

# Spokes

Official Publication of the MG Car Club Western New York Centre

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## The Great Fall Tour

*The Magazine of Membership*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

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

## Chairman's Corner

Dan Goodwin -----

It's fall and there's a definite nip in the air, but I still see our members out driving their British (and other) sports cars. October featured some fun driving events, but November also has some favorite club activities scheduled...the Yacht Club Brunch and Garage Tour, to name a couple. It seems like 2010 is flying by.

I had an interesting experience in mid-October. Latty and I spent ten days in China, blending a conference and some sightseeing opportunities in Beijing and Tianjin. While visiting some of the temples in Beijing, I happened across one which contained a large collection of artifacts from the Qing dynasty. Among the historical treasures listed was an antique automobile, reputed to be the first auto imported into China in 1908. It was dark in the temple building and no photography was allowed, but I did see an old vehicle. However, I could not make out any detail. I did a little research upon returning home and discovered that the car was a 1908 Buick and was indeed thought to be the first car imported into China. It seems the Empress Dowager Cixi had been intrigued by pictures of the car when it arrived in Shanghai and had asked that it be brought to Peking. Given the traffic congestion we witnessed in present day Beijing, that intrigue continues.

The "A" project moved forward this month, with the completion of the machining work on the engine. I picked up all the pieces from Farmer Automotive and they look great. In addition, the first batch of parts arrived from Moss (nothing on back order...a first for me). The head is now fitted with new guides, valves and springs and the block is ready for painting and reassembly.

See you at the November meeting.

Cheers,  
Dan

## MG Bruce

Don McConnell -----

November is upon us, which means the Holiday season is right around the corner. Then comes a new year. Where did this year go? It went by so fast (like an MG with a V8 in it). By now all have put their British Beauties to bed for a long winters nap (you hope it's a short winter) so you can get those cars back out. In my case long would be good, more time to try to get my "B" ready for the next driving season. Up to this past summer I did what I could, knowing it would take work to get ready. Now I wish it could just be done so I can drive it. I'll stop whining. This is the time of year has thoughts of snow coming and there comes a point where snow doesn't seem like much fun. So thoughts go south, to car shows and concours and the 24 at Daytona. If you want to escape the snow head south for those favorite shows or races. For those who have to remain here in the North think about those repairs or updates to your vintage auto, now would be the time to complete them. Enjoy your project and prepare the vintage car for the road next year. See ya at the November meeting and Happy Top Down.

Don

**MAKE A NOTE NOW!**  
**DUES ARE DUE**  
**FOR 2011!**

## Activities

By Mary Murray and Susan Goodwin

---

September seemed like a very busy month for car-goers. We had Watkins Glen to start of the month with many of our members attending. They drove the old race route, entered their cars in the show and Saturday night enjoyed relaxing with the traditional pizza party. The monthly meeting was very well attended as usual(was it because of the picnic theme with a buffet)or did you really want to hear all those reports. The British Invasion at Stowe was next on the list to enjoy. The same weekend was the British Car Day at Bronte' Park in Canada which 7 club cars attended this year. The Hilton Apple Festival was a very good day for 2 of our members, Bill Wackerman won with his TD and Tom Casilio won with his MG Midget. Then Cheryl Baldwin won with her? Lotus 7 at Gettsburg Pa. Sounds like September had a lot of wrinkled hands from a lot of washing and waxing but it is worth it when we can get the cars out and drive them.

Once again we had a rainy day for our last Autocross on October 3rd. Thanks to all who participated in this event, and to Julie Daykin for organizing all the Autocross events this year. We hope the weather will be more cooperative next year, and that we'll have more participants in these events. Thanks, Julie.

November events will start off with the Yacht Club Brunch at the Rochester Yacht Club on November 7th, hosted by Anne and Gene Faust.

Saturday, November 13th, George Leopard will host the MGCC Garage Tour event. See elsewhere in Spokes for details

On December 11th the annual Holiday Party will be at Lake Shore Country Club. See elsewhere in Spokes for details. Deadline for signing up is December 1st. Sign up and pay at November's meeting or call Susan Goodwin. Bob and Annabelle Tescione will be collecting hats and gloves at the Holiday Party for children in need in the Rochester City School District.

Events are already being planned for 2011 starting with the Wine and Cheese Valve Cover Races on January 30th at Finn Park in Webster.

A Bowling Party at Empire Bowl is in the works for Sunday February 27th 2011. More to follow

The Steak Roast at Eyer Park in East Rochester will Be Sunday March 27th. Details to follow.

### Garage Tour – Saturday November 13 –

#### Everyone Welcome



9:00am - John & Mary Murray's garage\_ coffee and donuts - Lotus  
2408 Scottsville-Mumford Rd, Scottsville 14548

9:45a m - Tom Stewart's garage & workshop\_ – HotRods and airplanes  
1207 Palmer Rd, Churchville 14428

11:00am - Wendell Castle's garage & workshop – Etype, MGTC, others?  
18 Maple St, Scottsville 14546

12:00pm - Vintage Auto – David Gregor's VW restoration shop  
376 Scottsville-Mumford Rd. Scottsville, 14546

1:00pm - Bill & Sandy Barkley's garage & shop – Berkley, Alpine, FV, FSV, go-carts  
3 Rorbach Lane, Geneseo 14454

Lunch at Big Tree Inn – Tour 1941 Aircraft Museum

Both optional at your expense

Maps and route guides will be given out at the start

Any questions please e-mail George Leopard at [lincmgmt@hotmail.com](mailto:lincmgmt@hotmail.com)

# MGCC Minutes of the Meeting

By Willard Brown

---

## October 21st, 2010

**Call to Order** – Meeting was called to order at 7:37 PM by Chairman Dan Goodwin.

**Acceptance of September 14<sup>th</sup> Minutes** – Minutes were approved as published in the October *Spokes*.

### **Guest and New Members**

- New Members – John and Kathy Kelly ('74 MGB)

### **Treasurers Report** – Frank Stepanik

- Balances for Checking and Savings Accounts were reported.
- Board is scheduled to develop budget for 2011.
- Membership should be prepared for activity subsidies to be trimmed in the budget as result of no income from the Car Show.

**Activities** – Mary Murray (see *Spokes* for details of all events listed)

- On October 2nd at Hilton Apple Festival Bill Wackerman won with TD and Tom Casilio with MG Midget.
- October 30<sup>th</sup> = Halloween Rallye/Party – George Heissenberger is coordinator.
- November 7<sup>th</sup> = Yacht Club Brunch
- November 13<sup>th</sup> = Garage Tours (George Leopard Coordinator). Concentration on the SW Quadrant of Rochester. Tours will end at approximately 1:45 PM with a 9:00 AM start.
- December 11<sup>th</sup> = Holiday Party at Lakeshore Country Club. Members need to sign-up now @ \$15/person.
- January 30<sup>th</sup> = Wine & Cheese Valve Cover Races.
- February 22<sup>nd</sup> = Bowling Party at AMF Empire Bowling Lanes.
- March 27<sup>th</sup> = Steak Roast.

**Membership** – Jim Priestley = Please pay dues by November 1<sup>st</sup>.

### **Regalia** – Doug Scribner

- Clearance Sale – everything is 10% off.

- Last chance to purchase 50<sup>th</sup> Anniversary monogrammed items before remaining few items are sold.

**Spokes** – Don McConnell = Please submit pictures for 2011 Calendar.

**Car Show** – George Heissenberger = Need volunteers to replace Jim and Dan to take care of registration and data base.

**Vice Chairman** – Mike Goodman = Door Raffle theme is “It’s October”

### **New Business**

- Officer slate for 2011 is those persons elected in 2009 who are presently serving in officer/ chairperson positions for 2010.
- Officer elections will be held at the next meeting.

**Adjournment** – At 8:27 PM

# Halloween Rally

Photos By Mike & Sue Goodwin

Great Weather for the Halloween Rally. Great fun was had by all. You can guess who these people are



**Save these dates!**

Sunday February 27th, 2011 - Bowling Party

Sunday March 27th, 2011 - MG Car Club Steak Roast & Silent Auction

## Meeting Attendance

October 21, 2010

Georgean	Abels	Mike	Goodwin	Rhonda	Rizzo		
Bob	Abels	Roger	Gunther	Marlene	Rzepkowski	New Members	
Cherly	Baldwin	Hollis	Hames	Dick	Rzepkowski	John	Kelly
Bill	Baldwin	George	Heissenberger	Steve	Sangster	Cathy	Kelly
Chris	Baum	George	Hershchell	Pat	Sangster		
John	Baum	Ted	Hershey	Becky	Schaefer		
Ken	Blakeslee	Elaine	Hess	Chuck	Schaefer		
Lane	Boughton	Allen	Hess	Laurie	Scribner		
Willard	Brown	Leroy	Hokenson	Doug	Scribner		
Dave	Chase	Harriette	Hokenson	Rob	Shrader		
Alan	Costich	Betty	Langswager	John	Suter		
Jim	Davis	Gil	Langswager	Dan	Suter		
Anne	Faust	George	Leopard	Frank	Stepanik		
Gene	Faust	Eileen	Makepeace	Bob	Tescione		
Joe	Fazio	Tony	Makepeace	Allyn	Wagner		
Al	Fink	Don	McConnel	Barb	Wild		
John	Fahner-	John	McDonald	Dave	Wild		
Vihtelic		Mary	Murray	Leon	Zack		
Ginny	Fowler	Michael	Parthum				
John	Fowler	Jim	Priestley				
Dick	Giambra	Dick	Powers				
Dan	Goodwin	Carl	Prouty				
Susan	Goodwin	Tim	Rizzo				

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If you need help, Dan Goodwin and Hollis Hames are coordinating a "helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:

Dan: (585) 223-9584 e-mail [dlgipk@rit.edu](mailto:dlgipk@rit.edu)

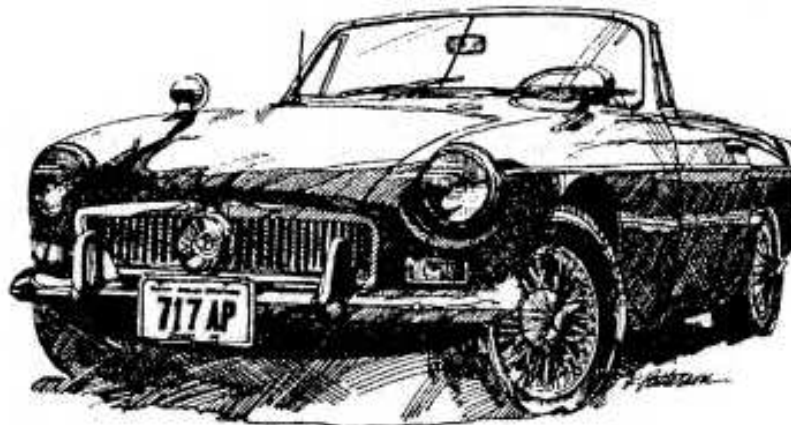
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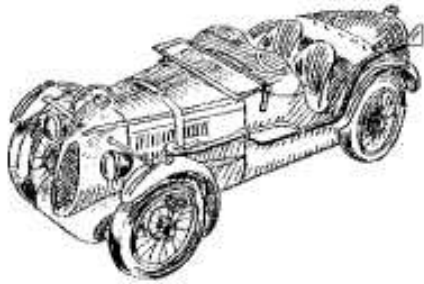
## ABINGDON ALPHABET, part 4

by Doug Beagley

---

For those of you who have been following this account you will note that all the cars issuing from the MG factory were fairly large, being powered with 12 and 14 horsepower engines. It should be noted in passing that these are taxable figures and not developed powers. Prior to this time Herbert Austin had been having considerable success with his Austin 7, and it was probably due to this that William R. Morris turned his eye to smaller vehicles. In 1927, he acquired the Wolseley company that had produced car and aero engines for some years. One of the designs that came with the company was a small 847 cc engine that was derived from the Wolseley 10 and, before that, from the Hispano Suiza aero engines that they had built during WWI, the same type engine that had been installed in Spads and SE5's. The engine found its way into the Morris Minor that was introduced in 1928, which car has since passed from the scene with deep regrets by many Englishmen. The Wolseley engine, as installed in the Minor, was a detuned version of the original, but Cecil Kimber was able to secure one of the Minors that was equipped with the original style engine. He removed the body and ordered a two seater sports-type from Carbodies, who did much of the bodywork of the old MG company. The steering rake was increased, the chassis lowered, and the pedal arrangement altered. The body was a simple arrangement, typical of the time in that it was fabric covered plywood over an ash frame. There was a little 'V' windshield and fixed cycle-type fenders. The top was as basic as possible and was usually to be found in the tail of the body (which was boat-tailed in configuration) where it shared the small amount of space with the spare wheel. The wheels were wire-spoked with three nuts retaining them. The engine compartment was covered with a metal bonnet and to make the body appear lower there was a louvered panel on the side of the car attached to its lower edges. The engine was 847 cc with 57 x 83 mm and developed 20 hp in the original model. It was supported by a three speed gear box. The mixture was handled by a single SU carburetor, and the valves were operated by a single overhead cam with fingers operating off two shafts and adjusted by eccentrically drilled bushes. The drive from the crankshaft to the valve gear was via a vertically mounted generator. At the top of the generator there was a flexible joint and at each end of the generator drive were gears that kept the whole affair working. This arrangement has come on for some complaint down through the years, as it is alleged that the oil from the cam cover finds its way down the drive and into the generator where it really is not necessary. However, if the whole

arrangement is carefully aligned, as the factory intended, this trouble will not occur. The crankshaft was a two bearing affair and at first glance it would appear that this would be quite inadequate for the type of engine that would be found in an MG sports. However, the shaft was very short and stiff and was able to absorb far more rpm than some engines I could mention. The Austin sports engine of the day was a side valve unit (flat head) and was much more restricted in its ability to rev than the MG. The new MG 'Midget,' as it was called (the first time that the name appeared), was an immediate success. The cars at the 1928 Motor Show were two in number, one painted blue was the demonstrator and the one on the stand was in red. The red one had to remain on the stand as it was without an engine and the bonnet was securely locked shut. One of the most influential car magazines of the time said at that time, "The MG Midget will make sports car history." How true! The cars to that point had been more sporty than sports and even in its first form the Midget still had not been developed to the product that we know and enjoy as a sports car. But the elements were there. Production of the car did not start immediately. The two versions that were shown were rushed together and it was not until later that the car started to roll from the production line. It was March 1929 when the first chassis came off the line, and so was born the 'M' type. We are, at least, at the beginning of the alphabet, although the cars were still not being built at Abingdon. I have not been sure why the first 'Midget' was the 'M' type. I have accepted it that it was the first letter of the new name, but I don't know. It was not long before all the young men and teenagers of the day were wishing that their fairy godmother, or whoever, would deliver such a goodie to their door. In 1930 the 'M' type was introduced to racing, the first being the Brooklands Double Twelve. It might be explained that the idea was to run a twenty-four hours race for sports cars, but the local residents objected to the noise, so daytime racing required the use of an exhaust system (Brooklands exhausts were not the quietest, but better than nothing) and there was no racing at night. The result? A two-period race of twelve hours each, on successive days. Only the British could think of it!



MG 'C' Type Double Twelve 1931

doug boagley 1996

The cars were modified from the standard with improved valve timing, bigger SU and the necessary exhaust. However, due to the engine capacity of 847 cc, the cars were handicapped in that they had to run against more potent cars with up to 1100 cc. The result was not to increase the size of the engine but to reduce it.



MG 'C' 1931

doug boagley 1996

The result was the 750 cc C' Type. The chassis was new and much of the secret of its success. It had a ladder frame and it was built low to the road. In fact, the rear chassis members swept under the rear axle rather than over it. This type of chassis stayed with MG off and on until it was last seen in the TC' and gave way, reluctantly, to stiffer chassis and independent front suspension. The wheels were from Rudge and were retained with knock-off hubs. The cars were entered in the 1931 Double Twelve and had cowls over the radiator with a fairly narrow vertical slot admitting air. This was discarded soon after, however, and the typical MG radiator was again apparent. The engines, being improved and lightened, were acceptable of higher rev limits and so power climbed. The 1931 C' Type produced 36 hp that was increased

to 44 hp in 1932. Supercharging was also introduced and in 1931, 52 hp was on tap for those who wanted it. The supercharger was by Power plus and this association with MG would remain for some years. The transmissions continued with four speeds but were still 'crash boxes' as synchromesh gears were unknown, unreliable and expensive. By now the cars were very much sports cars and recognizable as MG's by one and all. They were still boat-tailed but now they were metal panelled, with upswept scuttle (it was too expensive for the first M' types). The radiator was the type that still can be seen on the T series. Why the C type? I am not sure about that either, but I suspect that it might have been inspired by the competition into which the car was pitched. Those of you who recall the older days of Jaguar will remember the XK 120 was followed by the XK 120M (modified) and the XK 120C (competition). I suspect something of the same transpired at MGA note on colors - the 1930 Double Twelve 19/100 Mark III was available in cream body and brown wings. The Double Twelve M' type was available with brown body and cream wings. These were apparently the first times that the colors that became such a part of MG law were available, and long may they be found!

## More to Restore Than Just Cars

By Allen and Elaine Hess

Our next stop in New Zealand was Gore. While this town does have a vintage car and transportation museum and a vintage car club, the highlight was the Croydon Aircraft Co. comprised of a restoration shop, museum, restaurant and sightseeing flights in vintage planes. [see [www.croydonaircraft.com](http://www.croydonaircraft.com) for much more information] It began in 1986 when Colin Smith was commissioned to rebuild two de Havilland Tiger Moth. Today they are the supplier of many new de Havilland parts made to the original drawings. At the time of our visit the Aviation Heritage Trust had just opened. Among the collection is a reproduction of the Bert Pither monoplane of 1910. As there were no eyewitness accounts of the original's flight, Colin Smith built the reproduction to prove the concept with a successful flight. The next project in the complex is building a loop of track around the airfield to offer excursions behind the Rogers locomotive (Paterson, NJ). The Tiger Moth restaurant served on of the best meals in New Zealand and if Bluff Oysters are in season, get them.



# British Invasion Stowe Vermont

Photos By Roger Gunther

The weekend after the Vintage Races at Watkins Glen is the British Invasion at Stowe Vermont. Not only is there a Car Show but here are some photos of the trip in getting there and other activities around the town of Stowe.



# Secrets Of Sebring - Shuffling Off To Buffalo

By Dick Powers

---

## 1960 Factory Sebring Healeys and MGA Twin Cams go to Buffalo track!

After the Vintage Races at the Glen, Bethel, Joe Tierno and I were having dinner at the Seneca Lodge. Friend and vintage racer, Bob Deull, came over and we started talking about the '62 Sebring MGA coupe my friend Hugh Burruss brought to the Glen. I asked Bob about the Sebring cars he had owned and the Secrets of Sebring began to flow.

In 1960, Bob was racing a TD in SCCA and he and Art Smith went to the Sebring 12 Hour. They saw the BMC factory Healeys and MGA Twin Cams race but didn't think much about owning one. In July, Bob was instructing at an SCCA drivers school at the Glen and happened to be standing next to Dave Martin. Dave worked for the BMC distributor, HAMBORO, so Bob asked about the Sebring cars, as Dick Ecklund wanted to buy a Healey and Bob wanted a Twin Cam. Dave said they were behind a fence in NJ at the warehouse, "Want to buy one?" Bob said he wanted the "P" or practice Twin Cam. They then saw Ecklund and he wanted the "P" Healey 3000 and started to pull Money out of his pocket. While this was happening, 3 other Ecurie Pip team members came over and bought cars. Art Smith and Bob Wilson bought the #39 and #38 Twin Cams and Bob Preibe bought the # 20 Healey. The Twin Cams sold for \$1820 each except for the # 38 that lost a valve during the race. It went for only \$1200. The Healeys were about \$2200 each. Bob remembers: "In the space of about an hour, we bought 5 Factory Sebring cars for less than \$10,000!"

The next week, Deull, Smith, Preibe and Ecklund went to NJ to get the cars. Ecklund trailed his Healey back, but the other 3 drove, yes DROVE, their factory Sebring racers back to Buffalo. (Very few vintage race cars can do this today, but in the '60's, it was the norm, Not the exception.) The trip took about 9 hours and they used the roof-mounted lights to indicate safe passing areas because all the cars were right-hand drive; and so the trailing drivers couldn't see when to pass. Bob said the cars had no problems on the trip.

In August, all 5 cars were racing at Harewood Acres in Ontario, Canada. Art Smith was very fast as were the others, but Bob Deull found that his 4 wheel disc-braked Twin Cam didn't stop well. Being the practice car, parts were taken off at Sebring, and for some reason, the brake lines to the back brakes were missing! Back then, BMC had parts trucks at major races, so it was easy to get new lines at the Harewood

Bob raced the Sebring car for about a year, but after his dad passed away, he told his mom he would stop racing and sold it to Bob Moran. Moran raced it for a few years, but moved to Florida to develop his salvage business. The Twin Cam often went along on his 120' boat, as it was used for transport when they docked at ports on the Caribbean. In a storm off Cuba, the boat sank and so did the Sebring Twin Cam. Moran was captured and spent 46 days in a Cuban prison (they thought he was in the CIA, not an MGA). Moran said he knows where the boat sank, but doubts there is much left of the Sebring car. Many think the car is alive and well and hiding in Florida. If true, that's a well kept secret.

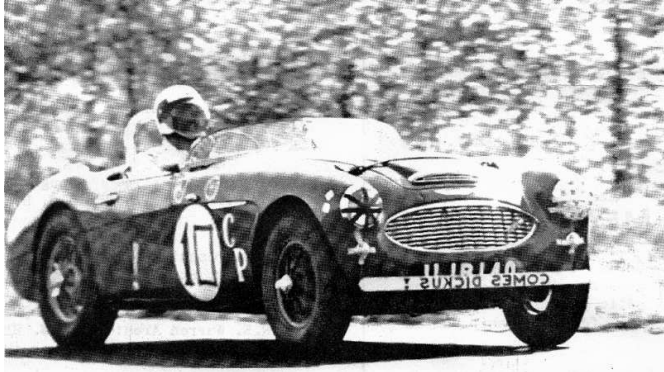


Bob and the MGA

Another mystery surrounds the #20 Healey that Bob Preibe owned. He sold it in 1963, but never got paid. The car then disappeared for 40 years. Supposedly it had been painted red and was in Florida, but never found. About 2008, a Healey enthusiast in Holland wanted a 2-seat Healey and bought one from the US. As he started sanding it, he discovered the unusual racing green the Sebring cars were painted and the license numbers that were painted on (to save weight). has been authenticated as the missing '60 Sebring Healey, but no one has fully accounted for how it disappeared or where it's been.

Dick Ecklund had a very successful SCCA racing career in his Sebring Healey. His last race was the 1964 500 km race at the Glen. Unfortunately, a rod went through the block and the car was retired. In '65, Ecklund put a 289 Ford motor in the Healey and drove it on the street till 1980. That winter, he slid off the

road and hit a concrete barrier. He bought all the parts to fix it, but it sat in a body shop till 1986 when Bob Deull bought it from him. Bob now owned a Sebring Healey after owning a Sebring Twin Cam, and that's the next part of the story.



Dick Ecklund 1960 Sebring Healey at Dunkirk



MGA Sebring in the pits



MGA twin Cam cars at Harewood Acres



MGA Practice car

## MGVR: 1981-2011

MG Vintage Racers Celebrating 30 years in 2011 With Both East and West "Focus Events"  
The MG Vintage Racers will celebrate their 30th anniversary with two designated "Focus Events" for 2011! One on the west coast, and one on the east coast. A MGVR "Focus Event" is a selected vintage race event where MGVR gets a vintage race sanctioning body to include some "all MG races" in their weekend's schedule. Plus MGVR compliments the weekend with some of their own awards and social functions. All MG racers are encouraged to attend these events for an enjoyable weekend of MG racing and camaraderie. This tradition has grown over the years and now includes both east and west coast events. Plus MGVR's 30th anniversary will include a special celebration at the Lime Rock event, where MG and British car clubs are strongly encourage to have their members come watch and meet the MG racers. MGVR Focus Event West for 2011 - April This Focus Event will be at Infineon Raceway in California with CSRG (Classic Sports Racing Group - on the web at: [www.csgracing.org](http://www.csgracing.org)), the weekend of April 8-10th. This 2.53 mile racecourse is located in the heart of the California Wine Country in Sonoma, some 35 miles south of San Francisco. Friday will be a test day, with racing on Saturday and Sunday. MGVR Focus Event East for 2011 - September MGVR will celebrate their 30th anniversary in Connecticut at Lime Rock Park 's 29th "Historic Festival" on Labor Day weekend (September 3-5). This beautiful historic race track is a great place for racers and spectators alike, where Lime Rock will also celebrate its 55th year of racing. A large turnout of MG racers is expected. MG and British Car enthusiasts are highly encouraged to attend to meet these MG racers, see their MG race cars, and watch them in action on the track. Friday, Saturday, and Monday will be race days for about 300 vintage race cars of all types. No racing on Sunday as they will have a fabulous car show presented on the track. Anyone interested in attending is encouraged to make room reservations early, as area lodging gets sold out quickly for this weekend (or you can camp at the track). Track and lodging information can be found at Lime Rock's web site: [\\_www.limerock.com\\_](http://www.limerock.com) (<http://www.limerock.com/>) This event is supported by the Vintage Sports Car Club of America. More details on this event will be released as it nears. The MG Vintage Racers is a newsletter based group of MG racing enthusiasts in North America. Founded in 1981 with about 40 MG racers, today they include over 250 MG racers. They do not sanction racing, but support MG racing at vintage race events, and exchange MG racing information between their subscribers through their newsletter and web site. To find out more about them - including their history since 1981 - visit their web site at: [MGVR.org](http://MGVR.org).

## The Fall Foliage Tour

Always a popular event with club members. Here are some scenes from this years Tour.

Photos by Dick Powers



***Come join in for the annual  
Holiday Party!***

***Saturday, December 11, 2010***

*Lake Shore Country Club  
1165 Greenleaf Rd., Rochester, NY 14612*

*Social Hour 6:30 PM*

***Cash Bar***

*Buffet Dinner 7:30 PM*

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# Hershey Swap meet & Show! 2010

By Jeff Kath

WOW ..... What a Swap meet & Show!  
The red AC roadster has shown at Pebble Beach !

1200 + Vendors including George ,Jeff, Lane, Dave , Bob  
Ables & 2 great guys who are friends of George !



**MG Car Club Wine and Cheese Party  
and  
Valve Cover Racing aka Rocker Box Racing**

**Sunday January 30th 2011**

Location: Finn Park, Maple Drive, West Webster  
Time: 1PM

Bring hours d'oeuvres or desserts to pass; your own wine or beverage of choice and your own place setting.  
Coffee, tea, and hot chocolate will be provided.

Gravity is expected to be working well that day, so it's time to fine-tune your Rocker Racers or maybe build something new. Rocker Racing is fun to watch and even more fun to race. Come and join us.

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For more information contact: Mary Murray (marymurray@frontiernet.net) or  
Susan Goodwin (mrgoodwin@frontiernet.net)

**Valve Cover Rules**

**The Cars:**

- The cars shall have no power source. All motive force is provided by gravity.
- Cars shall be based on actual rocker box (cover) or cam cover from an MG or British made automobile engine.
- Wheelbase shall be no more than 24 inches. Note: The staging lane is only 24 inches long.
- Wheel Track shall be no more than 14 inches.
- Cars must have 4 wheels each no more than 6 inches in diameter.
- Cars shall weigh 12 pounds or less
- Car design should allow the front wheels to touch a 2 inch high starting gate.
- Any car changed during the race is subject to inspection

**The Course:**

- The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
- Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area.
- The official "Starting Line" shall be 2 feet from the rear edge of the of the incline. A mechanized starting gate , which is 2 inches high, shall be provided.
- The Run out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
- The finish line shall be marked 20 feet from the front edge of the launch incline.

**The Races:**

- Cars will run in heats of 2 cars each.
- The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going further within its lane wins.
- If the wheels of a car should touch a lane marker, or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
- The winner of the round is the first car to win 2 races.
- Lanes are alternated between races.
- Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double-elimination to the finals. A car is eliminated after losing 2 rounds.

# 2010 Autocross Season Results

By Julia Daykin

## AutoCross I Autocross Drivers School and Course

Class	Driver	Car Make	Time	Time	Time	BestTime
2L and Over	Jim Robinson	Honda	1:37:9	1:35:2	1:35:5	1:35:2
	Dan Harris	Saab	1:40:5	1:42:8	1:41:3	1:40:5
	Goerge Haynes	TR4A	1:47:8	1:40:9	1:42:8	1:40:9
Under 2L	Allen Hess	MGB	1:41:1	1:40:8	1:41:0	1:40:8
	Julia Daykin	MG Midget	1:45:0	1:42:4	1:42:4	1:42:4
	Loren DeVries	MG Midget	1:49:2 ^	1:49:3	1:47:1	1:47:1
	Mike Goodwin	Austin Mini	1:52:8	1:52:7	1:51:5	1:51:5
	Andy Paris	Triumph	1:51:9	1:52:7	1:52:7	1:51:9
	Julia Hess	MGB	2:00:6	1:53:4 °	1:54:1^	1:54:1^
	Joe Grogan	MGB	2:05:7	1:58:2	1:57:5	1:57:5
	Elaine Hess	MGB	2:09:7	2:05:5^	2:00:0	2:00:0
	Sean Seeley	MGBGT	1:53:9 °	2:07:1	2:02:5 °	2:07:1
Under 1L	Bill Bethune	Austin Healy	1:58:9 ^°	2:06:6 ^°	1:53:5 °	OC

## AutoCross II Rainy Day Course

Under 2L	Tom Glanville	Honda	1:55:85	1:54:40^	1:53:97	1:53:97
	Allen Hess	MGB	1:57:59	1:57:85	1:57:41	1:57:41
	Julie Daykin	MG Midget	2:00:34	1:59:69	2:02:22	1:59:69
	Elaine Hess	MGB	2:08:15 °	2:10:34	2:08:65^	2:10:34
2L and Over	Russ Daykin	Chevy S10	2:20:19	2:07:34	2:06:84	2:06:84
	Rick Seibert	Cobra	2:21:62	DNF	DNF	2:21:62
	Bud Knapp	Cobra	DNF	DNF	DNF	

## AutoCross III F1 in Austin

Class	Driver	Car Make	Time	Time	Time	BestTime
Under 2L	Allen Hess	MGB	2:07:44	2:07:78	2:07:21	2:07:21
	Julie Daykin	MG Midget	2:07:63	2:08:34	2:07:44	2:07:44
	Mike Goodwin	MGB	2:41:62	2:21:88	2:12:50	2:12:50
	Loren DeVries	MG Midget	2:27:97	2:17:29	2:12:91	2:12:91
	Elaine Hess	MGB	3:26:07	2:23:34	2:21:71	2:21:71
Over 2L	George Haynes	TR4A	2:13:94	2:09:69	2:05:85	2:05:85
	Andrew Paris	Ford Taurus	2:38:06	2:24:41^	2:09:37	2:09:37



## "Satan, The Car From Hell" (What Have I Done, Part 2)

By George N. Lucas

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The last article I wrote that was published in the June 2009 issue of SPOKES was entitled, "What Have I Done". I was very discouraged and was at my wit's end. Even thought of towing my 73' MG to the local junk yard and having them flatten it. Anything that would go wrong .... did!

Fortunately, things have drastically changed, I found help from a neighbor who was a mechanic. We had the engine in the car in less than an hour. He also helped with the wiring and the exhaust system. I was going to paint the car myself, but thought it would be better to let someone else do it. I wish I had prepared it better, all the flaws show up in the new paint.

The day I had my car inspected (it passed), I decided to drive around town. About two blocks from home, it stopped! The brakes locked up. I had installed the brake light switch wrong and each time I applied the brakes pressure built up until it wouldn't move. That afternoon, after the brake problem had been solved, I decided to test the car by driving around my yard. A neighbor came running out of his house yelling "Your car's on fire!" Also, a lady passing by said "Your car's burning." Sure enough flames were shooting out from underneath it. Quickly, I grabbed a fire extinguisher, then another until the fire was out. I had nicked the battery cable with a small screw that also touched the fuel line. It had burnt a hole in the line and caught fire. I replaced the cable and repaired the fuel line, an easy fix.

Now the car is running just fine, only job next is to have the top installed. Instead of the name "Satan", I'll have to find a new flattering name. The car is not stock, I altered the grille and changed the side lights, and made all the interior panels. Purists won't like it, but I do.



Before (what a mess)



You'll notice the changes I made to the car

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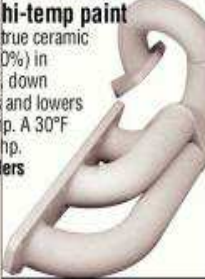
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# AN MG on STEROIDS

By Don McConnell

## AN MG ON STEROIDS !!??

Some very interesting words to hear at Watkins Glen, "That is an MG on Steroids". One would think that might be a description of an MGR V8. In this case those words were heard as I gazed upon an Allard in the Allard paddock at Watkins Glen. The gentleman speaking those words introduced himself as Peter and indicated he owned an Allard J2.



Peter is in the yellow jacket

My response was "a whole lot of steroids ". He continued to speak in terms of history about the Allard automobiles. "Do you know why that is there" as he pointed to a panel that had been riveted to the body outside the engine area? Before I could respond he answered with "there were a lot of customer complaints of lack of space to change spark plugs so Allard cut this panel. As he continued with,"if you want to know more about the car here is an engineer from Allard". As I turned another gentleman approached and introduced himself as (did not have paper and pen as hard as I tried I could not remember his name



The engineer is talking to the man in the blue hat

He began with a question. Do you know much about Allards? My answer of course was "only what I have seen here at Watkins Glen," I continued to explain that it was nice to see the touring cars as well as the racing cars. At that point I was corrected with, "Oh you mean the K2's. Soon other people started to arrive and the center of the conversation turned to other things. I continued on with my visual inspection of the cars parked in the paddock and then continued on to other places around the track .It did leave me with this inquisitive need for more history of the Allard. It also left me wishing I had a paper & pencil so I could write down the information and not forget it.

I am one of those who need to learn some history of what I am looking at or working on. i.e. my MGB or my model collection of Lotus racing cars. Through these history lessons I have been amazed at the number of automobile companies there have been in England over the Years. Back to Allard for all of you who are not familiar with Allard here is a brief history of this automobile.

In England cars were being built for trials as opposed to in the USA cars were being built for the drag strip. Like many British automobiles this car was born out of a combination of cars, an English Ford V-8 coupe and a Grand Prix Bugatti. Sydney Allard competed in trials and since his dad was a Ford dealer he used Ford parts to build his trials car which included a flat head V8. This had much better low end torque than a 4 cylinder used by most competitors at the time. Another unusual thing about Allard was their independent front suspension. (Lotus and Allard car companies were the only two specialists that started as trials cars then became recognized as mainstream automobile manufacturers.) Allards were built as a frame and chassis and the customer could have a choice of V8 motors. Early motors were Ford or Cadillac and later Chrysler. Allard models include the: J2, K2, M1, Palm Beach K3, L, P2 Monte Carlo Saloon, Safari estate (Woody), and JR

Hopefully I have peeked your interest in the Allard. There are several web sites you can go to for more information. My little snippets came from, "A Short History of the Allard Motor Company 1936 to 1959" by John Allard. There is an official Allard web site at

[www.Allardmotorcompany.com](http://www.Allardmotorcompany.com) and The Allard Registry for Allard owners at. [www.Allardregister.org](http://www.Allardregister.org)

The chance encounter to maybe meet the engineers or owners who have brought us those special automobiles is part of the reason I attend the Watkins Glen Vintage Weekend. This chance encounter is one of those memories you cannot forget. But I will carry a pen and pad to write down notes next time.

NOVEMBER BIRTHDAYS

- 5 Carol Schwelm
- 6 Steve Sangster
- 7 Deby Casilio
- 8 Chris Williams
- 9 Al Isselhard
- 9 Brooks Schneider
- 10 Bruce Willis
- 11 John Cordeiro
- 15 Mary Fahner-Vihtelic
- 16 Joseph Schultz
- 17 George Lucas
- 19 Alan Costich
- 20 Lisa D'Angelo
- 21 Brian Neri
- 22 Leroy Hokenson
- 23 Margaret Cook
- 24 Suzanne Cordeiro
- 25 Don McConnell
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- 4 Steve & Pat Sangster
- 12 Paul & Ginny Wheeler
- 15 Matt & Cathy Zollweg
- 18 Henry & Sue Kron
- 26 Douglas & Cindy Jack
- ? Karl & Paula Burkhardt

**CONGRATULATIONS  
 TO ALL!!**

DECEMBER ANNIVERSARIES

- 19 Mike & Sue Harrison
- 26 Dezi & Bill Benet
- 26 Brian & Kelly Fallon
- 28 Charles & Irene Searles
- 30 Brian & Linda Neri

**CONGRATULATIONS  
 TO ALL!!**

DECEMBER BIRTHDAYS

- 1 Jim Davis
- 3 Chris Baum
- 4 Richard Coleman
- 4 Steve Grabski
- 4 Sean Seeley
- 5 Matt Zollweg
- 6 Nancy Chase
- 7 Beverly Lockrow
- 10 Norman Wright
- 11 Robert Goodwin
- 11 Georgean Abels
- 11 Cathy Zollweg
- 12 Dick Giambra
- 12 Becky Schaefer
- 14 Bob Wegman
- 15 Ann Coleman
- 17 Don Lovell
- 17 Kathleen Kelly
- 18 Betty Langswager
- 19 Doug Avery
- 19 John Fowler
- 19 Hollis Hames
- 20 Mary Murray
- 20 Terri Parthum, Sr.
- 21 John Murray
- 22 David Schantz
- 24 Robert Abels
- 26 Jeff Clough
- 27 Dezi Benet
- 28 Arnold Van Denburgh
- 29 Linda Neri

**HAPPY BIRTHDAY  
 EVERYONE!!**

**WELCOME NEW MEMBERS**

Johnny & Mary Fahner-Vihtelic  
 227 Binnaacle Point  
 Rochester, NY 14622  
 585-544-7796  
 1962 MGA

John & Kathleen Kelly  
 66 Bristol Avenue  
 Rochester, NY 14617-2702  
 585-319-3347

**Official Regalia**



50th Anniversary Badge ..... \$20.00  
 50th Anniversary Pin ..... \$3.00

**Mg Car Club Western NY Centre**

- Sticker, Black/Silver ..... \$1.50
- 50th Anniversary Sticker ..... \$1.50
- MGCC Mug.....\$5.00
- Car Badge.....\$20.00
- Badge Clip .....\$5.00
- Patch embroidered .....\$2.50
- Key Fob, large leather..... \$4.00
- Pin, cloisonné.....\$3.00
- Dash Plaque, 40th Anniv.....\$2.00
- Sticker, front adhesive.....\$1.50
- Sign, magnetic (10").....\$15.00
- Bumper Sticker .....\$1.00
- Name Badge w/MG.....\$15.00
- Vehicle Log Book .....\$5.00
- Fire Extinguisher .....\$15.00



**Magnetic Sign  
 for the car or  
 Frig**

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

All items are available for purchase at our monthly Meeting, or delivery can be arranged.  
**Contact: Laurie Scribner 585-8725133 (weekdays).**

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

Annual Family Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

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  
 27



Spokes  
 PO Box 92556  
 Rochester, N.Y. 14692

Presorted Standard  
 U.S. Postage PAID  
 Rochester, N.Y.  
 Permit # 701

ADDRESS SERVICE REQUESTED

### MG Car Club Western New York Centre -- Calendar of Events 2010

For the Latest information visit our Web site [mgcarclub.com](http://mgcarclub.com)

<b>January</b> 7 Board Meeting 17 Wine & Cheese, Valve Cover Races 21 MGCC Meeting	<b>February</b> 14 Daytona\ Valentines Party 18 MGCC Meeting	<b>March</b> 4 Board Meeting 14 Winter Steak Roast 18 MGCC Meeting	<b>April</b> 15 MGCC Meeting\ Basket Auction 18 Swing into Spring
<b>May</b> 6 Board Meeting 8 Tune-up Clinic 20 MGCC Meeting 21-23 Carlisle 23 Apple Blossom Rallye 30 Autocross	<b>June</b> 2 Stuffing party 6 Vintage Auto Festival 12 Multi-club Picnic 17 MGCC Meeting 23-27 MGBR Belleville Ont	<b>July</b> 1 Board Meeting ? Kids Day at the Glen 15 MGCC Meeting 17-18 Overnight Tour	<b>August</b> 1 GVAC Car Show (RIT) 14 Laps & Lunch 15 Autocross 19 MGCC Meeting 22 UK Car Day
<b>September</b> 2 Board Meeting 9-12 Watkins Glen 14 MGCC Meeting / Picnic (Tues) 17-19 Brit. Invasion Stowe 19 British Car Day, Toronto	<b>October</b> 3 Autocross 10 Fall Foliage Tour 21 MGCC Meeting 30 Halloween Party	<b>November</b> 4 Board Meeting 7 Yacht Club brunch 13 Garage Tour 18 MGCC Meeting	<b>December</b> 11 Holiday Party No Meeting

Next Meeting  
 November 18, 2010 7:30 PM  
 Burgundy Basin Inn  
 1361 Marsh Road, Pittsford, New York



I'D RATHER BE DRIVING  
 MY SPORTS CAR!