the year's events punctuated with numerous "Secretary's Notes".



Chairman Dan Suter presented Mary and John Murray the Steve Fitch Driver of the Year Award.



Chairman Dan Suter presented George Herschell a plaque for outstanding service to the Club and Sports Car & Vintage Auto Festival.



Doug and Laurie Scribner were presented the prestigious Brudno Award for exemplary service to the club.

A HUGE THANK YOU!

Rarely do I get caught at a loss for words but at the Year End, party that is exactly what happened when Dan presented me with that marvelous plaque. It was totally unexpected and something that caught me completely by surprise. I can't begin to tell you how much that means and it was for something that I enjoyed doing all those years. I'm just sorry that I find it impossible to continue with the drawings and other items but I know things will be in good hands with whoever takes it over.

I have to add a special thank you for the fact that the picture on the plaque was of both Nancy and me. That is important because she has been with me every step of the way sharing the good times and also the struggles with some of the years and the drawings. She listened to me when I was happy and tried to calm me down when things didn't always go as I had hoped. It was a team effort with Nancy as the (mostly) silent partner. I know she was very pleased to see that recognition.

I would also like to thank all those who came over to talk to Nancy at the party. It is difficult for her to get around to everyone, as you know, and she appreciated the fact that so many of our friends come over to our table to visit with her. A special thanks to Aldis and Janet for their help in getting Nancy's coat on as we were leaving. The extra hands came in very handy.

Again our most sincere thanks to all for that recognition.

—Nancy and George Herschell



ROCHESTER CITY SCHOOL DISTRICT

December 15, 2008

Dear MG Car Club members,

WOW...what a great response at the holiday party to the mitten and glove drive for Rochester City School District students! Your generosity warms the heart *and* the hands.

Once again this year, Rochester's children have been reported with the 11th highest poverty rate in the nation. This sad statistic guarantees that your donations will be put to good use. Each of the below schools received a box of the assorted warm clothing:

School 4

Dr. Samuel McCree Way

School 22

Zimbrich St (off of Joseph Ave)

Thomas Jefferson High School

Edgerton Park

Charlotte High School

Lake Ave

On behalf of those schools, many thanks for your generosity. Have a Happy Holiday and a Safety-fast New Year.

Sincerely,

Annabelle Tescione

Office of Accountability
131 West Broad Street • Rochester, New York 14614

Daytona 500 Party

Sunday February 15, 2009
2 – 5 PM

Join your fellow MGCC members at Champps Restaurant, Eastview Mall in Victor to watch the *Daytona 500* in our own party room.

Buffet with Chicken Salad Sandwiches, Champps Club Sandwiches, Pulled Pork Sandwiches, Fresh Fruit Tray,

Coleslaw and Potato Chips for **\$16.00 per person**. Cash bar for beverages of your choice.

Reservations due February 7.

Checks payable to MGCC should be sent to Mike or Sue Harrison
6640 Ann Lee Dr., North Rose, NY 14516

Any questions phone (315)-483-0368 or
e-mail: mharrison3@rochester.rr.com or



ANNUAL WINTER STEAK ROAST

Sunday, March 8, 2009 – Noon until ??
Eyer Park in East Rochester

☞ Take Lincoln Rd. off Fairport Rd. (Rt. 31F)
Turn right on Chestnut St. E., just before the overpass & follow it to the park

Please bring a dish to pass as follows: A–G appetizers, H–R salad or vegetable and S–Z dessert. Bring your own table service and drinks. The club will provide coffee and tea. Please do not bring dishes that need to be plugged in.

Price: \$7 per Steak, \$1 per Hot Dog. Sign up and Pay by March 1st.

✂ Advance sign-up is required so we know how much to buy. Sign up at the February meeting or send a check payable to “MG Car Club” to:
Sue Harrison
6640 Ann Lee Drive
North Rose, NY 14516

☎ Any questions, please call Mike or Sue at 315–483–0368 or
E-mail us at mharrison3@rochester.rr.com

No Auction



Basket Auction at the April 16 Meeting

Proceeds go to the MG Car Club Endowed
Scholarship at Monroe Community College.

Donate a “basket” of goods or services.

“Bid” on baskets of your choice
by purchasing tickets.

Past ideas include:

Anything automotive: car wash, oil change,
tune up, rally kit

Anything British: food, beer

Wine

Picnic

Gardening

Food other than British

If you plan to donate a basket please call
Mike or Sue (315) 483-0368

If you don't bring a basket, bring money to bid!

Fiftieth Anniversary of the MGCC Western New York Centre



Dan Suter with the Anniversary Plaque presented by Brian Woodhams, MGCC UK.

The celebration of the prestigious Centres 50th Anniversary was held at the Genesee Country Museum at Mumford in New York State. The Museum has a collection of old houses and workplaces from the early 1800s which show how life has developed in the area of America. The have all been transported and sympathetically re-erected in an area of parkland, with period-dressed presenters on hand to show people around. The first house I was taken to see was an Octagonal house—of course, and I also saw a working Blacksmiths, a Gunsmiths and a Post Office!

The cars were presented on the Great Meadow at the Museum. 153 people attended the Gala Dinner, and invitations had gone out to as many past members as could be contacted. This turned out to be a great idea as many pledged to rejoin the Club. The guest speaker was Peter Thornley, who I last met at the Natal Indaba in South Africa in 2006. Peter's book MR MG on the life of his father, John Thornley, is well worth reading if you get the opportunity. On behalf of the MGCC UK I presented Dan Suter, Chairman, with an Anniversary Plaque, and spoke about the Marque of Friendship, and how I hoped my visit had helped to bring the two Clubs closer together. It was good to meet old friends again, and it is only right that I should mention my contact with the WNYC – George & Nancy Herschell. George is well know for his artwork, and designed the 50th Anniversary Badge. I was well looked after by the Centre members on my visit, and I would like to thank Dan & Mary Ellen Suter, Allen & Elaine Hess, Michael & Susan Goodwin, and Dan Goodwin for their hospitality.

The Genesee Country Museum deserve a pat on the back for their organisation and catering, as do the WNYC Event Organising Committee—very well done guys! Here's to the next 50 years!

Brian G. Woodhams

—Reprinted from *Safety Fast* December 2008

LOOKOUT!!!!

WARNING! DON'T SLIP UP!

IF YOU HAVEN'T PAID YOUR DUES,

THIS MAY BE YOUR LAST SPOKES!

USE PAY PAL ON OUR WEB SITE
WWW.MBCARCLUB.COM

OR

SEND YOUR CHECK, PAYABLE TO MGCC TO
JIM PRIESTLEY
3326 COUNTY ROAD 40
BLOOMFIELD, NY 14469

Tracing the Tracks of an old Warrior

by Dan Suter

Our old cars come to us sharing various degrees of their history. Part of the fun of old car ownership for some is to chase and document that history. Astonishingly, I have had the good fortune to be able to document nearly the entire 46-year history of my newly restored black MGA Deluxe. This fall, I have corresponded with Dave Nicholas, the first owner and SCCA F-production competitor with the car.

My car's ownership list is short:

- Dave owned it, new through October, '65;
- Jerry Kenyon drove it '65 through '71, then parked it through '88.
- Joe Tierno / Gordy Ruston owned it briefly
- I acquired it in July, '89.

To set the stage, all of these previous owners were members of the incredibly busy and enthusiastic 'Binghamton Auto Racing Club', and are life-long friends. In 1962, Nicholas watched as BARC member Bob Poupard of Endicott mopped up much of the SCCA F-Production calendar with his '61 Iris Blue Mk II Deluxe, scoring numerous wins. As MGA production wound to the end in May of '62, a number of final Deluxes were completed and shipped to North American distributors and dealers. My black Deluxe sat at the 'farm' dealership 'Morris Garages', owned by Gordie Morris near Cooperstown. In December of '62, Dave Nicholas convinced his dad to co-sign a loan and got a great discount on this semi-competition prepared MGA. This purchase was noted in the January, '63 BARC Gazette. Dave has shared with me this photo taken of the car in front of his house — when it was approximately one week old!

The car arrived from the factory with the rare close-ratio gearbox; stock 1622 engine and 4.1 rear axle; oil cooler;

R55 Roadspeed tires; and the 4-wheel disc brakes and knock-off steel wheels characteristic of the Deluxes.

One of my main interests has been to document the competition history of the car. Dave has been outstanding in identifying 27 photographs and providing details and race results for each of the three racing seasons 1963–65 inclusive. I've shared some of my favorites for this article.

The 1963 season was influenced by the fact that Dave was not old enough to get his SCCA license. Thus, early events included Ice Racing, SCCA-sponsored autocrosses, Driver's School at Watkins Glen, and a hill climb at Keene, New Hampshire—all events that did not require a license.

At this point, Dave started to develop the car with greater focus on competition. The engine was subject to a rebuild that featured the full, rare factory Competition Department Stage 4 kit: forged pistons on robust Twin Cam connecting rods; (we think) factory hardened 'red' crankshaft; H6 carbs and manifold; 712-14 competition camshaft and lifters; heavy duty valve springs (lost with the original cylinder head when the car acquired a date-coded 1964 MGB head along the way); factory sway bar; and eventually in 1965 a cheater Limited Slip Differential. Bumpers were removed, a hoop roll-bar was fabricated, Raydyot racing mirror and aircraft seatbelts were fitted, and the wheels and valence were painted—well, school bus yellow! With the exception of the yellow paint, these modifications were the exact components used to build the 1961–62 factory Sebring racers. It is my guess that Dave was able to obtain all of these parts through Morris Garages, as this dealership was enjoying a strong reputation as an MG race-tuning shop.

The 1964 season saw Dave earn his Regional SCCA license and compete at Giant's Despair hill climb (8th); Mount Utsayantha (3rd); Dubois-Jefferson(4th); Connellsville, PA (6th); and Reading, PA (2nd). Dave's participation in SCCA events was somewhat restricted by his service in the National Guard at Fort Dix, NJ.

Lastly, the 1965 season featured his competition at various Regional and National races including: Cumberland, MD (7th); Nelsen Ledges, OH (3rd); Vineland, NJ where he had an epic battle with an Alfa Romeo, and Watkins Glen USRRRC in June (3rd) and the Glen 500 weekend in July (3rd).

Dave shared with me that he always thought of the Deluxe as a warrior and hunter-killer as he raced in F-Production! All in all, I agree this car had a great 3-year SCCA record.

In October, 1965 Dave sold the car to Jerry Kenyon of Endicott. Jerry put the car on the street. His records show typical maintenance punctuated by much correspondence showing his difficulty in getting JC Whitney to believe that he had a 1962 MGA fitted with Twin Cam brakes; a clutch change and crank regrind; and other typical maintenance. The car came to me fitted with studded Pirelli snow tires so presumably it endured some Binghamton winters. Jerry parked the car in his barn in 1971 and it stayed there until 1988.

This collection of photos came to me via Joe Tierno, Gordie Ruston, and Dave Nicholas. Some are thought to have been taken by the late Spanky Smith. My thanks to Joe, Gordie, and most especially Dave.



Right: Parked outside his Binghamton home, Dave Nicholas' MGA is approximately one week old in December, 1962.



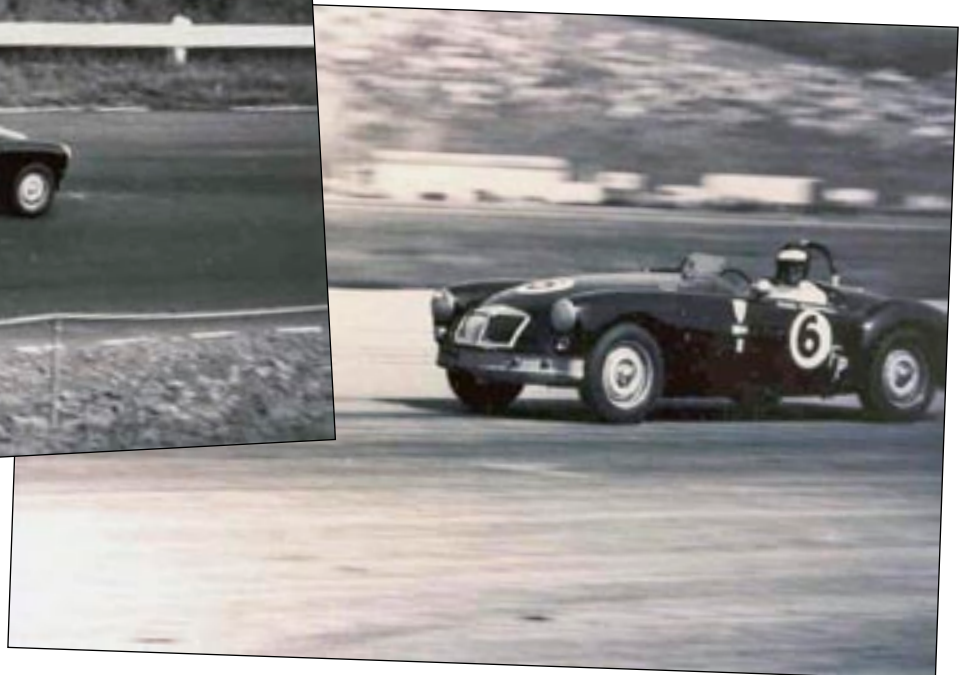
Below: By 1964, the Deluxe was in race trim and competing at numerous Regional events, such as Reading Pennsylvania, finishing 2ND and 3RD during the weekend.

Below right: Braking hard at Vineland, New Jersey in 1965. Dave had an extensive dice with this Alfa and eventually passed him, finishing 8TH in F-Production.



Above: On the back straight at Watkins Glen at the July, 1965 Glen 500 weekend, 3RD in F-Production.

Right: In 1965, Dave competed at the Cumberland, Maryland Nationals races, finishing 7TH in F-Prod.





Dan Suter tells MGCC members about his MGA as restoration begins. Below: John Suter at 8 and the MGA during restoration, 2005.





Restoration complete, the MGA is ready for the Twin Cam Golden Jubilee and NAMGAR GT-33, 2008.



Tracing your car's history

Tracing the story of my Deluxe has been uncharacteristically easy and rewarding. However, there are ways to track your car's history, even when you don't start out with all of the facts.

The first and best method is to try to recreate the chain of owners going backwards. Once you have a name and a city, then you can use online tools such as Switchboard.com or even contact that city's main library for a year-specific City Directory listing.

Examine the car for clues. I found two parking tickets made out to a former owner of my BGT V8, for Gloucester, England. These were tucked under the floor mat along the seats.

In the past, I have had some luck contacting various State DMVs although more recently this has been difficult due to privacy laws. Also, this is probably only effective in states that have smaller populations. California, for instance, purges all information on any car after 3 years of inactivity—I don't blame them given the volume of cars they regulate.

It can be a longshot, but it might be worth contacting the marque or British car club where you know your car might have lived. In two cases, I have obtained what I believe to be period photos of one of my MGs.

Lastly, I have heard of others who have paid the on-line services who advertise on [Switchboard](http://Switchboard.com). In one case, it led to the discovery of a Sebring Twin Cam, so I'd have to rate that as a successful method.

—Dan

Bill Wayman's 1899 Locomobile Stanhope replica
at the 2008 Vintage Auto Festival



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A Sad Farewell

—George Herschell

I received a call today from our long time good friend and WNY MGCC member Al Colquhoun. Al called to inform me that his wife Liz had lost her valiant battle with Lymphoma. Liz had been ailing for some time but last night (1/15) she could fight no more and passed away.

They were very close friends of ours and club members for some time. They used to joke with us that they were the Canadian contingent. They were at the car show every year (when they were physically able to do so) and went on a good many of our New England Mountain Adventures. They also traveled extensively with us to Gerry Gougen's Autojumble every fall in Westminster Vermont and to the British Invasion at Stowe. Nancy and Liz would talk for hours on the phone and solve all the US and Canadian problems. It's just too bad that the elected leaders of both countries didn't heed their advice.

We will miss our good times with them very much. Our thoughts and prayers go to Al at this difficult time.



Liz and Al at the Herschells 40th Anniversary Party

Canadian-US Border Crossing Information (Going to the Multi-club picnic?)

ON JUNE 1, 2009, the U.S. government will implement the full requirements of the land and sea phase of the Western Hemisphere Travel Initiative (WHTI). The proposed rules require most U.S. citizens entering the United States at sea or land ports of entry to have a PASSPORT, PASSPORT CARD, or WHTI-compliant document.

http://travel.state.gov/travel/cbpmc/cbpmc_2223.html

U.S. PASSPORT Home Page: http://travel.state.gov/passport/passport_1738.html

Monroe County locations for Passports include most Post Offices, County Clerk and DMV Offices.

<http://www.passportlocations.net/county/NY/MonroeCounty.html>

The wallet-size PASSPORT CARD is convenient and less expensive than the PASSPORT BOOK. However, the U.S. Passport Card cannot be used for international air travel. This new travel document can be used to enter the United States from Canada, Mexico, the Caribbean, and Bermuda at land border crossings or sea ports-of-entry. The card costs \$45 for a first-time adult passport applicant.

http://travel.state.gov/passport/ppt_card/ppt_card_3926.html

New York State issues WHTI-Compliant Enhanced driver licenses (EDL) and Enhanced non-driver photo ID cards (EN-DID) to applicants who can prove U.S. citizenship and NYS residency. An EDL or ENDID can be used instead of a passport at U.S. land and sea border crossings between Canada, Mexico, Bermuda and the Caribbean. It is not acceptable for air travel between these countries.

There is an additional fee for an EDL or ENDID, but the fee is less than the fee for a U.S. passport. Because the applicant is required to show proofs of identity, NYS residency and U.S. Citizenship, all applications for EDLs and ENDIDs must be made at a DMV office. You cannot apply by mail, telephone, or over the Internet.

<http://www.nydmv.state.ny.us/edl-main.htm>

US Customs and Border Protection: http://www.cbp.gov/xp/cgov/travel/vacation/ready_set_go/land_travel/

MGB Side Cover Breather

Recently I had some discussion with a British car shop owner about oil consumption issues that may be caused by a problem with the front engine breather plate on MGB engines. He was unsure of exactly what was causing the problem, but knew only that by replacing the cover, or modifying it, the problem would go away.

There are two such plates on these engines, one at the back, which is a plain blanking plate that covers the access area for the cam followers, and one at the front which doubles as a crankcase vent. As an engine runs, there is a certain amount of backpressure from the compression and firing that is present in the crankcase. That pressure must be vented in some manner, either to atmosphere as in the case of the MGA engines using a straight inverted "J" pipe, or through a hose into the intake manifold. Early year MG B's use a PCV valve, and later ones merely have a "y" connection and hoses that connect directly to the carburetor(s).

There were at least 2 different versions of this plate, and the early ones are directly covered over with very small holes as shown in photo 1. We plan on checking this style out more carefully in the future, but for now we are more concerned with the later styles as in photo 2, although the early ones could possibly have the same problem.



Photo 1. Early Cover



Photo 2 Later Cover

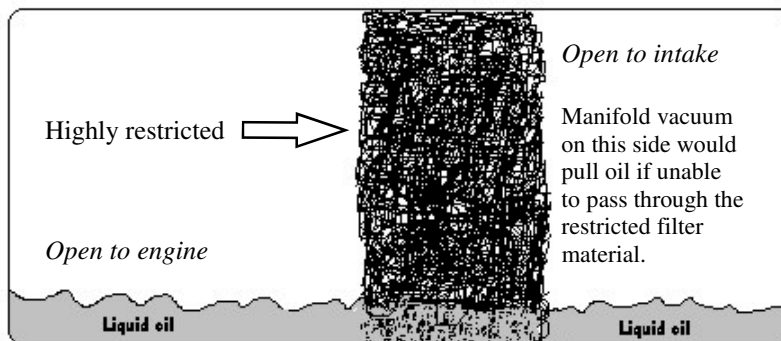
Inside this assembly is a wire mesh that allows vapor to pass through. Any liquid oil present is trapped by this mesh, which then can flow back to the engine. In many cases, this mesh has been totally blocked by hard carbon deposits that prevent it from doing its job. We have tried many different ways of testing for this problem. The easiest is to just blow through the pipe with your mouth making sure it blows easily. This however only makes sure the oil separator is not completely plugged, causing excessive crankcase blow-by. This blow-by can then force oil out of seals and gaskets, and possibly cause oil consumption by oil entering the combustion chamber upwards past the rings.

Un-vented style oil cap hooked to vacuum gauge. The factory manual states that there should be a slight negative pressure (vacuum) present in the engine at all times. The simple device shown in photo below can test this. We usually see 1 or 2 inches of vacuum in this manner depending on engine speed if all is well.



However the pressure test and blowing through the breather will not uncover the problem that seems to be the most severe manifestation, one that we have encountered on a very small number of engines, but that when encountered causes extreme amounts of oil to enter the combustion chamber by traveling out of the breather pipe and directly into the carburetor body, or past the early style PCV valve.

This phenomenon occurs when only the *upper* portion of the oil separator mesh is plugged by deposits, leaving the *lower* area clear. The side cover is normally filled in the bottom with liquid oil that is splashed in by the valve train. When the upper mesh is plugged, the oil is actually pulled up out of the lower area by the intake manifold depression and is pulled directly into the engine.



It has been suggested that a remedy for this is to cut open and remove the oil separator material. We do not recommend this, as the separator serves another purpose; that of a flame arrestor. During intake manifold backfiring that could occur under certain conditions, a flame is produced in the manifold that could easily travel back to the engine crankcase and ignite the oil and fuel vapors present. Many engines have a similar type of “flame trap”. The most well known in the automotive trade is the one used by Volvo for many years, that also had a chronic tendency to sludge up, causing excessive crankcase pressure. This was an inexpensive part, and was usually replaced as a regular maintenance item by experienced Volvo shops.

We have tried chemical cleaning (carburetor immersion tank, Safety Kleen, etc) with negative results. The preferable method of repair is to cut open the breather as shown in photo 4. Remove the mesh, then install the new material and fold the flap back down. There is no need to braze or weld this shut again. The best component we have found for this purpose is the common kitchen Chore Boy brass pad found in any grocery store. One complete Chore Boy will fit into the cavity and should give many miles of service.



Photo 4 Cut Open



2 in a box

The next time you find liquid oil on top of pistons after removing a cylinder head on an MGB, be sure to give this repair a try. You will not be disappointed. We have had two engines here so far that were consuming oil to the extent of 1 quart in 50 miles that were cured by this repair. In both cases, you could blow through the pipe, and the sludge was only marginally apparent from visual inspection, but when cut open the element was found to be almost totally restricted. We have started performing this on any side cover that even looks marginal on visual inspection. This amount of oil consumption is unusual, but I believe we will see more and more of these plugged side covers in the future.

Glenn Lenhard
Glenn’s MG Repair
St. Petersburg, FL

Thanks to Mike Harrison for bringing this article to our attention and to Glenn Lenhard for supplying it. For more about Glenn’s MG Repair facility see Spokes May 2008. See Glenn’s web site: <http://glennsmg.com>

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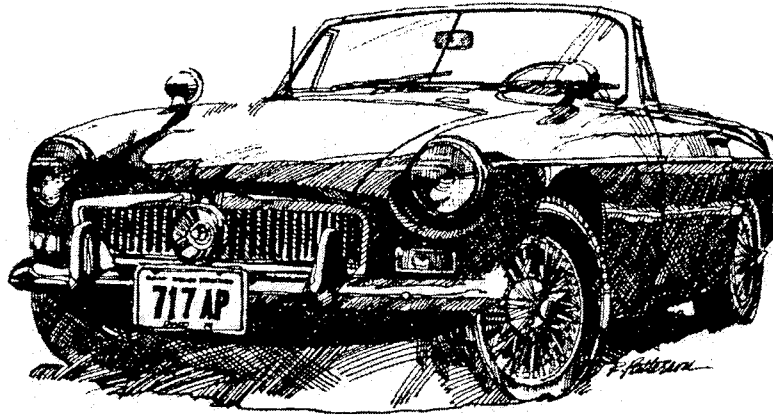


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Bury Me In An Old Mowog Parts Box

Jay Lockrow



A few weeks ago I was made aware of a most interesting website. Have you ever watched a movie or a TV episode and somewhere during the film there was a car or truck that interested you but you had no idea of what it was? Or suppose you wanted to go see a movie with say a Bugatti in it. What would you go see? Help is at hand. Fire up your computer and type in www.imcdb.org. It stands for Internet Movie Cars DataBase. Scroll down to the list of cars and choose the one you want or, at the top of the list in brackets is a note that says {list of all makes} click on this if you want the rare and unusual like a Hispano Suiza.

Now there are at least two ways you can go about this. You can click on say MG, go to the model MG you wish to see and up comes a list of movies or TV programs that particular vehicle has appeared in. For example click on MG TC and among the movies is Love Story with a black TC in many scenes. The sight also tells you by stars if it is just in a background shot or part of the movie. One star means it is a background shot and Love Story, for example, the TC would have three stars because it is used by a character in the movie. (I have often wondered why the directors picked a TC for this movie. A poverty stricken college student could not afford to run and maintain a TC even several years ago when the movie was made. I even noticed back in the 70s when I saw the movie that the rear brakes were not working a typical oil soaked brake result. The car also crabbed down Fifth Ave. in New York showing a bent frame.) If the vehicle has two stars it has minimal action. Four stars used by main character in movie and five stars really part of the movie. I would have the TC in Love Story at five stars but they have it at three. You can also type in a movie if of course you happen to have the title and it will show you the cars pictured in the movie. I tried "The Night of the Generals" with Peter O'Toole to see if the Hispano Suiza I knew was in the movie would show and it was. I also did Casablanca to see if the S type Mercedes was mentioned but they called it a K series. I believe they are wrong but I have to go look at the movie again.

You can spend a lot of time doing this but you can also discover a few movies or TV programs you might want to see. For example I love the TV series Poirot by Agatha Christie and going through this website I noticed this series was mentioned several times with several very interesting cars including the Lagonda that Poirot's sidekick Hastings drives. I now make it a must see if it's on the box.

It is also interesting to see how well you have done in the past in identifying cars. I recall one night many moons ago seeing one of the James Bond movies that took place in Japan. Bond was driving a sporty two seater and the guy I was double dating with asked "What's that Jay?" I told him I thought it was a Toyota 2000 and I just looked it up the other day and by gosh I was right. However there are times they

don't show you the whole car and you are left hanging. Even the website can't help you here. In Casablanca for example Bogart and Igrid Bergman are driving a car and they never show more than the windscreen. It looks a lot like a nice vintage Alfa Romeo but they never show the car and it is not on the list. We'll never know.

So go have a look and type in something really obscure you might be surprised. ❖



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- 7 Michael Wright
- 8 Jeff Miller
- 8 Mary Ellen Suter
- 9 Willard Brown, Jr.
- 9 Greg Turner
- 11 Douglas Jack
- 11 Barb Wild
- 12 Allen Hess
- 12 Sandra Kimmel Barkley
- 13 Ned Paulsen
- 14 Fran Calkins
- 15 Michael Palermo
- 16 Ed Haefner
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- 21 Henry Kron
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- 23 Bill Baldwin
- 27 Jeff Zorn

HAPPY BIRTHDAY EVERYONE!!

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- 19 Dennis & Mary Costich
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- 14 Terry Welch
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- Dash Plaque, 40th Anniv. . . . 4.00
- Sticker, front adhesive 1.50
- Sign, magnetic (10") 15.00
- Tote Bag, embroidered 15.00
- Bumper Sticker 1.00
- Name Badges w/MG 15.00
- Sport Cap, embroidered 12.00
- Vehicle Log Book 6.00
- Fire Extinguisher 15.00



Full color 2009 Spokes Calendar.
 Only £8 (\$12.00)
 Come October you'll be sorry that
 you missed this in
 Corvette Competition YELLOW!

Also available is a wide selection of clothing items
 (shirts, jackets, etc.) embroidered with the club logo.
 Prices shown are for members only.

All items are available for purchase at our monthly
 meetings, or delivery can be arranged.
 Contact: Laurie Scribner 585-872-5133 (weekdays).

MG Car Club Western New York Centre, Inc. Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

Name _____ Birthday _____
 Spouse _____ Friend _____ Birthday _____
 Home Phone _____ Work Phone _____ Wedding Anniversary _____
 Address _____ City _____
 State _____ Zip+4 _____ Today's Date _____ New or Renewal
 Cars owned & Year _____
 Club Interests: Racing Gymkhana Rallye Restoration Car Show Social Touring Other
 Other hobbies, etc. _____
 Occupation _____ E-mail address _____
 Available for Roadside Help? No Yes Days Evenings Nights Weekends

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:
 Jim Priestley
 3326 County Road 40
 Bloomfield, NY 14469

MG Car Club Western New York Centre Calendar of Events 2009

For the latest information visit our web site mgcarclub.com

January 8 Board Meeting 15 Meeting 24 Wine & Cheese, Valve Cover Races	February 15 Daytona 500 Party 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting	April 16 Meeting 19 Swing Into Spring Spring Tour?? We Need YOU!
May 7 Board Meeting 9 Tune-up Clinic TBA—Apple Blossom Rallye 21 Meeting	June 3 Stuffing Party 7 Vintage Auto Festival 13 Multi-club Picnic 18 Meeting	July 2 Board Meeting 16 Meeting Laps N Lunch—TBA	August NE Classic Car Museum— TBA 20 Meeting 23 UK Car Day, GRTTC
September 3 Board Meeting 11–13 Watkins Glen 15 Meeting—Tuesday!! 18-20 Brit. Invasion, Stowe 20 British Car Day, Toronto	October Fall Foliage Tour—TBA 15 Meeting 31 Halloween Rallye?? We Need YOU!	November 8 Yacht Club Brunch 5 Board Meeting 19 Meeting — Elections Garage Tour—TBA	December 12 Holiday Party No Meeting

Next Meeting
 March 19th 2009 7:30 PM
 Burgundy Basin Inn
 1361 Marsh Road, Pittsford, New York



Do It Now! Please Renew Your Membership and Update Your Address and Contact Information.



Spokes
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 Webster, NY 14580-0831

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*Roses are Red, Violets are Blue.
 You have an MG
 and I have one too.*