

Spokes

Official Publication of the MG Car Club Western New York Centre

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July 2010



Best MG of Show

Roger & Lyn Gunther's
1957 MGA

27th May 2010

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.

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the meeting.

MEETINGS

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

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Add Your Name to the MGCC Endowed Scholarship Plaque

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

Frank Stepanik
13 Fiora Drive
Fairport , NY 14450

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

Chairman's Corner

Dan Goodwin

Okay, it rained...but the show went on anyway. Thanks to a great organizational effort by George and Peggi Heissenberger and countless volunteers, the 2010 Sports Car and Vintage Auto Festival made a respectable showing. It drew a modest assortment of cars and an even more modest assortment of attendees on 6 June. Thanks in large part to pre-registration efforts, the financial situation is manageable. We have had our "rainy day fund" in the bank for many years and can dip into it if necessary. I spoke with many individuals who thanked us for going ahead with the program and wished us better weather for 2011.

While surfing online, I recently stumbled on a piece which gives a brief history on the 1948 Buick Streamliner, designed by Norman E. Timbs. The car has been restored by David Crouse and was presented at the 2010 Amelia Island Concours d'Elegance. The car has been in relative obscurity since its appearance on the cover of Motor Trend back in the day. The lines reflect the 1930's appreciation of long sweeping aeronautical curves that give the impression of incredible speed while standing still. It's worth a look at www.supercars.net/cars/4688.html.

Not much to report on my MGA project. I'm currently cleaning and wire brushing in preparation for painting a number of peripheral parts...heater housing, fan, pulleys, etc. It is rewarding to see parts that needed attention for years, regaining a respectable appearance.

Here's hoping you are enjoying the driving season. There are many excellent events planned for the summer.

Cheers,
Dan

Attention Members

There will be an important discussion concerning the future of the club trailers and the MG sign at the **July** meeting. Please plan on attending to help in the decision making.

MG Bruce

Don McConnell

It is now July right in the middle of some great top down driving. Hopefully every one who can is attending one of the many events be it this clubs or other event. Since my car is not ready right now, I must rely on others to hear a story about the event they attended.

Il must say there is some progress on the Car, it's the electrical system sort of. I have completed the rebuild of the fuel pump and had it running on the wiring harness that is laid out in my basement.

Speaking of the wiring harness back several years ago I removed the complete harness and laid it out on my basement floor. It is connected to a car battery so all parts can be tested. I have identified bad wires and connector pins so the next thing is to replace the identified bad parts. Which means I really need to get serious about the structure repair cause that is the next thing, can't avoid it any longer.

This month I have tried to capture just some of the sights from various events. There have been so many photos to choose from. Feel free to stop by the web site to view all the rest of the photos. Enjoy the rest of the month of July and Happy top down driving.

Don



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Activities

By Mary Murray and Susan Goodwin

There was a very large crowd at the Wild's on Wednesday June 2nd, stuffing and alphabetizing envelopes and making prize award plates for the Vintage Auto Festival on June 6th. The circular arrangement of the rooms in the Wild's home made it all possible to have multi function rooms with plenty of works in each, not bumping into each other. Of course, the most crowded room was the kitchen, you know at any party, all congregate in the kitchen, where there was a nice spread of good food, treats and drinks. Thank you Barb and Dave for opening your home once again and hosting the Stuffing Party. (See Pictures on page 18)

Due to all the rain the day of the car show, spectator turnout was low. Thank to all the members who battled the raindrops and brought their vehicles to the field so the show could go on. We would like to thank George and Peggy Heissenberger for being the MG Car Club's Vintage Auto Car Show liaisons to the Victor Lions Club. We would also like to thank all of our club members who help George make the car show happen. If we knew all who helped, we would put your names in "lights". The show would not happen without all of you giving your time and energy. (See Photos on page 14)

Molte grazie Eileen and Chris Williams for hosting the after car show party. We're sure that all who attended enjoyed the cucina italiana and mangia, mangia, mangia, till their stomaci erano pieni.

The Multi Car Club Picnic was held June 12th in Queenston Ontario. Members from our club who attended the picnic were Michael and Susan Goodwin, Elaine and Allen Hess, Sean, Jessica, Sarah, and Liam Seeley, John Richter and Sheila Shurima. The Hesses, Goodwins and Seeleys all met at Kohl's parking lot and caravanned out Route 104 and over the Lewiston Bridge and into the Queenston Heights Park where we joined up with the Toronto and Buffalo car clubs. John and Sheila meet up with us later in the morning at the park. The day was perfect for a picnic. Our club organized the Funkhana events; lug nut toss, blind figure eight drive, hockey slalom goal run using your car, and water cup tire obstacles. Gillian from the Toronto club was the overall winner of the Funkhana, coming in 1st in three of the events and 2nd in the other. Thanks to the Seeley family for organizing the Funkhana along with the Goodwins. Sarah and Liam Seeley were awesome helpers in the Funkhana running around retrieving runaway items, filling water cups, and helping keep score. Thanks to Elaine and Allen Hess for tallying the score sheets, and thanks to John and Shelia for cheering everyone on in the events.

Unfortunately, there were only two valve cover cars, making it a Canadian Jim Sweeney (Toronto) against an American Mike Goodwin (MGCCWNY). Alas, the Americans had to turn over the championship to the Canadians after two consecutive years as the Valve Cover Champs.

There was a very small turnout this year for the Multi Car

Continued on page 6

JULY 17-18 OVERNIGHT TOUR

RESERVATIONS DUE BY JUNE 15 TO

SUSAN HARRISON, 6640 ANN LEE DRIVE,

NORTH ROSE, NY 14516 OR EMAIL TO mharrison3@rochester.rr.com

We will leave Wegmans in Canandaigua at 10 AM SATURDAY, JULY 17 and tour to Skaneateles Lake for lunch at the Sherwood Inn and a Sightseeing Boat Tour. Then continue driving in the Finger Lakes ending in Auburn for dinner at Curley's. Those wishing to stay overnight should contact Days Inn Auburn at 315-252-7567 where 10 rooms are held in name of Susan Harrison until June 18. Sunday we will continue touring with a stop in Seneca Falls at the Womens Rights National Historical Park Visitor Center.

To receive group rates for lunch Sat and rooms, we must have 20 people attending. Room rate is \$80.95 plus tax at Days Inn.

Price for the Boat Tour and Lunch is \$30.00 per person, payable by check to MGCar Club.

MGCC Minutes of the Meeting

By Mary Murray

June 17, 2010

The meeting was called to order by Chairman Dan Goodwin at 7:45 PM. Acceptance of May Minutes was made in motion by Dave Chase and approved.

New Member Margaret Hale introduced herself.

Activities-With Susan on vacation Mary announced the following. June 23-27 MGB Register in Belleville, Ont., July 8 Board Meeting, July 15 Regular Meeting, July 17-18 Overnight Tour-Skaneateles Lake area, August 14 Laps & Lunch @ The Glen. August 22 UK Car Day @ Genesee Valley Park.

Vice-Chair Report - on vacation, who will do door prizes?

Treasurer' Report-Frank absent, don't know if we have money.

Membership-Jim Priestley absent, thank you Margaret Hale.

Regalia-Doug and Laurie, absent, sorry no left-handed cups.

Librarian-Alan absent- and tonight we have 2 donations!

trailer. New registrations of person or persons Website - Leon absent, no report.

Trustee' Report-Lane says No report.

England Report-George Herschell had no report.

SPOKES-Editor Don McConnell , check out page 21 in June issue.

Car Show Report-George Heissenberger thanked everyone for working so hard to make it a success, but Mother Nature and her rain worked even harder. More figures on finance will be available next month.

Old Business-Chairman Dan Goodwin brought up the discussion on the matter of the Sign trailer and the Autocross

is necessary ASAP. Be prepared at July meeting to take care of this issue. FOTS(friends of the sign)

New Business-Suzanne Keppeler, with "DAMN , THIS MEETING IS BORING", thank goodness we had the sign to talk about with no report people here. George Heissenberger brought up the Dream cruise in Canandaigua on Aug 7th. Check with him or the posters that will be on display at meeting in July.

Cars and Parts for sale-Frank E. Heinrich has a twim cam,nice car Doug knows him-ask Doug. TR3 white 1960- Peter Giopoulis(RIT)-Check with Dan. 1974 Jensen Healey- white good mechanics- suggest put cars on web with more information.

Car Projects-Chairman Dan says it not looking always so good but he keeps on trying.

Door Prizes-Chairman Dan gave out a wonderful selection of wine, summer cookout things and car care products to enjoy.

Adjournment-the meeting was adjourned at 8:35 PM.

Activities Continued from page 6

There was a very large crowd at the Wild's on Wednesday June 2nd , stuffing and alphabetizing envelopes and making prize award plates for the Vintage Auto Festival on June 6th. The circular arrangement of the rooms in the Wild's home made it all possible to have multi function rooms with plenty of works in each, not bumping into each other. Of course, the most crowded room was the kitchen, you know at any party, all congregate in the kitchen, where there was a nice spread of good food, treats and drinks. Thank you Barb and Dave for opening your home once again and hosting the Stuffing Party. (See Pictures on page 18)

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(See Photos on page 14)

Molte grazie Eileen and Chris Williams for hosting the after



at Riverbend

Sunday, August 22, 2010

10am to 4pm

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Meeting Attendance

May 20, 2010

Bob Abels
Georgean Abels
Dave Asmuth
Cindy Austin
Bruce Austin
Carl Baxter
Lane Boughton
Dave Chase
Larry DiGiovanni
Scott Fake
Joe Fazio
Anne Faust
Gene Faust
Al Fink
Ginny Fowler
John Fowler
Dan Goodwin
Margaret Hale-New Member
Mike Harrison
Sue Harrison
George Hiessenberger

George Herschell
Allen Hess
Elaine Hess
Suzanne Keppeler
Don McConnell
John Murray
Mary Murray
Dave Ott
Dick Powers
Carl Prouty
Tim Rizzo
Wally Roworth
Becky Schaefer
Chuck Schaefer
Scott Schipper
John Thompson
Bob Tescione
Bill Wackerman
Allen Wagner
Paul Wheeler
Barb Wild

Dave Wild

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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

Hollis: (585) 271-7754

2010 autocross 3 Part -Series

May 30th
August 15th
October 3rd

Monroe Community College
Park in Parking lot M - 1, course on lot G

Time: Sign-up and Tech inspection starts at 9:00
Intro meeting: 9:30
Event will be roughly 10 to 1 PM.

\$10 Member, \$20 Non-Member

Novice Instructors and Tech Inspectors Needed
Course Ideas and prize ideas / donations welcome
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CarNutzTales #6 – The Next Eight Years

By George Leopard

With the anticipated arrival of our son in 1976, my sports car lust was temporarily put on hold. I purchased at auction a large old derelict house in Rochester's reviving Corn Hill neighborhood for \$650 at a city auction, one month after becoming a father. Both spare time and money for the next year and a half were consumed by my efforts to rehabilitate this property into our new home. Our Volvo 145 wagon had developed the habit of conking out suddenly, only to come back to life after sitting for a while – especially inconvenient during winter commutes from Sodus Bay. It was a mystery that no one could fix, so though I loved it, I traded it for a new Honda Accord shortly after the Honda was first introduced to the USA. I added sway bars to flatten the cornering and had a pretty satisfactory ride.

After completing the rehab of our house a year later, I had some credit left (who needs money when you have credit?) and decided to reward myself with another Porsche. I found a black '69 911S with leather interior and bought it, knowing nothing about 911s. Getting used to a 911 really takes some time for a novice, but I started liking it after a few days, and loving it after a few more. It was really quick, beautiful, and the 2 liter 180 hp engine had a fantastic scream going up through the gears, peaking at 7300 rpm. Part of the great sound proved to be the heat exchangers starting to rust through, but they lasted for a while. Unfortunately, the car developed running problems after several months, and the first mechanic I took it to (he is currently selling used cars on late night TV) let it sit for 2 months without touching it, always promising to get started soon. I took it to another mechanic who fixed it but over filled the oil tank. The smoke, from oil dripping onto the heat exchangers as I drove home, killed all the mosquitoes between his shop in East Rochester and Corn Hill. Simultaneously, the expensive to replace heat exchangers finally fell apart, adding sound to the smoke. I was a bit short on money by then, and had to put the car in storage for a while.

Meanwhile I bought the derelict house next door, a big old thing formerly used as a rooming/flop house, and was starting the process to rehabilitate it into an apartment house. As always I was operating on a shoestring, and my contractor offered to take the 911S in trade as a down payment on his work, so I gave up the car for the sake of the house project.

Van Bortel Chevrolet in Palmyra, NY had become very successful as one of the first dealers in the US to sell cars for \$49 over invoice. They also claimed at the time to be the largest used Rolls Royce dealer in the US. I went there

to buy a new Chevrolet Citation to replace my Saab 96 following a small wreck (from driving into the sun with no windshield washers), and ended up buying a really nice fully optioned black '78 Chevelle Malibu 2 door coupe. It was a genuine 9C1 police option car specially ordered for a good customer who changed his mind. It remains (in my mind) the best American car I have driven. It had taut handling and a great alive feel throughout its drive train, with an unusual virile sound/vibration when accelerating hard.

I had joined Kodak's International Division by now, traveling to Africa and the Far East as a photo finishing operations consultant. Three trips to South Africa, totaling six months in my second year on the job, gave me a chance to experience the thrill of a rigidly enforced 55mph speed limit in a big wide open country with good roads and great places to go. I got a very expensive ticket for doing 65 in the middle of absolutely nowhere late at night.

Driving through game parks and reserves with my wife and 3 year old son was great fun, up close to big animals and dodging elephant turds bigger than cinder blocks as we drove. On one slow drive through a game park a large lion tore the tail light from our car as we watched from inside. Shortly after, we spotted another tourist outside his car, changing his tire not far away from us (lunchmeat for lions), after a lion bit a hole in his tire. At one game camp where we stayed a few days I even got to play with nearly grown cheetah cubs. They were just like dogs with huge claws. South Africa is a wonderful country to visit – think early California landscape and climate – but Apartheid was still enforced at the time and this was quite distressing to us.

Two months after our return to Rochester in the Fall of 1979, we were moved to London for a long term assignment, consulting for the European photo labs. London is an absolutely wonderful place for a car nut. There are many, many small sports and classic car businesses all over Great Britain; all easily reached within a day's drive. A good concentration of these are near London. My next door neighbor in St. Peter's Square, near the Thames River, was a Ferrari dealer with a constant supply of different Ferraris at his disposal. A friend down the street had two classic Ferraris and a Maserati in his garage. A Maserati dealership was a short walk away. Charles Ivey Engineering, famous with Porsche at Le Mans, was just a bit further.

I had sold my Malibu and Honda to the fellow I replaced in London, as he was returning to Rochester, and was given

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Wednesday, July 14th

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Sonnenberg Castle & Garden Auto Show

Photo By Leroy Hokenson

On June 19, 2010 the Sonnenberg Castle & Gardens held its Auto Show on their grounds in Canandaigua, N.Y. One of the participants was our club's John Thompson. Here he is seen with his "Best of Show" Winning Riley.

Congratulations John

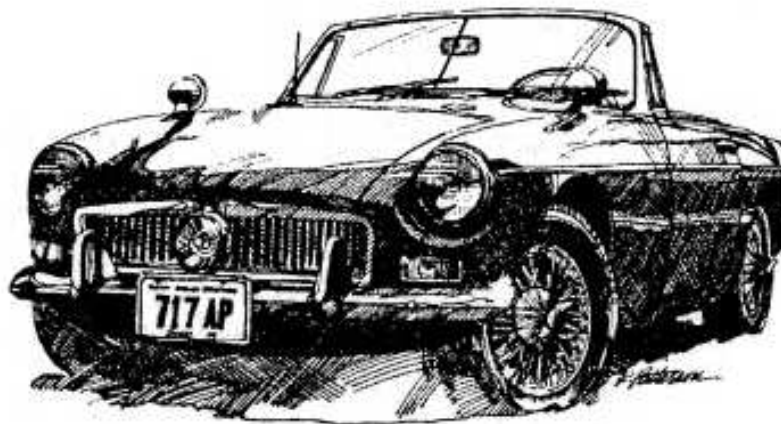
John is currently looking for a good cabinet builder to help build a display case for all the hardware.



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Euro Car Day, we did it our way! WNYMGCC members take Gold

By Dick Powers

On Sunday June, 13, four WNYMGCC members ventured out in the rain to the Euro Car Day show in Williamsville, NY. This show is hosted by the British Car Club of Western NY. John Thompson & Mable Case (Riley), Ned Paulsen (TR-3) and olde Riccardo (Alfa Giulietta Sprint) headed West to Williamsville with a stop in Batavia for breakfast. Bill Baldwin (Lotus 7) took I-90 from Victor.



When we arrived, the rain was heavy, but about Noon, the weather started to lift. Because of the rain, only about 100 cars were on the field, but there was a good representation of cars in each class and a few cars not usually seen like a Berkeley and Citroen SM.



For the record, Ned Paulsen took 2nd in class with his TR 3 after being tied for first. Bill Baldwin, took a 1st in class with his Lotus 7 and I took a 1st with my Alfa Sprint. John Thompson took a 1st in his Riley and "Peoples Choice"! John's Riley was clearly *The Best* at the show.



We all had a good day and we did it our way!



SPORTS CAR & VINTAGE AUTO FESTIVAL 2010

Photos By All Fink





2010 MGCC CRUISE NIGHT SCHEDULE

WEDNESDAY JULY 7 th	Log Cabin Restaurant - 2445 West Walworth Rd., Macedon (Rt. 31F just east of the Monroe/Wayne county line)
THURSDAY JULY 15 th	Cruise to the MGCC meeting
SATURDAY JULY 24 th	Hilton - park & ride lot next to the Hilton Family Diner (downtown Hilton)
TUESDAY JULY 27 th	Rick's Prime Rib - 898 Buffalo Rd., Rochester (8/10 mile West of Mt Read)
FRIDAY AUGUST 6 th	Damascus Shrine Center - 979 Bay Rd., Webster (Just South of Rt. 104 expressway)
THURSDAY AUG 12 th	Wegmans in Canandaigua - 345 Eastern Blvd. Routes 5 & 20
THURSDAY AUG 19 th	Cruise to the MGCC meeting
WEEK OF AUGUST 23 rd	To be announced (rain date for previous cruise night)
MONDAY AUGUST 30 th	Schaller's Restaurant - 965 Edgemere Drive in Greece

For information on these & other area cruise nights go to www.streetmachinesofrochester.com

HELP NEEDED

Over the weekend of January 16/17 my race trailer was broken into and the following items were taken:

- 2 16 x 9 Porsche Fuchs rims, dark blue painted spokes with mounted Hoosier race tires.
- 2 16 x 8 Ditto
- 1 Aluminum race jack
- 1 Portapower
- 1 portable air compressor
- 1 green and red tub containing a battery jump box and a hand vacuum cleaner
- 2 helmets

If any one is offered any of these items or sees them on e-bay or Craig's list please call me or e-mail.

(H) 585 248 2681

(C) 585 281 8615

LAPS AND LUNCH



AT THE GLEN

August 14th \$15 for three laps + \$17 for lunch

**Contact Scott Schlpper @ 585-663-3041 or
Scott@jupiter4hp.com**

Stuffing Party

Photos by Mike & Sue Goodwin



Multi Club Picnic

Photo By Mike & Sue Goodwin



ABINGDON ALPHABET, part 3

By Doug Beagley

It was in 1927 that Morris introduced a new 6-cylinder car that became the basis for the next MG model. The engine was, as I have said, a 6-cylinder unit with a single overhead camshaft and twin SU carburetors. The first models worked from a single float chamber but here we find the first of a feature long considered a standard of MG's. The wheelbase was 114" and the track 48". The car was introduced as the Mark I. If you have been listening you will recall that the car previous to this was a Mark IV, but we should point out that that was a 14/40. We are now dealing with the 18/80. I might explain the significance of these numbers. The first was the rated horsepower and was the basis for the road tax (I seem to recall that for many years it was 1£ per horsepower), the second figure was the developed power (or at least the hoped for figure).

The first Mark I models were delivered with bolt-on wire wheels but later the Rudge Whitworth wheels with knock-off hubs were fitted, still to be found on current models today. Another feature that appeared upon the Mark I was the radiator that continued unchanged until the TF and still to be seen in vestigial form today. There had been signs of this radiator before but here is where it finally was settled.

The car sold for a reasonable price in its day and yet, as has been so common in many MG models, you received much for your money and the car was quite luxuriously appointed. It handled well and had a top speed of around 80 mph. The only feature that might have been a negative one was the continued use of the three speed gear box.

Before passing on, there is one very unusual feature of the engine that should be noted. It had a cross flow intake manifold. The carburetors were mounted low on the block and the intake tract ran completely through the block to the other side, where the manifold swept up to the ports in the head.

In 1929, the Mark II was introduced. It did not mean that the Mark I was discontinued, it was not. The factory would continue to build models for a number of years and so you will find if you check dates that the factory would be building several models at the same time. I seem to recall that at one time the factory was building five different models. This must have played havoc with the supply department.

The Mark II had a completely new chassis. The track was widened to 52" and the whole car and chassis became heavier. Also the car was more expensive than the Mark I. In view of the increased weight the acceleration was down over the previous model and it may have been for this reason that we find the four speed transmission introduced. The power of the engines at this time is not known but believed to be about 60 hp. Later the same year a Mark II Speed Model was introduced that had a guaranteed top speed of 80 mph, but it still did not accelerate faster than the

Mark I.

In 1930 was introduced the first of what was to become the famous racing MG's. The only trouble was that the car was not a success when raced. It was the ultimate car in the series, the 18/100 Mark III. Now before we go further I must say a few words about the name of the car. It has been variously called "Tiger," "Tigress" and "Tigresse." As there were only five of these cars built you would have not thought it was too hard to know what the name was, but, once again in the history of this rather odd company, we run into another unanswered question. However, when the car was introduced the catalogues referred to the car as the M.G. Six Sports Road Racing Model, so take your choice.

It is not known why Kimber would go into such an expensive model as this. The fact that W.O. Bentley had been having so much success with his cars at Le Mans prior to this time may have had some bearing. The car was built with great care and was designed to meet the racing requirements of the day. The cylinder head was a cross flow for the first time, and also was equipped with dry sump lubrication. As indicated by the 18/100 designation, it was hoped that 100 hp and 100 mph would be reached, but the truth is that even with the assistance of one of the major petroleum companies this figure was not realized. The whole car was built with great strength and, unfortunately, weight. The fold-flat windscreen and cycle fenders were typical of the time.

The car first appeared in the Brooklands Double Twelve (two twelve hour races that did not extend through the night - the neighbors objected to the noise of night racing). It ran for a few hours and then retired. The reason for the retirement, given by the factory, was that a throttle butterfly had come loose and become jammed in the valve gear. Referring to Cec Cousins, he says that they removed the sump (oil pan) and the "crankshaft was purple. There wasn't a bearing left anywhere." Now, this seems to be a lack of honesty, but let me say it was typical of the day (and it is still done for that matter). It does give us some doubts as to the raceability of the Mark III. However, it is a terrific looking car and doubtless, if it has an Achilles Heel, the factory would have rectified it with the passage of time, but there were other things in the fire.

Finally, then, the Mark III still had the 2,468cc engine of the previous models, but the power was up to around 80 hp at 4,000 rpm. It was built in only one body form - four-seater sports. Turning to the previous models we will find that the company is really broadening its range. The Mark I was available as a 2-seater with dickey (rumble seat), 2-door salonette, 4-door saloon, and a 4-seater tourer. Also, the speed model was available as a 4-seater sports tourer.

The Mark II model was available in all the styles listed above, with a 4-door de luxe saloon and Coupe also available. It was at this time that outside concerns started to build their own bodies onto MG chassis. Some of these

developed power (or at least the hoped for figure).

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Autumn Sports Car Classic



Car Show and Family Picnic

Sunday September 5th 2010

**Como Lake Park
At the Casino
Lancaster, NY**

The field opens at 9:00 a.m. and no more cars are allowed on the show field after 12:00 noon, when the Judging begins. Both pre-registration and registration the day of the show is available. Judging concludes at 2:30 p.m. and the awards are usually handed out by 4:00 p.m. You may print a copy of the Autumn Sports Classic Flyer, and send it to us.

For further details go to www.buffalomg.com

GVACS Annual Car Show

Sunday
August 1,

RIT Campus



Chairman: Jerry Williams
For more details visit
WWW.GVACS.com

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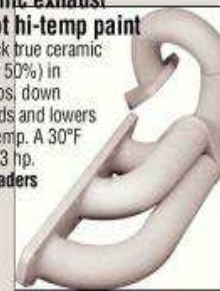


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Open Car Show

Chaffee-Sardinia Fire Company

Saturday July 3, 2010
12 - 5 pm

Veterans Memorial Park
Genesee Rd, Sardinia NY

Gates open & registration begin @ noon

7 trophy Classes & Best of Show
All judging by participants completed by 4 pm
Awards presentation & 50/50 drawing 5pm

For more information on the car show call
Danny 716-496-5037

Donation : \$10.00 per vehicle
Free food coupon with each registration
Email : Danny.hein@verizon.net or go to
WWW.CSFIRE.org for additional information

CLASSIFIED ADS

FOR SALE:

1961 Triumph TR3A. BRG with tan interior. Steel wheels. Recent paint and fresh engine rebuild.

Nice, straight car, with same owner 12 years. Asking \$15,000.

Call Al Marini in Honeoye at 367-9928

Wanted :1 rim for a 1975 mgb roadster(no spokes)
1 jack for a 1975 mgb roadster.

Call Larry D. @ 544-3243 or 520-1822(cell).

For Sale: 2004 Toyota RAVE 4, Tan, Automatic, Air, Power locks doors mirrors, AM/FM CD, 43,000 miles, **\$ 12,000 OBO**
Contact: Susan Goodwin 585-889-2646

FOR SALE: TR6 rebuilt starter, redone by Master Car Parts (cost \$140) , sell for \$75. OBO. Call Joe 229-2230

FOR SALE – 1972 MGB GT, Red, Full Mechanical Restoration including engine, steering, fuel system, suspension, brakes, electrical, and floors. Body is very good, paint is good. Engine compartment painted and all under hood components restored or replaced. Featured car in Spokes calendar for November 2009. Asking \$7500. Call Dave 585-334-6838.

For Sale: '71 Triumph TR6 parts:

L & R doors - perfect condition, no rust, with glass and window mechanisms.

Hood - perfect condition...no rust, no bondeaux.

Trunk lid - perfect condition...no rust no bondeaux.

Misc. parts -

rear turn signal lenses, .new condition, Lucas alternator

side marker lights, misc. Gauges, weird stuff

I have a windshield and frame just can't remember where I put it.

John Walsh @ (585) 738-8009
walsh@whec.com

For Sale : Triumph TR6 Dash Knobs (full set of seven knobs - Choke, Heat, Blower , ect.) \$2.50 each or \$15.00 for set.
Ignition Lock and Switch Assembly, new \$125.00
Call Joe Fazio @ 585-248-8117

WANTED: All books relating to **MG TC** cars.

Call Larry Rausch 455-1147 or
stonywoods840@rochester.rr.com

FOR SALE: 1957 TR3 SMALL MOUTH.

27,500 ORIGINAL MILES, FULLY RESTORED 25 YRS AGO.
NEW TOP & SEATS. ASKING \$19,000 585 356-9790 OR 538-4303

FOR SALE: 1980 MGB, 40,000 original miles, maroon and tan interior, with tonneau cover. \$6,000.
Jerry Fursch 585-494-1660.

FOR SALE: 1962 MGA MKII roadster, British Racing Green, 25,172 miles, radio.

1959 Triumph TR3A small mouth grille, British Racing Green, 58,635 miles. Engine rebuilt at approx. 50K miles with 87mm pistons by Drake's. Frame is solid, body is good but needs new rocker panels. Many spare parts.

1958 MGA Coupe, Island Green. Extra set of wheels with white wall tires. 8,952 miles on rebuilt engine.

All are ready for NYS inspection. Former MGCC members. Call Herbert Zechmann (585) 494-2083 in Brockport.

FOR SALE: 1979 Triumph Spitfire. Green with tan interior. Completely restored five years ago; few carefully-driven miles since. A nice trouble-free car. Call Bill Rampe at 585-671-6519 or 585-330-1661 (cell) for more details.

FOR SALE: 1963 MGB three-main bearing engine #18G-H-25080, with under 10,000 miles. Never been apart! Includes S-U carbs, exhaust manifold, distributor, water pump, flywheel, generator, etc. Price is \$1,000. complete or \$1,500. with new rings and gaskets, etc. This engine fits into MGA's nicely and provides much more power and performance.
Call George at 585-872-6536 for Engine.

For Sale: "Collectors Choice" oil for older cars which still need ZDDP additives. Straight 30W available in cases for \$4.00 per quart, plus tax. Also, small containers of dashpot oil for SU and Z-S carbs. Call George Haynes at 585-872-6536.

Vehicle Storage. Store your car for the winter season at Ziprrz Paddock. Price is \$200 + 8% tax for Little British Cars and MG Car Club members. Can accommodate some bigger items (boats) and will charge by the foot for the season. Reserve early. Call 585-233-4409."

Please inform the Editor when ads should be removed.



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Presented by the MG Car Club Washington D.C. Centre

15th Annual

October 10, 2010

Willoughby Farm, Middleburg, Virginia
7397 Frogtown Road, Marshall, VA 20115



For more information contact us at: HuntCountryClassic@mgcarclubdc.com

Dear MG Colleague,

Around the World in 80 years!

The MG Car Club was founded on the 12th of October 1930 at the Roebuck Hotel on the Great North Road near Stevenage, England, when about 30 MG owners gathered for an inaugural meeting. From these small beginnings, the club has grown to the worldwide organisation that we know today.

The MG Car Club will be staging the **largest MG event ever** to celebrate our 80th birthday over the weekend of the 16/17th October 2010. The whole event will start in New Zealand early in the morning and travel westwards around the globe, passing through Kimber House, Abingdon in the middle of the day and finishing in North-West America late that evening.

As an overseas MG club we would like to invite **YOU** to join us in this exciting and innovative event.

We want each club to stage a local event of their choosing, organised and funded by them, and involving as many members as possible.

You will capture the spirit of your event on photo or video which will then be up loaded to a dedicated website which will be accessible by all.

This will be a fantastic celebration of our 80 years, foster closer relationships amongst all clubs around the world, and give your own club a unique PR opportunity.

Register Now!

There is a nominal £10 entry fee, per club to cover administration costs, and payment can be made by purchasing an 'MG80' ticket, via our website at, <http://www.mgcc.co.uk/club-shop-mainmenu-90.html>

Further Information

Help can be found on the attached fliers and by visiting our website at, <http://www.mgcc.co.uk/mg80>

JULY BIRTHDAYS

1 Jim Colegrove
 2 Barb Fink
 2 Pat Sangster
 3 Cindy Austin
 3 Carol Newman
 4 Peggi Heissenberger
 6 Joseph Marasco
 7 Tom LeStrange
 7 Bob Welch
 7 John Zoltner
 8 Russell Daykin
 9 Tim Rizzo
 10 Julie Smith
 11 Dan Burke
 14 Dave Wild
 15 Bernard Calkins
 18 Peggy Haefner
 20 Robert Gibbin
 20 Beverly Haynes
 23 Suzanne Glanville
 23 Joan Wright
 24 Debi Russell
 25 Hermey Lovell
 30 Susan Goodwin

JULY ANNIVERSARIES

1 Allyn & Phyllis Wagner
 5 Joseph & Lee Marasco
 13 Bill & Sue DeVos
 14 Aldis & Janet Lemesis
 16 Bruce & Helen Willis
 19 Don & Linda McConnell
 23 David & Jane Schantz
 23 Donald & Mary Sweeney
 25 Bill & Linda Bethune

CONGRATULATIONS!

AUGUST BIRTHDAYS

2 Marianne Gielow
 6 David Engdahl
 7 Wes Pittenger
 7 Mary Costich
 8 Mary Isselhard
 8 Penny Schroeder
 9 Jeffrey Kath
 11 Karen Salisbury
 14 Elaine Hess
 14 Marlene Rzepkowski
 16 Wendy Dakin
 17 Patti Schulz
 19 Cynthia Grabski
 19 Gail Schipper
 21 Ken Heusler
 22 Jay Lockrow
 25 Linda McConnell
 25 Julie Paulsen
 29 Joe Tierno
 29 Anne Faust
 ? Paula Burkhardt

HAPPY BIRTHDAY EVERYONE!!

HAPPY BIRTHDAY EVERYONE!!

AUGUST ANNIVERSARIES

2 Allen & Florrie Bachelder
 4 Tom & Mary LeStrange
 5 Al & Mary Isselhard
 6 Carl & Marianne Gielow
 6 Steve & Cynthia Grabski
 7 Jay & Beverly Lockrow
 7 John & Patricia MacDonald
 9 Rick & Barb Bruder
 9 Scott & Robin Fake
 9 Gregg & Grace Gleba
 16 George & Peggi Heissenberger
 17 Harold & Christine Rodman
 18 Richard & Ann Coleman
 18 Peggy & Ed Haefner
 23 Wes & Sue Pittenger
 29 Lane & Kathy Boughton
 29 Tim & Rhonda Rizzo
 29 Tim & Joan Wright
 30 Ned & Julie Paulsen

CONGRATULATIONS!

WELCOME NEW MEMBERS

Rick & Barb Bruder
 1765 Reed Road
 Bergen, NY 14416
 585-494-2939
 1977 MGB

Matt & Cathy Zollweg
 702 Weigert Road
 Farmington, NY
 585-924-3373
 1976 PORSCHE 911 S,
 1987 PORSCHE 924 S

WELCOME NEW MEMBERS

John & Carol Schwelm
 6079 Dana Shores Drive
 Honeoye, NY 14471
 585-738-6764
 1974 1/2 MGB,
 1952 MG TD (Currently my project but
 should be out and about in the spring of
 2011)

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
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Also available is a wide selection of clothing items
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 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 31st.

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

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

For the Latest information visit our Web site mgcarclub.com

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

Next Meeting
 July 15, 2010 7:30 PM
 Burgundy Basin Inn
 1361 Marsh Road, Pittsford, New York

