

Spokes

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Celebrating
60 Years
of
Safety first!

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

The Spokes is published and distributed monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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SUBMISSIONS ARE WELCOME

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 Don McConnell, 45 Eileen Circle, Rochester, N.Y. 14616 or deliver by hand at the meeting .

MEETINGS

Meetings are held the third Thursday of each month, except December, at the American Legion, 360 Middle Rd Henrietta, N.Y. 14467. Board meetings are held the first Thursday of every odd number month and are open to all members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

ADVERTISING RATES as of January 1, 2009

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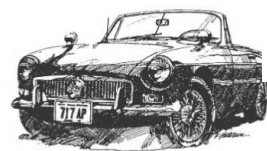
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Chairman's Corner

By Mike Robinson

Hard to believe the Summer Driving season is drawing to a close. With that comes the fall season, which in my opinion, can be every bit as nice, and certainly in many ways more comfortable, than the blistering hot days of summer. The only disadvantage would be the shorter daylight hours, but overall fall touring can be a wonderful time to get the cars out for that last hurrah before we put them to bed for the winter.

It's been an eventful Summer of 2018. We had some well attended events including a steak/roast rally that I hope becomes an annual event, a very successful car show, an outstanding 60th anniversary event, and picked up several brand new members. I'd say this was a good year and it wouldn't have been possible without the support and participation of the members.

One other important item coming up is Elections. At the October meeting we will be accepting nominations for officers to be voted on at the November meeting for FY 2019. It's been my privilege to serve with and chair the Board these past two years, but as governed by our by-laws, I have reached the limit of two years in office. I have a couple of people in mind that I think would make outstanding officers, and I really hope to avoid the last "election" where the current slate had to volunteer to take the positions. Being a member of the Board is not Rocket Science. Believe me when I say this that if I can do it, anyone can do it. I've enjoyed my role as Chairman and I hope we have some people willing to volunteer a couple of hours a month to run for office. Our future as an organization is determined by the present, and a successful election of a qualified Board will go a long ways in making sure we stay around for another 60 Years.

MG Bruce

By Don McConnell

August has come and gone. For me I hate to say it but I am glad. It was just one of those months where many things went wrong and it felt like it would never end.

First I needed to have the emergency brake cables on my Camry replaced. One had broken .OK that happens. Inspection was also due in August. Ready to start, but what is this dripping from under the front of the car ? It is power steering fluid. It seems the low pressure hose or pipe is leaking. So I get the parts (drums shoes hardware & cables) & power steering hose (pipe). Part of this hose was replaced earlier now the rest of the metal is so rusted. With all parts bought the first is the steering hose. next is to set up to take the car to mechanic with a lift to do the brakes.

As I get ready to test the steering I find the car will not start. Turn the key and click, click. A couple of checks and it is a bad battery. I was disappointed that the Sears Die Hard only lasted 9 years. So a trip to Sears at Market Place for a new battery fixed that problem. Now I can schedule the brake repair so off to the mechanic to fix that and have the State Inspection. both those jobs complete, inspection passed.

My only question now is. Can I now start working on my B ? I think so would be the answer. Have a good September and see you at the meeting.

Happy top Down

Don



Activities

By Kristi & Bud Briggs

Can you believe it is already August? We have had quite a few great activities this summer... with MORE to come! Hopefully, you have been able to enjoy one or two of them! The Poker Run and Steak Roast was a HUGE success and they day was amazing! Thank you to the Baums for taking this activity on, and hopefully it will become an annual event. The 2018 Sports Car Show was another perfect day as well! Thanks to Ted Hershey and the rest of his committee!

September Activity Dates

9/6/18-Board Mtg
9/7/18-Grand Prix Festival
9/14/18-Brit Invasion Stowe
9/16/18-Bronte Park

October Activity Dates

10/13/18-Fall Foliage Cruise
10/18/18-MGCC Mtg

November Activity Dates:

11/1/18-Board Mtg
11/15/18 MGCC Mtg
11/18/18 Garage Tour

December Activity Dates

12/15/18 Christmas Party

Watch your e-mail for any Cars and Coffee's or any other spur of the moment outings that pop up during the rest of our driving months! MMMMMmmmmm Ice Cream!

Kristi, Buddy & Alec Xander

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MGCC Minutes of the Meeting

By Maggie Robinson

Call to order

Acceptance of the July 2018 Meeting Minutes

- Moved–Bob Welch
- Seconded– Ted Hershey

Identify new members and or guests

- None this month

Ask for birthdays and anniversaries

Rod and Christine Rodman 44 year anniversary
Robinsons 12 Years

Reports

Treasurer: Barbara Zak

Reconciling 7,923.50 some checks out yet

60th was a huge success

Club contributed 500

Activities: Kristi Briggs

Vintage race coming up in September, 3 rooms are still available. Call Karen Salisbury if you need a room.

October fall foliage, October 13th.

Sign-up sheet on table

Touring to Watkins Glen for paced laps around track.

Sign up for WGI no later than October 6th, cost \$20 per car.

Christmas party December 15th

- Membership: Paul Osborne
1 new member, 3 renewals
Bring membership total to 192 members
- Regalia: Doug Scribner
All here on table, usual assortment of MG related items
- Spokes Don McConnell
Not Present
- Watkins Glen: Dave Wild
Dave and Barb absent but Barb is doing well
Jeff Kath - 5 spaces left for Concourse.
- Librarian: Al Costich
Two new Videos donated by Lane Boughton
- Website: Leon Zak
All is well, Dick Powers will be doing an article for the 60th
- 60th Anniversary: Dick Powers
Huge Success thanks the committee. Nice cars on the green. Brian enjoyed himself. 97 signed up. Food good and everyone enjoyed the night. Video is being edited at this time, primarily for Desi who could not attend. The two awards presented by the MG Car Club and Toronto MG Car Club are on the table, Gil and Betty also brought their award to show.

Old Business

- NAMGBR Affiliation.
Approached by NAMGBR to be an "Affiliate"

Cont on pg 7

Minutes Continued

What's the catch? - Minimum of 8 members and a once a year article to the Magazine. If we drop below 8 we are no longer an affiliate. (We have 9 members presently)

Do we lose our autonomy? - No, we just have to maintain the member level.

Can we be an Affiliate of NAMGBR and the MG Car Club at the same time? – Yes there are no restrictions. Toronto is an affiliate of both Parent Organizations. There are NO PLANS for us to stop being a Centre with the MG Car Club.

What's the Benefit? – Liability Insurance at no cost to the club. The Club would save \$720+ a year in insurance with same carrier, JC Taylor.

Leon had a conversation with Larry. Why do they do this? - If clubs like ours join it helps them for advertising and cost control.

Another Benefit of being a member of NAMGBRA is a booklet with contacts across the country who are willing to assist if you break down close to them, and if someone from our area joins NAMGBRA it also gives us a heads up so we can invite them to join our club.

- Vote

Motion to put forth to vote if the MG Car Club of WNY becomes an affiliate of the NAMGBRA.

Ted Hershey motions to have MG car club become an affiliate of NAMGBRA, Al Costich Seconds.

- For - 35
- Against - 1
- Abstain None

Majority vote in favor. Leon will do the necessary application process and be the initial liaison between us and NAMGBRA

New Business

Al Costich - If there is a donations committee, could we make a donation to Operation Build Up, a group of Marines that restore cars, put them back into operation and turn them over to veterans in need. Al proposes a donation to this organization. This will be brought up to the Board at next Board Meeting in September.

There is a clip on google about this organization.

Motion tabled until October Business meeting,

Other topics

Anabelle update on Desi. Last few months have been hard. Desi is confined to home at this point. Says hello. If anyone would like to make something to take to her let me know and I can get it to her.

Updates from members of projects and trips

Mike Goodwin is experiencing an oil leak. Drips are bigger this year and think of horror stories. How many have used ultra violet die in your oil? Use a black light and look for glowing spots showing where the leak is. I did this and found the leak.

Any other announcements

Dick Rzepkowski's 1940 Chevrolet. Decided to bite the bullet and have engine rebuilt. After the engine was rebuilt, the builder calls and states they dropped my engine. I'll let you know how things come out.

Cars and parts for sale

Dan Suter has an open car trailer for sale. Contact Dan if interested

Dick Powers has a car 2002 Buick Century. Mileage is 60,000.00

Door Prizes

Closing Comments

Adjourn

Meeting Attendance

August 16, 2018

Gil Langswager
Betty Langswager
Doug Scribner
Hollis Hames
Doreena Hames
John Thompson
Ted Hershey
Leon Zak
Barbara Zak
Rod Rodman
Dick Powers
Mike Robinson
Maggie Robinson
John Baum
Chris Baum
Mike Harrison

Sue Harrison
Lane Boughton
Tony Makepeace
Allyn Wagner
Dave Chase
Alan Costich
Susan Goodwin
Mike Goodwin
Lynn Smith
Roger Gunther
Bob Welch
Dan Suter
Annabelle Tescione
Al Fink
Kristi Briggs
Bud Briggs

Alec Briggs
Jeff Kath
Dick Rzepkowski
Marlene Rzepkowski
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ABINGDON ALPHABET, part 12

By Doug Beagley

At the close of our last installment we had found that things had changed at Abingdon, There had been a restructuring of the organization and the MG Car Co. Ltd. was now the property of Morris Motors, Ltd. This meant that the sole direction of the company, by Cecil Kimber, overseen in some general degree by Sir William Morris (later Lord Nuffield) had come to an end and the whole works was closely supervised by the works at Cowley. The next model to be introduced was to have been a further development of the R in that it would have been a racing car but powered with a Magnette engine which would have doubtless increased the R performance even more. When this car was underway, the T would have been introduced and this was to have been a large saloon, with independent front suspension and a V8 engine! This car was called the "Queen Mary" around the factory and the engine would have been interesting as it was two P blocks mounted upon a common crankcase. However, both of these projects were vetoed by Cowley and never saw the light of day.

The SA that did appear was a complete shock for all MG enthusiasts. It was different from anything that had gone before for many years. It was to be the biggest car than had been built to date and a bigger has not been offered since. It was a large car, standing upon a 123" wheelbase, with 53 3/8" track. It came in three body styles - the saloon, drop head coupe, and four seater tourer. The last named was called the "Haywagon" at the factory and it seems they had some neat names for some of the products. The engine was a pushrod six cylinder 2,062 cc unit which developed 75.3 hp at 4300 rpm. Those of you who have been following this series will see the reason for the astonishment of the 'faithful.' We are seeing the effects of direction from Cowley. The engine was the Wolseley Super Six, which was a good enough engine, but was not the sort of high revving unit beloved by MG enthusiasts. The overhead cam shaft was gone, replaced by the less efficient but more simple, push rods. Even the cable brakes had gone and were replaced by hydraulics, a thing that Cecil Kimber (along with Ettore Bugatti and others) distrusted. The prototype was even equipped with bolt on wheels, and that was quite unacceptable!

About the same time that the SA was introduced it was announced that a very similar car was available. It was from a new company in the field of car manufacture, although they had been building bodies for years. It was the SS Jaguar. It was fitted with a 2½ litre engine which permitted better perform-

ance in some respects, but the SA would have outsold it had ours been available. When MG was taken over by Morris it was, so it was said, to improve efficiency. It did not work out that way. The cars were very slow coming to the dealers due to the lack of parts and units from Cowley. You will recall that in the past it had been possible for MG to put new cars in the road in very short order when they designed, built or ordered parts themselves. Also, there were constant changes made in the car, for instance, it was introduced as a production car with knock on wheels rather than the bolt ons. If you ever come into possession of one of the cars built during this period (SA, VA, etc.) and try to restore it to original, you will find it almost impossible because there were so many changes that no one really knew what was what. In 1937 the engine was updated and increased to 2322 cc and a new gear box was introduced, both of which were improvements.

Now, I hope that I have not sounded too biased against this model, as I have not intended to do so. It was an entirely new type of vehicle and different from the MG products for many years. Really, there was nothing quite like it since the 18/80. At the same time as the car was in the dealers, Bentley was selling a car that looked and performed much as did the SA, but the SA was about one-quarter the price. I have also mentioned the Jaguar, It sold well and outsold the SA, but this was due to the lack of cars not to the lack of performance. People at the factory were very sure the SA was the better car and we know they would not lie. The performance of the SA was different. It was a luxury touring car, capable of close to 80 mph. but its beauty was the ability it had to cruise at close to that speed for hour upon hour. The accommodations were comfortable and luxurious with leather and all the niceties. The cars were all true four seaters and, because of their size and weight, when the four seats were occupied the performance did not suddenly disappear and the handling become disastrous. I would like to own and operate an SA, or the subsequent model, the WA. It would be ideal in this country for those long trips down the freeway to see people in the Bay Area, for instance. The body styles were terrific. All three models looking great in spite of their size. The most sought after, I suppose, is the drop head coupe, with its three position top including the coupe de ville position. The four seater tourer, the Charles worth, was one of the best looking of this type of car and would not disgrace Mother when she pulled up to the Ritz.

ABINGDON ALPHABET, part 12

Continued

Then in 1936 a new Midget was introduced. The P came to an end and the TA was introduced. ("I thought he would never get to the T's, Agatha!") Once again this was a car that was not Abingdon's own. It was built with components from Cowley and, in consequence, it inherited the TA engine, which was much like the Wolsley Ten. It was a push rod engine, replacing the beloved overhead cam units of the P's. The bore was 63.5 mm and stroke 102 mm and it produced 52.4 hp at 5000 rpm. This was not bad as it stood, but I am sure that the enthusiasts amongst us have sighed when they read the bore/stroke ratio. The engine had all the ports on the same side of the block, another feature that does not bode good for performance. Also the engine did not stand tuning, nor was it overly sturdy and both these features are desirable for an MG.

The chassis was about the size of the Q and was boxed in at the front to stiffen it. The motor was also rubber mounted which was a first in a Midget. However, the car did have a bigger luggage space (and you T owners thought you were without) and larger tankage. Also gone were the cable brakes and hydraulics were installed. Also to be noted was the "soft suspension." This term was used when compared with the cars that had gone before. It was less tiring to drive the TA than cars that had preceded it. The car followed the now traditional lines and, of course, is hard

to differentiate from the TC with which we are all familiar. The easiest way it to raise the bonnet and the difference will be apparent.

There were a couple of alternative body styles, but they were not built in large numbers. First, there was the Airline coupe and later the Tickford drop head coupe was introduced. Both of these cars are very desirable for their styling and good editions of each model have found homes in the U.S. (at times over the screams of the MG enthusiasts from England). It would appear that this model was not a great success. And yet, some people were able to use the cars competitively with great success. The Musketeers used three TA's when they were current and built a great reputation in the trials field. However, the car did not build a great name where racing was concerned for the reasons related above. It is interesting to note that when the car was first introduced apparently it was too civilized and one of the modifications that was introduced was a new exhaust system so there would be more noise and they would sound more healthy and crisper, like the P's that had preceded them. For those interested, there were 2738 SA's built and 3003 TA Midgets.

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Celebrating 60 Years of the Western NY Centre MG Car Club

By Dick Powers

Wow! 60 years of our MGCC, a real milestone for our club, and there are only a few MGCC Centres older than ours in North America!

Our celebration on Sunday August 12th was a real milestone too. Everything seemed to be just right and the weather couldn't have been better. Thanks to all who ate chicken the week before! The setting at Lake Shore CC, with 12 select MGs on the green and 20 sports cars in the reserved parking area, gave our 60th a little taste of Pebble Beach. **Betty Langswager** and **Laurie Scribner** greeted all when they entered and then 60 feet of memorabilia, thanks to **Dave Wild**, was there for all to see. This was just the prelude to the 60 minute continuous video presentation of archival photos that **Dan Suter** and **Annabelle Tescione** so tastefully put together. We even had 8 MG models as part of the display, thanks to **Al Wagner**. I also have to mention the 9 gifts **Moss Motors** gave us for the *silent auction*. That raised \$155 to offset event costs! Thanks to my wife **Bethel** for taking care of that.

Nearly 100 were at our 60th event, and they enjoyed the social hour with passed Hors de Oeuvres and then, the dinner hour. Everyone I spoke with said the food was great and, by the time the program began, there was wonderful MG camaraderie filling the room.

I started things off by introducing and thanking the 60th Anniversary committee and the members of the Toronto Centre who were there to help us celebrate. Then I gave a little history of the MGs that were on the green. In general, those MGs have been in the club for a long time and driven to many local and distant events. No trailer queens and if some have more patina than others, they earned it by gracing years of club events.

Next came **Mike Robinson**'s welcome and then we turned things over to **Brian Woodhams**, the MGCC UK's Overseas Manager for Africa and the Americas. Brian mentioned he's been (at George Herschell's "request") to our 45th and 50th anniversaries and that our Centre is held in very high regard by the home club in the UK. At the end of his presentation, we had a *champaign toast* to our past 60 years and to the future of our Western NY Centre.

After the toast, we began the *awards presentation*. First came 2 awards, one from the **MGCC UK** and one from the **Toronto Centre**, honoring our 60 years as an MGCC Centre. The next awards honored club members for their years of service and special things they've done. The awardees were: **Gene and Anne Faust** (many events including the many years of the Rochester Yacht Club Fall Brunch and for preserving the '51 TD Gene's dad bought new); **George and Nancy Herschell** (George's World Class Car Art, being "Mom & Dad" on the 10 New England Mountain Adventures they did and for preserving the TD, TF and MGB); **Dave and Barb Wild – 59 Years in the Club** (the Wagonjack Farm gatherings, 40 years of the Sports Car and Vintage Auto Fests, racing in the two All MG Races the club did at the Glen and preserving their TD and MGA powered Elva racers), **Gil and Betty Langswager – 60 Years in the Club** (the longest club membership, filling every elected and appointed club position, putting on every type of event possible, being the club "Greeters" at events, working on countless cars in the club and restoring many of them, and preserving their TD for 61 years), **Doris Britt – Founding Member of our Club** (for helping start it all 60 years ago, her wonderful car art that many years adorned our newsletter *Spokes* and preserving her TD "Alfie" all these years). All well deserved honors! These folks helped found our club, nurtured it in the formative years, gave us North American and International notoriety through their many talents and outstanding events they created that brought honor, over these 60 years, to our MGCC Western NY Centre.

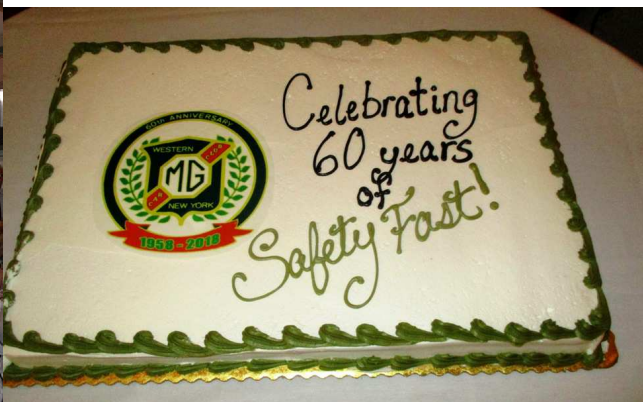
There was one surprise for me and that was when the club gave me a silver plate for chairing the 60th Anniversary Committee and work I did for the event. It was a labor of love for me, but everyone on the 60th Committee deserves a silver plate too.

Work on this event began last August when I talked to Mike Robinson about the time needed to plan an event like this and to secure a comfortable location with good food and at a fair price. Many other details had to be worked out and good ideas transformed into the reality that was our 60th Anniversary. I was fortunate that some dedicated and very talented club members agreed to be on the **60th Anniversary Committee**. The next time you see **Annabelle Tescione**, **Desi Benet**, **Laurie Scribner**, **Gil and Betty Langswager**, **Dave and Barb Wild**, **Al Wagner** and **Dan Suter**, thank them for *a job well done*! In my estimation and that of many others, this was The Best MGCC Anniversary we ever had. It happened because of all the work done by this committee and because all of you who attended elevated the spirit of the 60th, with that wonderful MG Marque of Friendship camaraderie, into something truly beyond category. I felt it from the time the first MG arrived (the Langswager's TD) and it was there in greater abundance when the last MG left (again the Langswager's TD). Very fitting for the 60th Anniversary, as the Langswagers and their TD have been in the club for all 60 years!

If you weren't able to be at the event, go to our MGCC webpage (mgcarclub.com) and click on the link to the 60th Anniversary video done for us by videographer Dave Rivaldo. *Safety Fast*

60th Banquet

Photos By Dick Powers & Al Fink



Awards

Photos By Dick Powers & Al fink



Mike Robinson & Brian Woodhams



George Herschell



Gil & Betty Langswager



Dave & Barb Wild



Gene & Ann Faust



Doris Britt

The Cars

Photos By Dick Powers & Al Fink



Memorabilia

Photos By Dick Powers & Al Fink



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For Sale: 1967 MGB GT. Overhauled engine and body. 4 year old restoration. Runs better than new. Headliner is all that's left to repair. Dennis Gaebel.com"

For Sale: 1974 ½ JENSEN HEALEY, California car, 53,000. Mi. Runs great, no rust, never seen salt, undercoated, Recent tires and tonue cover. As is \$ 6,000.00, Located in Clayton, NY 13624. We have lots of pictures, my3crows@hughes.net or 1-315-408-1836



For Sale: Special frame designed for all MGB components. This frame was originally designed for the TF 1800 that was made in Farmington. All MGB mechanical components fit the frame and I was going to make a "Special" with all the extra MGB parts I have and fabricate a Lotus 7 type body around it. Asking \$150.
Contact Dick Powers: mgahmogca@rpa.net or at 585-410-4500.

For Sale: Completely restored 1973 MGB Tourer. Black Tulip exterior with light grey interior and top.
This MG has a Borg-Warner automatic transmission like the factory produced in the 1972-1974 period.
Call Bill Rampe at 330-1661 or wrampe@yahoo.com

For Sale: 1976 & 1977 MGB's Both need work to start them Contact Claude Fedele @ sfedele@rochester.rr.com or 585-899-9388

For Sale: 1971 MGB Tourer -

Project Car. Wire wheels. Has a Registration.

The Good News:

Car is straight and complete. All difficult metal repairs are done, includes inner and outer sills and fender patching. Quite a bit of other work done: New downdraft carb (SU's included), new brake lines and hoses.

The Bad News:

Car is disassembled. Driver's floor needs to be welded in. Will need interior, tires, top, etc. Does not have overdrive. Downsizing results in this project needing a good home. Car is in Webster.

\$1,500. OBO

Contact Elaine McGrady at 585-350-8270 or EAMcGrady@msn.com

For Sale: MG TD tub on chassis and lots of parts for restoration. This was a project that never got started.

Call Al Costich 585.482.2695 for details

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95 further details at www.colorwiringdiagrams.com

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Ads will run for 3 issues then removed unless you want it to remain.

CLASSIFIED ADS

For Sale 1979 MGB convertible

British Racing Green, 4 cyl/4speed.
New tires and brakes last season. Runs
good and drives good.

Solid, tight car.

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I have owned it for 17 years and live 1/2
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care of it. 120,000 miles

I can be reached at
kester05@aol.com or 585.784.0072. & live
in West Walworth, Macedon NY

For Sale: 1962 MGA 1600 Mark II

This car is in very good condition located in VA..
Verona Red with tan top and interior, No Rust, Original
1622 motor, Good Tires, Mechanically Sound.

Asking \$25K.

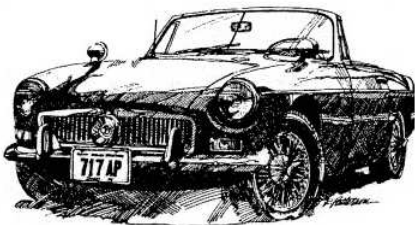
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7 Michael Goodwin
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9 Lorie Green
11 Pat Rosati
12 Sue Donish
14 Max Pugh
14 Irene Searles
16 John Borycki
17 Susan Avery
20 Charles Perry
23 Gayle Schneider
25 Allyn Wagner
27 Christine Rodman
28 Rhonda Rizzo
30 Sara Webeck

Happy Birthday
Everyone



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3 Carl & Sara Webeck
8 Charles & Anne Perry
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13 Dan & Mary Ellen Suter
15 Leon & Barbara Zak
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24 Dick & Kathryn Reynolds
25 Hollis & Doreena Hames
29 Bob & Terry Welch

Congradulations



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14 Scott & Gail Schipper
18 Ken & Penny Heusler
22 Chris & Eileen Williams
24 Len & Lili Lanphear

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3 Colleen Genther
3 David A Jack
4 Patricia Giambra
8 Bob Murrett
9 Will Salisbury
10 Dick Rzepkowski
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11 Jim Priestley
11 Doreena Hames
16 Gail Colegrove
16 Sue DeVos
17 David Leete
17 Donald Sweeney
21 Chuck Sewart
21 Deb Hein
22 George
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22 Kim Frost
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27 Katie Fuller
28 Barb Nichols
28 Bridget Tierno
30 Suzanne Keppeler
30 Bruce Sherwood
31 Bill McCool

Happy Birthday
Everyone



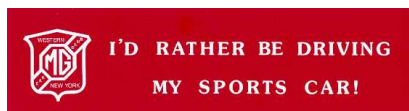
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Mg Car Club Western NY Centre

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.....	\$20.00
Vehicle Log Book	\$5.00
Fire Extinguisher	\$15.00

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



Sticker Car Badge
Patch

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 585-244-2993 (weekdays).

MG Car Club Western New York Center, INC Membership Application

Annual Family Membership Dues \$30

All Membership run Calendar Year Jan - Dec

Name _____ Birthday _____

Spouse/ Friend _____ Birthday _____

Wedding Anniversary _____

Address _____ City _____

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MG Car Club Western New York Centre -- Calendar of Events 2018

For the Latest information visit our Web site mgcarclub.com

January 4 Board Meeting 18 MGCC Meeting 28 Robbie Burns Day	February 11 Wine / Cheese & Valve Cover Racing 15 MGCC Meeting	March 1 Board Meeting 16 MGCC Meeting 18 Steak Roast & Auction	April 13-15 Kimber Festival 19 MGCC Meeting/
May 3 Board Meeting 6 Swing into Spring 5 Tune-up clinic 17 MGCC Meeting 18-20 Carlisle Import & Kit TBD Garage Tasting Party	June 21 MGCC Meeting 13-17 NAMGAR GT43 17-22 NAMGBR MG 2018 30 Poker Run & Steak Roast	July 5 Board Meeting 15 Sports Car Festival 19 MGCC Meeting TBD Multi Club Picnic	August 6 UK Car Day 12 60th Anniversary Dinner 16 MGCC Meeting
September 6 Board Meeting 7-9 Grand Prix Festival / Vintage Races 14-16 Brit Invasion Stowe 16 Bronte Park 20 MGCC Meeting	October 18 MGCC Meeting TBD Fall Foliage Tour	November 1 Board meeting TBD November Brunch 15 MGCC Meeting 18 Garage Tour	December Holiday Party No Meeting

Next Meeting
September 20, 2018 7:30 PM
American Legion
360 Middle Rd
Henrietta, N.Y. 14467



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