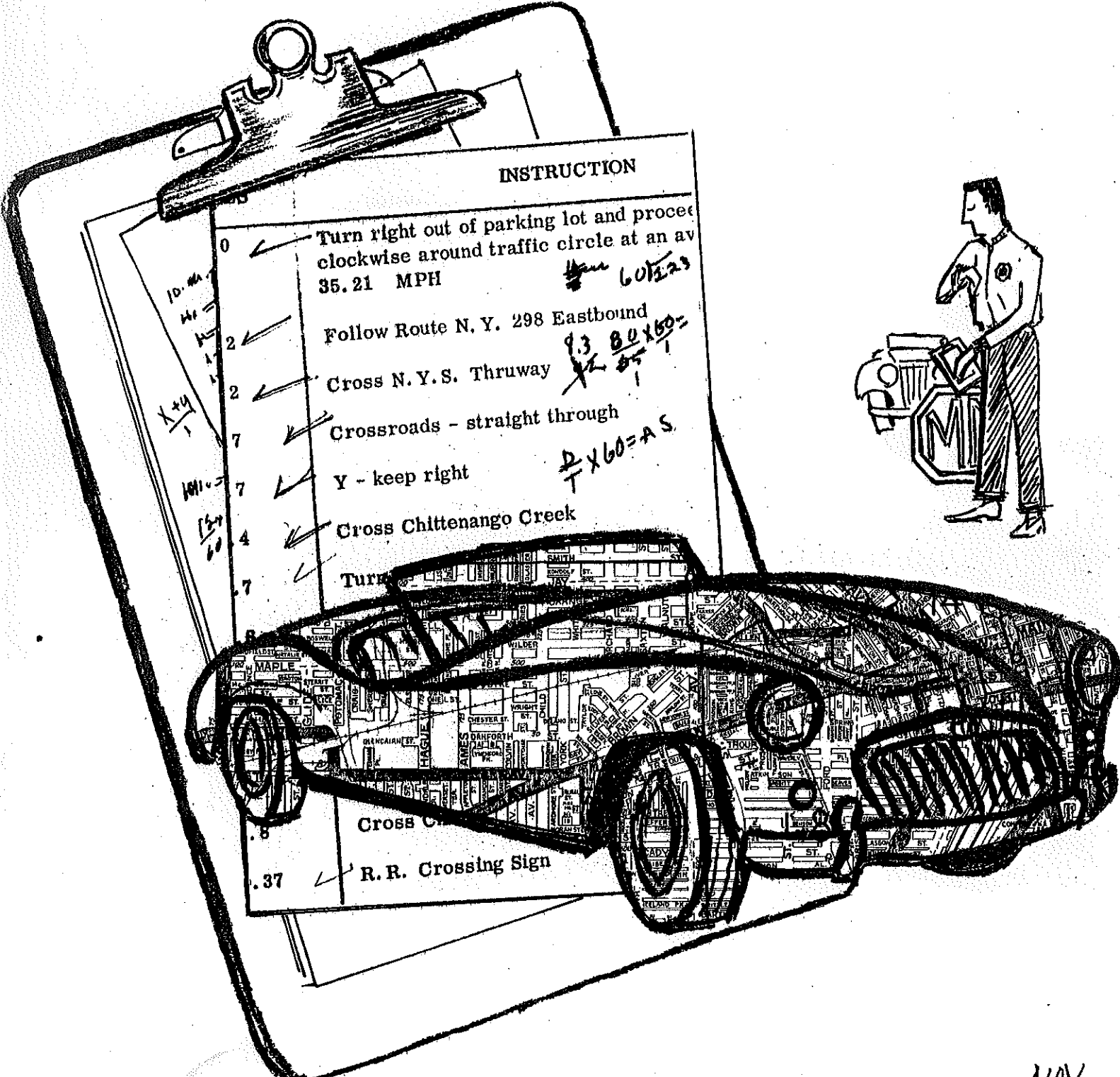


SPOKES



INSTRUCTION

10. mi.
4.4
2
2
7
7
4
7

0 ← Turn right out of parking lot and proceed clockwise around traffic circle at an av 35.21 MPH *60/23*

2 ← Follow Route N. Y. 298 Eastbound *9.3 80 x 60 = 480*

2 ← Cross N. Y. S. Thruway *1/2 55*

7 ← Crossroads - straight through

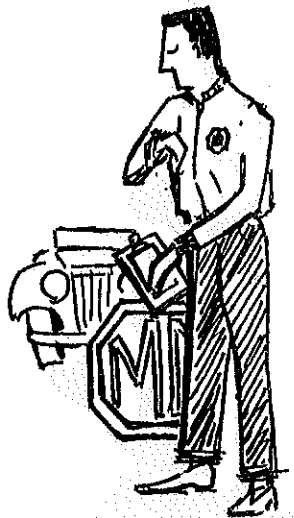
7 ← Y - keep right *D x 60 = A S*

4 ← Cross Chittenango Creek

7 ← Turn

8 ← Cross

37 ← R. R. Crossing Sign



THE CHAIRMANS CORNER by Don Stahl

On behalf of all the officers of the club, I want to thank the six members who participated in the Red Cross fund raising parade a week ago Saturday. Though slow, time consuming and hard on the nerves, it felt good to do something like this for a worthy cause.

For those of you not at the last meeting, the date of our dinner meeting was announced as December 6th. At this time we will nominate our officers for next year. I asked at the meeting that any member wishing to nominate another for an office, beforehand talk to the person and determine if he can and will be able to do the job. I feel this is of the utmost importance. It is unfair to the nominee not to have enough time to consider acceptance and possible election. If you feel someone has the proper qualifications for a given job, by all means, let's see his or her name on the slate, but talk to them first.

After talking to Bill Gilbert, the chairman of the Central N.Y. Centre, it was decided to postpone our proposed get together until January or February of next year. It just wasn't possible at this late date to work out all the details necessary to bring the three Centres together for a post-rallye dinner on November 23rd. Our rallye is on for that date, and with Bill Baller and Gordie Rogers as rallye-masters for the day, it should be our best event yet.

Speaking of events, the calendar is fast filling up for next year. Anyone interested in helping plan or lay out an event, contact me as soon as possible.

Way back last February when we formed our Centre, most of us never dreamed that we would be up to 91 members in just 8 months time. We have almost enough people on our waiting list now to push us over the 100 mark. Let's try and get these people in as soon as possible by recruiting more MG's for the Club.

Found! One genuine Rolls Royce mechanic. (no kidding) He has just started business in the Amoco Station on the corner of Lake Ave. and Handford Landing Rd., across from Kodak Park. This gentleman has had years of experience on English cars and says he will tune most foreign cars to a razor's edge for just \$5.00 plus parts. If your little gem is ailing and you are in the area, give him a try.

As predicted in last months newsletter Barry Budlong really went to town in Montreal at the MG Car Club races. He won his own race and also the Formula Libre race against much formidable opposition. They will be talking about his driving for some time to come.

REMEMBER THE DATE!

• DEC. 6th •

FOR THE ANNUAL

DINNER MEETING

and nomination of officers



...A POINT OF LAW!

by Carol Lee Vorrasi

This month, I would like to talk to you about the Motor Vehicle Bureau's newly revised POINT SYSTEM, which was put into effect April 1, 1958.

This system was designed to supply the State with more used driving licenses, thereby giving us more work and forcing us to shorten our coffee breaks.

There are a number of situations in which the Commissioner of Motor Vehicles is required by law to revoke your license. If you are anxious to lose your license, listed below are a few excellent ways in which this can be accomplished.

1. Drive while you are intoxicated.
2. Flatly refuse to submit to a chemical test to determine the alcoholic content in your blood.
3. Leave the scene of an accident.
4. Get caught speeding 3 times within a period of 18 months.
5. Write lies on your application for driving license.

Another very good way to lose your license is to accumulate 8 points within 2 years. Following are the number of points charged against your record for certain violations.

1. 3 POINTS -- -- --
Speeding, reckless driving.
2. 2 POINTS -- -- --
Passing red light, failing to stop at "Stop" sign, failing to yield right of way, driving uninspected car, crossing the double line.
3. 1½ POINTS -- -- --
Failing to dim headlights, no horn, driving too slow.
4. 1 POINT -- -- --
Inadequate muffler, improper plates, unnecessary noise or smoke, failure to notify the Bureau of change of residence.

Don't let show violations of traffic laws be responsible for 4 out of 5 fatal accidents on New York streets and highways. Protect your life, and your license, by careful, full-time observance of traffic laws and safety rules. Remember, you write your own record. A clean record is the badge of a good driver. Don't let the Point System point you out as a persistent violator. It can cost you your driver's license.

ATTENTION ALL 1953 CAR OWNERS

All 1953 vehicles must be inspected during the month of November.

Maintaining the Breed - The TD That Is!

by Gil Langswager

I'm prejudiced. There's no MG like the TD. It's my opinion and I'd better back it up. To begin with, it's the last of the "classic" style. Not as beautifully ugly as the the TC, but still "classic". The open "clamshell" mudguards, separate headlamps, long tapered bonnet, vertical, dominating radiator shell, folding windscreen, cut-back doors - oh man, this is it! And with it, exceptional cornering and handling ability and a comfortable ride; tempered from the kidney busting TC. True, it's an "Americanized" TC; left hand drive, also disc wheels, fatter tyres, softer ride, but this Americanizing makes it a more practical touring car for American use. Its certainly not a temperamental car and as somebody (I can't remember names) once said the MG is quite forgiving.

Now about maintaining the TD breed. It saddens me when someone sells a TD. I don't intend to sell mine, it's one of the family. But I suppose not everyone feels the same. And, one man's loss is another man's gain. But let's keep plenty of TD's around Rochester. They do wear out or wash out and of course a few "buthers" try to make them what they ain't. A TD is a hardy soul though, and with a little attention will last a good many years and a good many owners. I'll use mine as an example. It was bought new in 1953 in Paris, France by a GI and driven hard over the French countryside a few months before being brought to Rochester. He drove it as his only car for 4 years back and forth across the city every day, winter and summer. In spite of the Rochester salt paved streets the chrome is still all original on the car and in surprisingly good shape. A year

ago, with some 38,000 miles on it he stripped it and had it painted. The cost, including some sheet metal work was about \$100. He also pulled the head, ground the valves, polished and matched the ports and milled off 3/32 of an inch. He also put in new brake cylinders and rebuilt the master cylinder. As yet the rest of the engine had not been touched. It was at this point that I bought. I got another 2,000 miles out of it before I burned out a rod bearing. As long as I had to tear it down I decided to pull the engine and replace whatever else was necessary. Being a real greenhorn about engines I was leary of tackling such a project but with a lot of help from a mechanic friend the job was done. Less than \$150.00 went into it and that included grinding the crank and a complete balancing job. I didn't bore it out. It didn't need it. Besides grinding the crank and the balancing I honed the bores, ground the rocker faces and put in new rings, bearings, camshaft lifters, clutch, throwout bearing, ring gear and timing chain. This has given me one of the sweetest, quietest running TD's in Rochester. The body is perfect, as good as one off the showroom floor and the engine better. A 30 dollar Sears, Roebuck top has been thought a custom job by some and the car attracts attention wherever it goes. I am real proud of it and I'd like to see more like it. Does it sound like a lot of money? Well, look at it this way, the average price of a TD today is \$1100 - \$1200. Add \$300 to it for what I've done and you've spent at most \$1500; still cheap for a car that attracts people like flies even when its sitting among machinery that costs 2 and 3 times as much. And I'll

guarantee you'll get more sheer pleasure out of driving it than any of that more expensive machinery.

I expect, and will welcome, plenty of comments on this article and here's a thought to kick around. How about a TD restorers' club branch of MGCC?

G.L.

WAITING LIST

1. Mike Schmuck
2. Dr. I. Loder Brooks
3. Dick Hornung
4. Les Serle
5. Alice Pickup
6. Dr. Shelton Hinckley
7. Ellen Kloters

GVASC's "Rustic Ramble" was one of the finest rallies of the year - at least in my opinion it was. Aside from the excellent layout in general, the good roads and coherent instructions, Mother Nature cooperated beautifully by bringing the fall foliage to its peak for the day. The 214 mile event was in three sections, each starting with a clean slate for those who may have "goofed" up one run. The Country House in East Rochester provided the banquet after which the following results were announced:

RESULTS--Rustic Ramble II, October 12, 1958

Place	Car No.	Driver	Navigator	Car	I	II	III	TOTAL
1	4	Wolff	Wolff	Porsche	2	3	1	6
2	17	Stahl	Britt	MG-A	4	3	3	10*
3	16	Rogers	Clark	Porsche	10	0	0	10*
4	13	Kloeters	Zavada	Corvette	10	2	1	13
5	14	Elder	Mearriam	Alfa-Romeo	9	0	8	17
6	18	Caves	Jobe	Triumph	7	11	0	18
7	12	Siggelow	Gardner	Porsche	16	4	1	21
8	19	Carney	Carney	MG-A	8	12	2	22
9	11	Garbe	Rising	Healey	9	14	0	23
10	23	Kane	Ostrander	Volkswagen	14	10	2	26
11	10	Paxson	McGuire	Ghia-VW	15	11	1	27
12	2	Henry	Henry	Porsche	15	12	2	29
13	8	Langswager	Langswager	MG-TD	21	10	2	33
14	6	Phelps	Hazel	Triumph	31	6	2	39
15	21	Walker	Brown	Corvette	21	9	11	41
16	1	Kerbs	Kerbs	Hillman	39	16	5	60
17	5	Howland	Howland	Triumph	38	10	16	64
18	20	B. Gordon	Schultz	Corvette	10	101	0	111
19	15	Smallidge	Smallidge	Buick	20	117	7	144
20	22	Patenall	Patenall	MG-TC	27	4	124	155
21	7	M. Gordon	Carlson	Healey 6	79	4	100	183
22	9	Lindner	Lindner	Corvette	400	51	3	454

*The resulting tie score was broken by squaring the point error at each control.

The GVASC Novice Trophy was won by Bill Brown, who finished 15th.



THE PIT STOP

by baller

On October 25th, Bob Clark's house was invaded by about 40 people in costume, consisting of a monster, robot, bear, and many others in all sizes, shapes and faces. This was the MG Car Club's costume party.

Kay Leary came on the scene dressed as a robot, while John Wegman acted as the mad scientist who pushed a buzzer and made her eyes light up. Betty and Gil Langswager were the cutest pair of babies in pink and blue long nightgowns. It turned out that the MG tachometer and speedometer were Don Stahl and Doris Britt. Bob Clapper made a handsome Sultan, while Georgia Watson a lovely Arabian Princess. The Spanish couple consisting of Zorro and his Senorita were Harold LeBoo and Lucille Ferris. The all-seeing Swami was Ellis Hormants. A very attractive Pocahontas was Ruth Loak, feather and all. The walking highway markers were Bob Clark and his girl. The lady in red (long underwear), green wig and red face was Bill Hackman. Two characters out of the comic strip "Peanuts" were Norm (Charlie Brown) Baker and Carol (Lucy) Baker. Maverick's mother was Carol Lee Vorrasi, while the Hunchback of Notre Dame was yours truly.

The Clarinet player who accompanied the Hi Fi set with much credit was Bill Bell. At one point during the evening, with a cry of, "A bear just came in the back door," the kitchen emptied in 2 seconds flat. Upon closer inspection it was determined that it was not a bear, only Chuck Heindl in his over-sized Raccoon coat.

At the witching hour the judging of the costumes started. The five judges found this to be very difficult, inasmuch as all of the costumes showed originality, ingenuity and effort. The best couple award went to the MG tachometer and speedometer. Best female, the Robot. Best male, the Hunchback of Notre Dame. (My first trophy ever) An honorable mention was awarded to Bruck Norton who did not come in costume. His beard carried it. He was mistaken for Dr. Salk.

A big thank-you to Bob Clark for helping make the party the success it was.

We understand that a certain young lady by the name of Britt, has left the Sunset Trail (the big ditch) for City life.

One of our ever attending guests has just gone from roadster to Gran Turismo (Fiat Abarth). A very sneaky trick Mr. Schmuck.

Watch out rallyest! Now that the racing season is over, Chuck Heindl and Dave Elder will be back rallying in earnest. We would like to see them both in one car for a whole rally. Wow!!

On our November rally we hope to see the only MG TC in the club, owned by Jeanette Patenall. We understand it is in concourse condition. One other member has a vintage MG TB, owned by Al Ross, our New Jersey ambassador.

B.B.

The Western New Centre is happy to welcome the following new members to the MGCC and looks forward to their participation in coming events:

- *Keneth Kummer
355 McCall Rd. Rochester, N.Y.
- *Jack Kelley
205 Albermarie St. Rochester 13, N.Y.
- *George J. Gay
3220 Culver Rd. Rochester 22, N.Y.
- *Jeanette M. Patenall
45 Madison Terr. Rochester 17, N.Y.
- *Robert H. Connal
138 Yorkshire Rd. Rochester 19, N.Y.
- *Thomas A. Warren
18 Copeland St. Rochester, N.Y.

"LET'S GET TECHNICAL"

by Larry Bubel

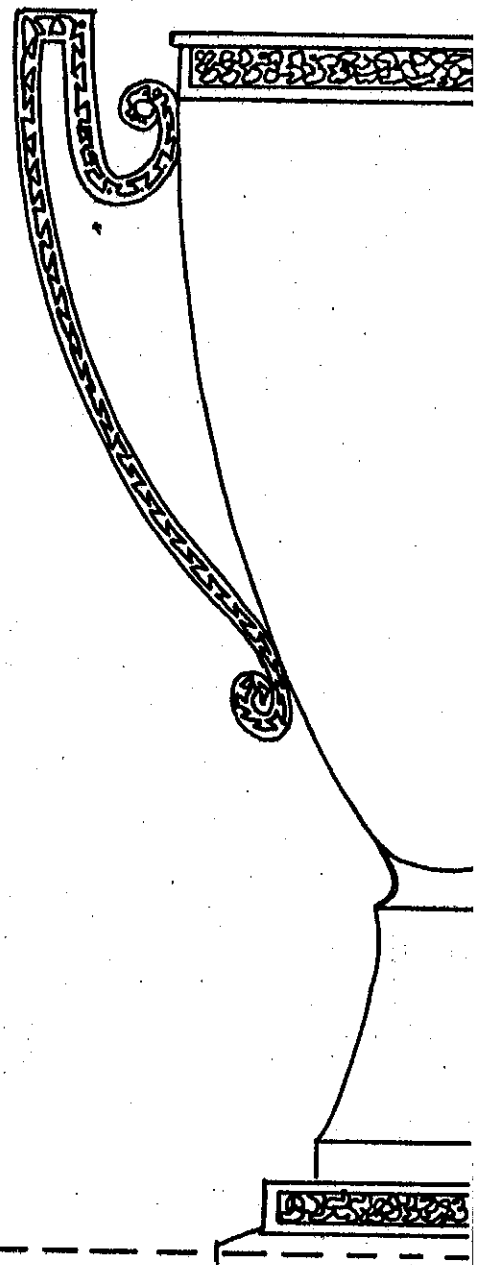
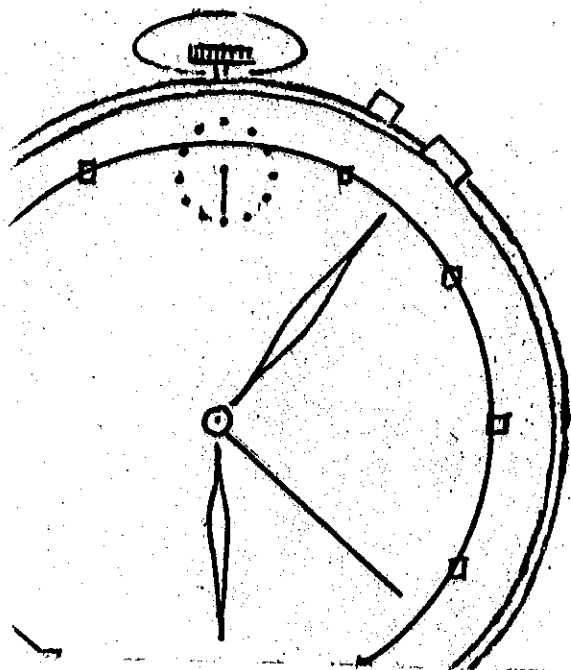
Determining unknown gear ratios; There may come a time when the question arises about gear ratio of the car you are driving. If you have a car with a low I.Q. such as a Jag or MG (one which cannot shift itself) you are in luck, you can figure it out without tearing the rear end apart.

Jack up one rear wheel clear of the ground, remove the spark plugs to ease the job of turning the engine over. Make a chalk mark on the crankshaft fan belt pulley, or the vibration damper and a matching mark on the engine block. Put the gearshift in high gear and make a clear chalk mark on the raised rear tire and corresponding mark on the road. Here is where you need a helper to keep his eyeballs on the crankshaft fan belt pulley, or vibration damper. Now you turn the raised rear wheel one complete rev. While the rear wheel is going one complete rev. the pulley will have gone around, let us say, 3.54 times. This is your rear end ratio. Next, put the gear shift in third and give the free wheel one full turn, this time the pulley will have gone approximately 4.83 times. Now if we divide 4.83 by 3.54 we come up with 1.364, which is our third gear of our transmission. Now repeat the same steps in second and low and we have figured all of the final drive ratios plus all of the transmission ratios. Remember, third gear multiplies our 3.54 rear end by 1.364 and gives us an overall rear end of 4.83 when we are in third gear.

MGCC·WESTERN N·Y· CENTRE

RALLYE!

The Western N.Y. Centre of the MGCC presents its November event in the form of a simple type navigational rallye. Starting at the Greece Legion Post (Dorsey Road off Mt. Read Blvd.), the "FALL FROLIC" will see the first car away at **1:00** on Sunday, November 23rd. Registration will start at **12:00 Noon.**



RAVLE



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NOTE : ANNUAL DINNER MEETING NOTE

Our first annual dinner meeting will take place on December 6th at the Nine Mile Point Hotel. Nominations for next year's officers will be held at this all-important meeting, making it an event that all members should attend. On the subject of nominations, it is requested that the prospective candidates be asked beforehand if they are in a position to accept.

The banquet will start at 8:30, followed by the meeting and a band for dancing afterwards. \$2.50 per person will cover the cost of the meal (Roast Beef) and include the tip.

You will receive an application in the mail shortly but please reserve the date now!



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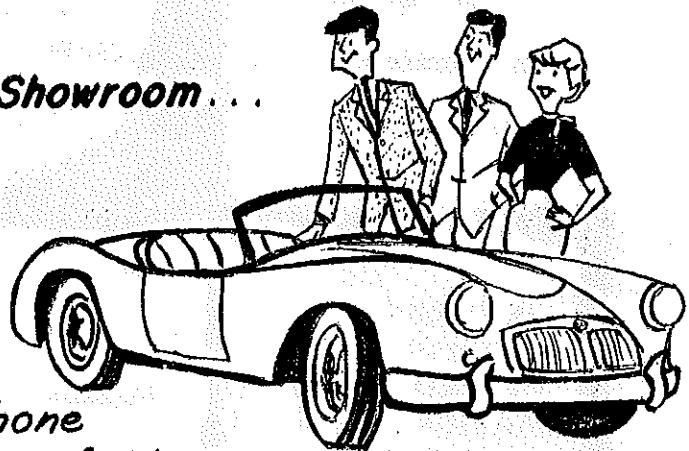
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Greenfield 3-3258

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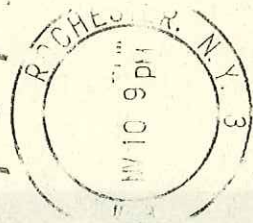
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OF EACH MONTH
AT 8:00 P.M. AT
THE REDMAN'S CLUB
MAIN STREET E.
GUESTS ARE
WELCOME.

INTERESTED
PARTIES MAY
OBTAIN INFOR-
MATION ABOUT
MEMBERSHIP
AND ACTIVITIES
OF THE CLUB
BY CONTACTING
THE SECRETARY.

- | | | |
|--------------|----------------|--------------------------------------|
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| V. Chairman | *Gordon Rogers | 106 Denise Rd
CH 2-4265R |
| Secretary | *Bob Clapper | 357 Alexander St |
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