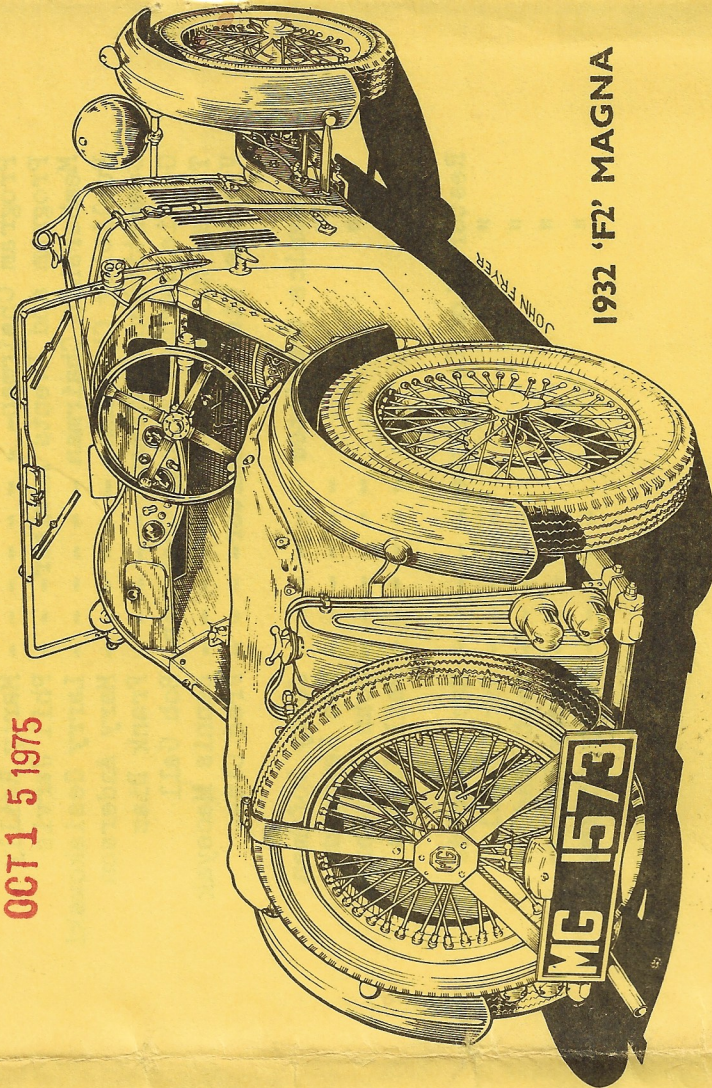


Vintage Disappointment

VINTAGE MG CAR CLUB OF CHICAGO

OCT 1 5 1975



1932 'F2' MAGNA

MEETINGS
EVERY OTHER WEDNESDAY AT 8:00PM
ATLANTIC RESTAURANT -
7115 WEST GRAND AVE.

The official organ of the



514 East Park Avenue
Elmhurst, Ill. 60126

FIRST CLASS MAIL

JIM WILKINS
223 ILLINOIS ST
ELMHURST ILL 60126

MINUTES of October 15, 1975

Meeting called to order at 8:15 P.M. Minutes of previous meeting read and approved. Treasury balance not known as Treasurer was absent.

New visitors introduced by Larry Gesiakowski and board of directors accepted following as new members; John Babcock, Robert Kriha and Bill Moore.

Fall Tour of Wheaton described by effervescent Judy Maceyak prompted by gay Marty Reilly and bubbly Phil Jarvis. Blackhawk Races sponsored by VSCCA reported on by Walt Mead who then took us to Watkins Glen for the running of vintage cars. Emery Gottshall presented final plans on exhibition of eighteen machines at Finley Square shopping mall on October 18th.

Boo Rally V changed to Boo V by Lyn Stephens as well as the date to November 2nd.

Annual Christmas drive with requests for dry food, clean clothes, working appliances, complete toys, canned goods, unused toothpaste, tecetera made by Marsha Mikosz. Detailed information to follow.

Road Atlases and key fobs given away free by Ed Domke as souvenirs of last program meeting on lubrication.

Tech discussion followed on lack of power after an interval of driving; inability to start and run a newly acquired machine; replacing TD disc wheels with wire; and requests for axle half shaft and tires.

Next program meeting to be slides and movies of Hershey. Combined efforts of Wayne Mikosz and Phil Jarvis. October 29th.

The following were elected as officers and directors of VMGCC for 1976. President: Larry Gesiakowski. Vice-president: Mac Reynolds. Secretary: Barbara McKee. Treasurer: Frank Diaz. Directors-at-Large: Dennis Maceyak, Ed Domke, Phil Jarvis. Appointed Editor: Wayne Mikosz.

Meeting adjourned at 10:15 PM following a raffle won by Gail Gesiakowski, Bill ^{MOORE}~~Moore~~ and Dan Morehouse.

Fred Ciba,
Secretary

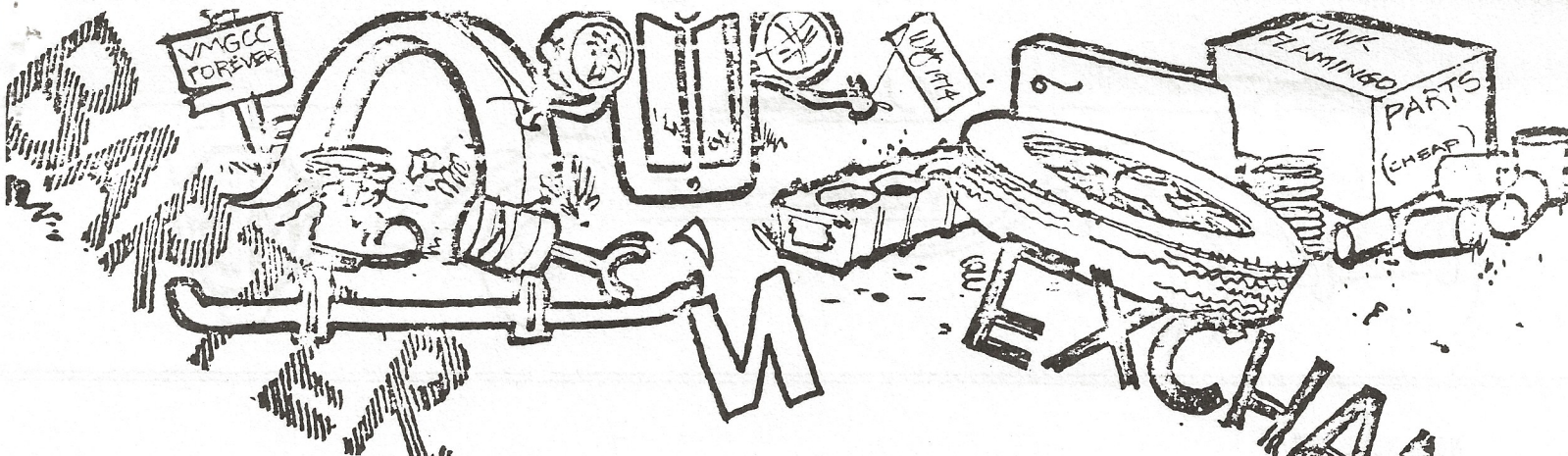
DUES FOR 1976

Free	-	Life Members
\$10.00	-	Charter Members, Regular Members, Associate Members
\$15.00	-	Family Membership
\$ 7.00	-	Corresponding Member
\$ 6.00	-	Initiation Fee for New Member

Mail check to Ed Hoff, 4105 N. Leamington,
Chicago, Ill 60641. VMGCC Treasurer.....

Regret the dearth of club news but it seems that unless a member of the Viewpoint staff is present, nothing is written for the paper. Unfortunate are the club members who for reasons of their own cannot attend these functions and rely upon the club organ for information. (Don't forget, they pay dues.) We hear that in September and October there were some outstanding speakers and yet at the last business meeting no-one could remember their names! This is a sad thing for we know as a fact that the Viewpoint is saved by many members for future reference and all this knowledge is lost forever. The same holds true for the driving events.

Editor



SOMETHING FOR EVERYBODY

1 Alloy Cover Set UNUSED (Moss) & Mahogany
Wheel for TC-TD. Offers.
Bob G. 352-6003

WICO Magneto - fits TD - \$85 or offer.
TD/TF workshop manual - \$23 (cost)
B. J. McKee 259-9381 or 648-0345

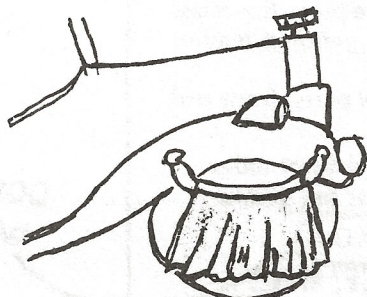
GAS-MAC Spares - TC Parts
J. Gasienica 787-5853
W. Reynolds ?
"Very Expensive"

TD Parts - Cheaper than GAS-MAC
J. Gasienica 787-5853
D. Nicholson ?

TD Body Parts
Lee Lacey 771-5344 or 3344

A flop Stable

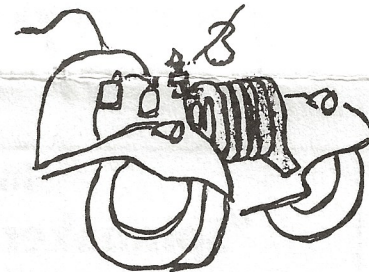
*He who laughs last
read the manual*



Fender skirt

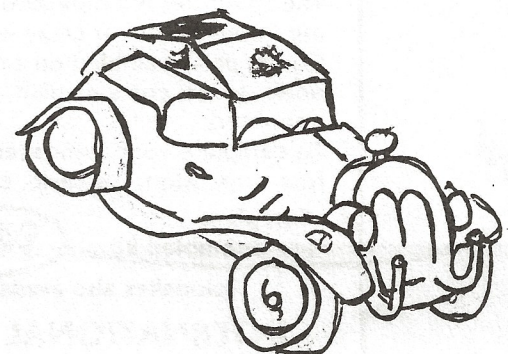
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Ray Navarro



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rates. Call Paul 312-537-1030



Rag Top

One of my favorite James Thurber pieces is "Recollections of the Gas Buggy", in which he described his curiously equivocal relationship with the motor-car. They never really liked each other, and while cars may have understood Thurber, it is certain that Thurber never understood cars. From time to time friends would try to explain the mechanism to him, but always unsuccessfully. "I developed the notion," he said, "that the gas engine was more soundly constructed than I was."

The full impact of that comment didn't hit me until a short time ago, when for a couple of days I had the use of a car that was six months older than I am. It was 1926 Morris Cowley 11.9 hp two-seater, one of the last of the classic Bullnose models. and the startling thing about it lay in the fact that it was not the usual restoration job - not by any means. Every part of it was either an original factory component or a genuine contemporary accessory. It was not repainted, retrimmed, replated or tarted up in any way, but had simply grown old gracefully, with little traces of shabbiness here and there, a certain amount of honest wear and tear, but everything working nicely. The more I looked at that damned motor-car the more I had to admit that if it was older than me, it was definitely in better shape. I almost hated it.

* * *

Anybody my age (still below the half-century, but not much below) finds today's prices upsetting, to put it mildly, when looking back on the cars we could have bought but didn't, or did buy but didn't keep. There was the M.G. K.3 offered to me for \$500; the seller didn't know, as I did, that it was a Le Mans classwinner with a long racing history. But I hadn't a spare \$500 at the time, anyway.

A friend of mine has just paid \$7000 for an Austin Seven, the perky little poor man's runabout that made Austin famous in the late 1920s. It was sold in Germany as a Dixi, in France as a Rosengart, in Japan as (would you believe?) a Datsun, and in the USA as a Bantam - by the Pennsylvania company that later designed and built the Jeep.

I never owned a Seven, but I once paid \$25 for its brother, the Austin Ten-Four; a lovely little 1934 tourer in perfect working order with original paintwork, trim, top and sidescreens. I bought it for my wife, who took one look and remarked that she wouldn't be seen dead in a thing like that. So, short of storage space as every old car enthusiast always is, I tried to sell it again - but the Government had just introduced compulsory annual testing for all cars 10 years old and more, so nobody wanted to know. Eventually I gave it away (to the local vicar, who was holding a rummage sale in aid of the church restoration fund). Today's price? Well, somewhere between \$1500 and \$2000 wouldn't be far out, I suppose. And that's happened in less than 15 years.

* * *

What I find much harder to understand is the present-day enthusiasm for replicas, which to my mind have neither the good qualities of a well-engineered modern car nor the aesthetic appeal of an old one. Maybe it's not too surprising that they seem to hold a special attraction for youngsters who are not too familiar with the real thing. At the last London Motor Show the big crowd-stopper was the Panther stand, displaying all kinds of unlikely machinery at prices ranging from about \$18,000 to more than \$40,000. At the Racing Car Show in January this year there were more replicas to be seen, including a modern version of the 328 BMW based on BMW 2002 components and with a \$16,000 price-tag. And at the last Beaulieu Cavalcade of Motoring I remember seeing a bastard cousin of the Type 35 Bugatti which someone had built and sold - for a while - at some \$20,000. It was called the Dri-Sleeve Moonraker Special, and it looked it.

It's a cockeyed world if replicas survive and a company like Aston Martin goes bankrupt. Poor Aston Martin, whose magnificent vee-8 was priced at a little over \$25,000 in this country and outperformed almost everything else on the market; 146 mph maximum, and zero to 60 in a mere 6.2 secs. And as I saw for myself when I visited the factory a year ago, it was beautifully, beautifully made.

*** END

Box 152
Glasgow, Ky. 42141
Aug. 16, 1975

Vintage MG Car Club
4105 Leamington
Chicago, Ill. 60641

Gentlemen:

I am restoring a 1951 MG-TD and have been able to find everything that I need except a screw-type oil cap that fits in the cast aluminum cylinder head cover assembly. I believe that the part number is #433 490 (not sure).

Can you direct me to a supplier for this item either new or used? MG distributor advises me that this type cap is no longer available as this type of cover was replaced and new cover uses snap-in type of cap. I will need to find a cap or replace entire cover.

Yours truly,

E. H. White

18 Aug. 1975

Ralph S. Sparger
Box 384 Bldg 403
Fort Myer, Va. 22211

Dear Sir,

Please send me details of joining the "VINTAGE M.G. CAR CLUB". The car that I own is a 1947 M.G. TC.

Thank you in advance,

Ralph S. Sparger

1933 E. Haven Dr.
Santa Rosa, Ca. 95404
August 31, 1975

Vintage M.G. Car Club
4105 Leamington
Chicago, Ill. 60641

Dear Members,

We are currently forming a manufacturing company for the production of antique and classic car parts. We are interested in making obsolete parts that are no longer available, or hard to get items.

I am a Tool & Die Maker with twelve years experience with Ford Motor Company. I have dealt with almost every aspect of automobile parts manufacturing. I am combining my talents with my father-in-law, also a Tool & Die Maker, and my brother-in-law, a Manufacturing Engineer. We have all been associated with automobile parts production and manufacturing.