

Spokes

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*Safety
Fast*

MG CAR CLUB WESTERN NEW YORK CENTRE

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MEETINGS

Meetings are held the third Thursday of each month, except December, at the Knights of Columbus, 70 Barrett Dr, Webster, N.Y. 14580. 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.

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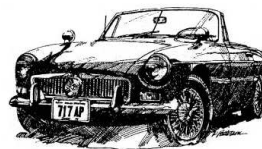
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Chairman's Corner

John Baum

Summer is going so fast because of all the things to do with our cars. It seems that people are coming up with ideas all the time of where we can go with our cars. Last weekend a few of us showed up at the New York Museum of Transportation in Rush to take a short ride in a restored train and view railroad cars that have been restored or waiting to be restored by the very dedicated volunteers. Chris and I found it very interesting, if you get a chance, look it up. The museum is only open on select weekends.

Cruise nights are in full swing and going on in our area. Last week the suggestion of going to the Super Cruise in Perry was in my email, turned out that my day's schedule could be adjusted so that we could be there before 5pm, only to learn that it was canceled due to wet conditions. A quick change of plans and we met up with about a half dozen club members at the Canandaigua Wegmans Cruise. All of us had a great time. For me it kind of made up for missing the evening in Bloomfield for a free concert in the park by Hey Red which Leon Zak invited us all to.

Now that the MG Car Club Sports Car Festival of 2015 has passed it's now time for us to collectively consider what we want to do about a show in 2016. The show was a great success. It brought us a continued awareness of our club by the community at large along with over 130 cars on the field and well over 200 spectators, not to mention the seven new members who joined the Club at the show.

A picnic prior to our August 20st meeting is planned, and will be catered by Verno on the Roll. It is a very similar food cart as we have had in past years operated by Mr. V's brother Todd. I have made arrangements with the Todd to only charge half of the menu price and the club will make up the difference. Food service will start at 6:30 so come and enjoy the picnic and the meeting.

John Baum

MGBruce

Don McConell

I was just watching Nightly News the other night and one of their Reports was on cars and how their computer system can be hacked. That is right! Two computer guys showed how they could hack into a jeep system and control the steering, the radio, the wipers ect. How frightening is that? Time to go back to the 50's, 60's, 70's cars. The only thing that was a great addition to car technology was electronic ignition. It as you all know eliminated points and its problems. It probably eliminated a lot of stranded motorists. All the electronics these days I still want to know why do we need it?

Speaking of older cars. The car show and the weather were just great. The cars on display take you back to when the automobile was a simple piece of machinery. The cars presented themselves as a mode of transportation to go from here to there with fun. You did not need a college degree just to drive one. Having fun means country roads not expressways and looking at the trees and animals not a game screen.

Might I suggest you take a country road and enjoy the scenery. Put the top down and let your hair blow around and have fun. Enjoy the month of August. See you at the next meeting.

Happy Top Down

Don

Activities

By Mike & Maggie Robinson

We have been a busy bunch this year with lots of MG related activities to enjoy our LBC's with, but before I get into my report, I want to personally thank Mike and Sue Harrison for their excellent service as Activities Directors. They have been very helpful in getting Maggie and I acquainted with all the different functions, although I wasn't expecting 6 big plastic tubs of stuff! I have had fun annoying my dogs with the battery powered bullhorns though.

Thank you Mike and Sue. You've left some pretty big shoes to fill and you will be missed.

As you read this our July Car Show has come and gone and by all reports it was a great turnout. Perfect weather, a great location and dedicated volunteers all pulled together to make it a great show. I wish I could have made it, but that's the hazard of belonging to more than one organization. I would have much rather parked 100+ cars than the seeming thousands at the airshow in Geneseo.

The Vintage Races at the Glen is coming up in less than a week as I write this. If any of our members or friends of members are participating, good luck, stay safe and do the Octagon proud.

August 1st, Art Salo would like to plan a day ride through the eastern portion of the area, mainly Ontario County, perhaps to Tompkins County and Toughannock Falls. Because the 1st is right around the corner (Yikes where has this extended Spring of a Summer gone to already?) he will send an email to everyone through the club email system to coordinate.

Some more upcoming events for this year is the UK Car Day at Genesee Valley Park August 9th. This is put on by the folks at the Triumph club and promises to be a good show.

August 16th is the Brunch at the Avon Inn in Avon NY. If you have not already done so, please be sure to let Dick

Powers know you want to attend so you can be added to the list. Weather permitting, we will be parking the cars in the back Garden, which should make for some nice pictures.

August 23rd is a road trip to Vidlers 5 & 10 in East Aurora NY. This is being organized and planned by Mary and Darcie Murray. We will meet and leave from the Wegmans on Calkins Road, stop for lunch and still have time to shop at Vidlers. Having been there myself, I think it's safe to say you will not see the entire store in just one day.

The Vintage Sports Car Festival is coming up in September. Several of our members are attending, with a special party being hosted by Desi and Bill Benet in their apartment at Seneca Lodge on September 12th. I'm sure that will be a hoot, so someone please take pictures.

Unfortunately Dawn and Jim Priestly will be unable to plan or attend the Fall Foliage Tour this year, so Maggie and I have decided we'd give it a shot and plan a route that will allow everyone to hopefully return home without getting lost. have a circular 135 mile route in mind that covers a little bit of all of our area, from points east, south and west being covered. Lunch along Keuka Lake is planned, along with a spectacular overlook view sure to take your breath away. The date is the same - October 10th, so we will have a sign up sheet at the August and September meetings.

Respectfully submitted - M&M

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MGCC Minutes of the Meeting

By Dan Suter

Meeting 7/16/2015

The meeting was called to order by John Baum at 7:42PM. Minutes of the June meeting were motioned, seconded, and approved. 49 members signed in.

A new member Claude Fedele announced that he has two MGBs for sale: a '77B, and a '76B.

Dick Powers announced that today (7/16) marked the completion of the restoration of his 1957 Austin Healey 100-6, an early model built at the Longbridge factory. Dick was preparing to take the car to the national Austin Healey meet in Gettysburg, PA on Sunday 7/19.

Activities report was provided by Mike Robinson. Mike and Maggie have agreed to take over the Activities Coordinator role from Mike and Sue Harrison, who are preparing for their move to NJ in the next few months. We would like to offer heartfelt thanks to the Harrisons for all their work and enthusiasm in this role, and also equally welcome Mike and Maggie and thank them for helping the club.

Upcoming events:

- Watkins Glen vintage races July 23-26
- Aug 1, Art Salo is coordinating a Finger Lakes driving tour
- Aug 9 is UK Car Day –Genesee Valley Park
- Aug 16 is the brunch at the Avon Inn
- Aug 23 is the Tour to Vidlers (see Spokes)
- Mike and Maggie Robinson have agreed to run the Fall Foliage Tour.
-

Treasurer's report was given by Mike Goodwin. Balances are in good order. Mike noted that Dave Chase has agreed to serve as Treasurer while Mike is away during August.

Membership report was given by Paul Osborne. With 7 new members signed up at our car show plus 4-5 others, our membership is now at 180 families. Excellent news!

Doug Scribner gave the Regalia report. New car magnets are on order and many other items are available.

Don McConnell gave the Spokes report—July submissions are due by 7/23.

There was no UK Liaison nor Librarian reports this month.

Website report was given by Leon Zak. He indicated the site has been updated and is working well. Leon noted car show volunteers were listed on the site. Car Show report was given as a team effort by John Baum, Leon Zak, and Mike Goodwin. The show was a GOOD success. 74 pre-registered cars and 134 total; many spectators; good weather.

- Good show promotion was done on a small budget.
- Advertizing was also well subscribed.
- The 7 new MGCC members were noted
- John Baum shared the considerable hard work that Leon did as leader of this event—significant work, many details.
- The show did make a good income (nearly complete, the amount was shared at the meeting but not printed here)
- The promotional car —“guess when the engine will fail”—the little Dodge failed it's engine with no oil or water after 12:50 seconds approximately. There was a winner of that event.

Old Business: John B noted that Mr. V's Food Cart will be at the August 20 MGCC meeting so come early and have dinner at the meeting.

New Business: Carl Prouty announced that he won the Lloyd Potter Memorial Award at the Belmont car show (that Lloyd had led for a number of years) so this was a nice honor. Congragulations, Carl.

New Motion: Alan Costich created a motion to set aside Car Show seed money for future shows. A good, open discussion followed where the structure and reduced cost/scope of the new car show was reviewed and ultimately it was agreed that no different funding proposals were needed. Alan graciously withdrew his motion which completed this topic.

It was noted that one of Cam Artsinger's son's had passed away recently. Cam had been one of the founders of road racing at Watkins Glen and both his sons had remained active in this.

Cars and parts For Sale were shared; a member mentioned needing help with headliner installation; additional comments were shared about upcoming cruise nights in Victor and Perry; door prizes were awarded;

John Baum called the meeting to close.

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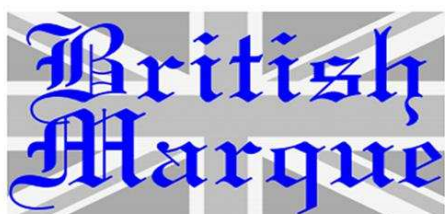


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Anne Faust
Gene Faust
Art Salo
George Herschell
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Paul Osborne
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Allyn Wagner
Alan Costich
Richard Reynolds
Mike Goodwin
Chris Baum
John Baum
Maggie Robinson
Mike Robinson
Dick Rzepkowski
Marlene Rzepkowski
Laurie Scribner

Doug Scribner
Leon Zak
Dennis Nichols
Bob Welch
Ginny Fowler
John Fowler
Dave Chase
Dan Suter
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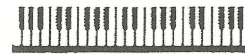
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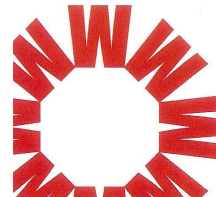
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Partners in Grime 6 The Beat Goes On.... Dan Suter's MGA Mark II Deluxe

By George Haynes

It occurred to me that through these retellings of our restoration efforts, something has been missing.

Perhaps it's obvious, but should be shared. Basically, Gil and I were a great team!

Everyone knows Gil Langswager is a talented and easy-going guy. That helped a lot. While our lifetime experiences wrenching on old British cars were similar, we each brought something to the party, so to speak. Gil had far more experience with T-Series MG's. I had more experience with MGA's and Triumphs.

As to working together, what one didn't think of the other did. One would catch the other putting a part on incorrectly and call it out. Then there was Gil being left-handed, vs. me right-handed. You might not think about it, but there were many times when it just worked better if the wrench-turning, or hammering, screw-tightening or sawing was better done with one hand than the other. And the times when one of us would fuss with something for what seemed like an hour, only to have the other get it right the very first time, usually in a few seconds. It happened about equally to each of us.

Through twelve complete restorations and a lot of other repair work over fifteen plus years, there was hardly a disagreement. Our standards were very similar. There were many times when one would ask the other, "Would you put this part on your car?" We usually agreed that we would not, and the part was replaced.

We approached each restoration as if it was our own, not doing any work or spending any money if it was not necessary. Do a good job but don't go overboard. We always made it clear to clients that we would produce a nice, respectable car, not a Concours Quality show winner. For that level of restoration, the owner would have to hire one of the top-tier shops (and spend 2-3 times the money, or more.)

I always looked forward to Gil's arrival on work days. We'd chat for a few minutes, get into our coveralls and get to work. It was not unusual for friends to drop in to check our progress and socialize. If we could get two "guests" visiting at once, our work time was never jeopardized. Some even pitched in and helped. I miss it.

OK, back to business. For those paying close atten-

tion, Gil and I may not be relating the stories in exact chronological order, but we're not skipping any, either.

Dan Suter had been sitting on his 1962 MGA Mark II Deluxe for several years. The car was called a Deluxe when a few unused Twin-Cam chassis remained at the end of MGA production (they had four-wheel Dunlop disc brakes, repositioned steering rack and steel rims with pin drive and knock off hubs, all Twin-Cam features). To use these chassis up, they were fitted with the latest Mark II 1622 cc engines.

He knew the car had a local racing history, but that's a story Dan has told before. When he decided Gil and I should restore the Deluxe, it was kinda beat up from racing with no bumpers (trading paint?), and for some years of its life, was stored somewhere damp, thus it turned out to be as rusted as most MGA's: rocker panels and sills beneath, patches on the fenders and some frame repair.

Quoting from a then-current restoration update in February, 2006 Spokes: "... during its life as a racer, it was, hmmm, how to say it, 'impacted' many times - in every fender and panel. As a result, quite a bit of effort has been required to remove dents and realign panels. Surely most cars being restored would have far fewer bumps and dings to deal with."

Even the instrument cases were pitted, something rarely seen. The odometer showed only 30-some thousand original miles. Dan opted to retain the original odometer mileage when the speedometer was rebuilt, thus whatever it shows today is from when the car was new. Often we have the odometer reset to zero, indicating mileage since the restoration. If an owner wasn't sure if the indicated mileage was original, it made more sense to start from zero again.

Because it had been raced seriously - and successfully - it had a factory Stage 4 engine. That included Twin-Cam rods with special high-compression pistons, wild camshaft and twin HS6 SU carbs on a special factory intake manifold. For some reason, the front valence and the wheels were painted school bus yellow. The entire engine compartment was yellow, too. It may have been easier to spot the car on the race track, but sure was ugly up close!

Sandblasting took care of the odd old paint and Paul Winslow did another masterful paint job for us. With the exception of the four-wheel disc brakes and alterations listed below, this MGA restoration was much like

others. Replace the sills and rocker panels, make every panel fit correctly, then remove body from frame and attack each individually.

Here are some of the things which made Dan's DeLuxe unique:

Most owners have to choose whether to re-chrome or replace their bumpers. This car's bumpers had been removed and (probably) tossed out many years ago. We learned of another MGA owner who was gonna replace his original bumpers with after-market reproductions. Dan wisely bought the originals from the guy and had them re-plated, ensuring correct fit and configuration, and better chrome than reproductions.

Dan wanted a custom exhaust system, utilizing an MGB cast iron exhaust manifold. While the MGB manifold bolted to the MGA head, it did not clear the steering column and narrowly missed the frame. He had read how to make the manifold fit, by machining off the mounting flange at an angle, but this placed the down pipes closer to the engine. We heavily modified an MGB dual downpipe to clear the engine and snake its way back to the first of two glass-pack mufflers. Another length of pipe lead to the rear glass-pack and then out by the rear bumper. It looks stock from the rear but sounds just like an MGB. Sweet!

Since the Stage 4 factory camshaft was much to wild for street use, Dan opted for the Moss Motors hot street camshaft. This was highly recommended by Barney Gaylord, the MGA Guru, and required a special offset key to set the cam timing correctly. Dan managed to have the proper key made (Model Shop, maybe?) It dialed right in.

Dan wanted an overdrive transmission in his special MGA. It had been done before, including in my own 1956 MGA, but Dan wanted absolutely no frame modifications! He chose a three-syncro MGB gearbox with overdrive for the car. He found a way to adapt the rear transmission mount which raised the rear of the gearbox about 1.5 inches. I was leery of the radical universal joint angle, but Dan had read it worked OK, so we went with it. Then the fun began! Considerable alteration to the transmission cover was required, both to accommodate the extra height and the overdrive bulge on the passenger's side. Dan knew the shift lever was gonna end up in the wrong position inside the cockpit, so he had the shifter housing lengthened about four inches. (Model Shop again, maybe?) Some distortion resulted from welding the aluminum housing, so further alteration was necessary to allow the

shift rod to move smoothly. The final step was wiring the overdrive to the Fog Light switch on the dash. This switch is labelled "F", for Faster, perhaps?

The original interior on Dan's DeLuxe was bright red (the paint was, and is, black). All the interior suppliers offered a dark red, more like maroon. Not gonna work! The ultimate solution to this was to have seat covers made from a bright red leather hide. Even finding the right color hide was not easy, but eventually Miguel Correa, our Upholsterer Extraordinaire produced a set of seats, interior panels, dash covering and cockpit rails from the hide. The interior remains one of this car's very special features.

The original top and tonneau cover were grey. Sourcing these components in grey was another difficulty. Scarborough- Faire claimed they could get them but only came across at the eleventh hour, with fitting by Miguel the last task of the restoration.

MGA's do not have self-canceling turn signals. To be more specific, they self-cancel a few blinks after the driver's hand is removed from the switch. Earlier MG's and other British cars used the same switch. By removing the cancel feature from the switch, the blinkers would continue until the driver reached down to shut it off. We installed a small "beeper" from Radio Shack in the turn signal circuit, thus reminding the driver when the switch was still on.

Back when the Deluxe was raced, the owner installed a limited-slip differential with a 4.55 ratio. That was perfect for the high-revving engine and would be fine with the overdrive gearbox installed. However, we quickly learned that differential was noisy, so out it came and a correct (for a Mark II) 4.1 diff was installed. This results in a rather "long-legged" gear set when overdrive is engaged, but Dan hasn't complained. On the highway, 70 mph is at 3200 rpm. Perhaps he will get the limited slip rebuilt and put it in the Twin-Cam roadster he has in his garage.

A couple years before deciding to restore the Deluxe, Dan had installed a new set of Michelin XZX tires on his MG-TD. The Michelins were still nearly new, so we installed them on the Deluxe and bought a set of Kumho's for the TD. A good move. In fact, Dan had thought out almost every aspect of this car's restoration and it was up to us to make it all come together. Making his rare MGA into a very special driving car made this project a lot of fun for Gil and me. And every alteration can be reversed if another owner wanted to. You can be sure that Dan won't want to!

Some of our restorations are rarely seen or have been sold. This is one is still owned and driven by Dan. Look it over when you get a chance. It turned out really well!

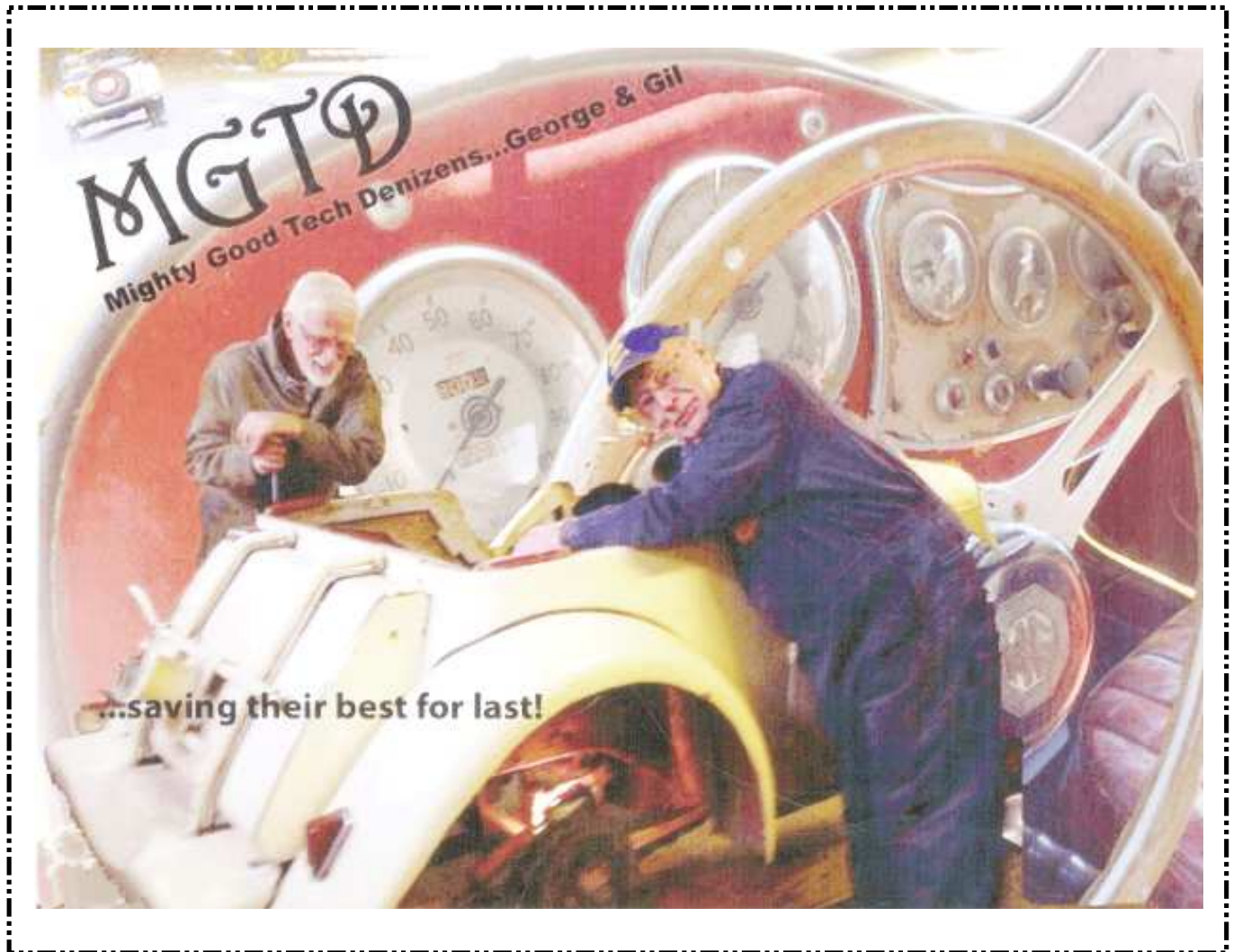


Photo by Doris Britt

If you need Help , Hollis Hames is 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. Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience

Contact Hollis: (585) 271-7754

Avon Inn Brunch

By Dick Powers



Avon Inn Brunch
Sunday
August 16th
11 AM
\$15 per person
everything included

55 East Main St. RT 5 & 20, Village of Avon

MENU

- Eggs Benedict
- Breakfast Sausage
- Scrambled Eggs
- Oatmeal
- Bacon
- French Toast Sticks
- Home Fries
- Sausage Gravy & Biscuits
- Warm Bread Pudding
- Homemade Macaroni & Cheese
- Warm Fruit Crisp
- Soup DuJour
- Assorted Pastries
- Salads, Pudding
- Fresh Fruit Bowl

Weather permitting:
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in the
back
Garden

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mgahmogca@rpa.net



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BIG BEEF SAUSAGE with Peppers, Onions, Cheese & Sauce		5.00	6.50
CHEESEBURGER Flame Broiled Quarter Pounder		4.50	6.00
BACON CHEESEBURGER with Available Meat Hot Sauce		5.00	6.50
DOUBLE CHEESEBURGER		7.50	9.00
BURGER & PORTABELLO MUSHROOM CAP		7.50	9.00
BACK-ALLEY BURGER with Ham, Bacon, Uncle Ralph's		6.00	7.50
BURGER & MAC topped with Mac Salad		6.00	7.50
RIB-EYE STEAK 6oz Steak Grilled to Order		8.00	9.50
PORTABELLO MUSHROOM Grilled Cap on a Roll		5.00	6.50
GRILLED CHICKEN BREAST 5oz with Cheese (BBQ Uncle Ralph's, Country Sweet, Cajun or Balsamic Italian)		5.50	7.00

ICE COLD BEVERAGES 1.50

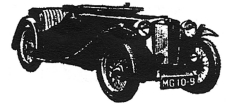


MAC SALAD & CHIPS 1.00



Bury Me in an OLD MOWOG Parts Box

By Jay Lockrow



A week or so ago I was waiting in a doctor's office and picked up an outdoor magazine. I have always enjoyed this type of publication and often read it when having to wait prolonged hours in places like doctors' offices. In this particular publication there was an article about how the author became interested in hunting, fishing and the outdoors. It seems he found a couple of books around the house, when he was young, about hunting and fishing and enjoyed reading about it. He became interested enough to go to the public library and begin reading the books and publications available there. He claimed he read all of the books on the subject that were in that particular category in the library. Through this and other books and periodicals he could find, he became an avid hunter and fisherman.

Oddly enough this is pretty much the way I became interested in automobiles. From about age six or seven when my dad returned from WWII we had automotive magazines and books around the house. Any of you out there remember "Speed Age?" It was an early magazine and covered oval track racing and other venues. However it wasn't until the advent of Road and Track in about 1946 that the automotive magazines really started to run stories on some of the more interesting imported vehicles. We had some early motor books but nothing like there is available today. There were some antique automobile clubs around but again, it was not until after the war that SCCA was formed. (There was a pre-war club called the ARCA, Automobile Racing Club of America, that kept road racing alive in the states but on a much smaller scale and many of the vehicles were homebuilt or modified early imports. ARCA was disbanded at the start of WWII and never reinstated) ARCA is sometimes referred to as the prewar forerunner of the SCCA but SCCA was really an offshoot of the Veteran Motor Car Club of America as there were members that owned cars like pre-war Bugatti's, Alfa Romeos, MG and Bentleys that decided they wanted

to race. So SCCA was formed to do just that. Early events like Watkins Glen had many pre-war entries. Myself, I first attended the Watkins Glen race in 1950 and even then there were still some pre-war cars entered. George Weaver ran his old Grand Prix Maserati, called "Poison Lil" there way up into the late 1950s.

But I digress. I grew up with Road and Track coming every month and my dad bringing home the occasional motor book. I can recall giving book reports on motor books or motoring novels in school to the annoyance of fellow students and teachers who had no idea of what I was talking or writing about. Once in High School one of my English teachers read a story by the late Ken Purdy, a well-known automobile writer, called "Change of Plan." During the dissertation he mispronounced Alfa Romeo (Alfa Row-me-OO) and I spoke up and corrected him. If looks could kill I would not be writing this. He was a bit strange anyway. I had already read the story and I resisted telling him that, yes it was fiction, but really a short biography of the great Italian driver Tazio Nuvolari.

As the years went by I discovered a few other kindred spirits and we did all we could with our limited financial means to keep the spark from going out. I for example, read the books and magazines as often as possible. Once free of Uncle Sam and in the workforce I, along with those kindred spirits, were able to pursue our interests to a greater degree. All of this was of course intertwined with the occasional tune-up, brake job, car cleaning, or dragging some prize out of a barn somewhere. All great fun and I still do it to this day.

Car Show Trophy Winners

Best of Show – Doug Faust, 1952 Jaguar

Best MG – Ron Villano, 1952 MG TD

Best Porsche – Tom Campbel, 1970 Porsche

Future Sports Car Owners Choice – Fred Infantino, 1972 Ferrari

Dino 246 Gt

Best Custom Paint – Scott Martin, 54 Chevy

Ugliest Car of Show – Josh Paoli, 2001 Mitsubishi Eclipse (We must mention that this care was also #2 in Best Custom Paint, go figure)

Lowest Mileage – Edware Steier, Chevy Corvette

Car I want to Drive Home – Fred Infantino, 1972 Ferrari Dino 246 Gt

Best Family Sports Car – Chris Duvile, 71 Chevelle

Best Car Owned and Driven by a Woman – Virginia D'Aloisio,

80 Fiat Bertone

Best Race Car of the Show – Al Costich, 68 MGB GT

Farthest Away – William Dingus, 57 T-Bird

Best Presentation – Betty Langswager, 2012 Mini Clubman

Car Show Photos
Photos by Sharon Zinser



CLASSIFIED ADS

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

For Sale: Two LUCAS/CORELLO 20/20 Professional Rally Long Range Driving Lamps with covers. Seven inch (7") steelbody, hardened glass lens (HI 100W, 12V), spare lamps for international rally team car. New, never used \$290.00 Contact ROGER MABBETT 585 624 5249 mallorypark4@aol.com

For Sale Avanti map reading light. 18" inch flexible with switch and bulb. Black rally navigation adjustable light (as used by most International Rally Teams) Made in England. New, never used \$66.00 Contact ROGER MABBETT 585 624 5249 mallorypark4@aol.com

For Sale Set of two WILLANS competition full 4 point harnesses, color red. (As used by F1 and World Rally Championship Teams) Made in England. New, never used \$455.00 Contact ROGER MABBETT 585 624 5249 mallorypark4@aol.com

For Sale Set of 4 OMP Nomex shoulder pads Made in Italy New, never used \$62.00 Contact ROGER MABBETT 585 624 5249 mallorypark4@aol.com

For Sale OMP ankle driving boots Size: 43 eu/9 UK/10 USA Red suede leather with Nomex 111 lining, flame resistant, anti-hydrocarbon rubber sole, extra reinforcement on right boot only to prevent foot slipping while making heel and toe movements. FIA approved Made in Italy New, never used \$154.00 Contact ROGER MABBETT 585 624 5249 mallorypark4@aol.com

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 BGT on 15 inch Chrome Wires, rally computer, pair of side draught webbers on a cross-flow head. Call Al Costich 585.482.2695 for details

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

Please inform the Editor when ads should be removed.
Ads will run for 3 issues then removed unless you want it to remain.

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 16 Patti Schulz
 19 Gail Schipper
 21 Ken Heusler
 21 Sue Douville
 22 Jay Lockrow
 23 William Dexter
 25 Christian Gehlen
 25 Linda McConnell
 25 Julie Paulsen
 27 Karen Hanggi
 29 Joe Tierno
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 7 Jay & Beverly Lockrow
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 9 Gregg & Grace Gleba
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 17 Harold & Christine Rodman
 18 Richard & Ann Coleman
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 12 Allen & Elaine Hess
 13 Dan & Mary Ellen Suter
 15 Leon & Barbara Zak
 24 Dick & Kathryn Reynolds
 25 Hollis & Doreena Hames
 29 Bob & Terry Welch

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 3 Paul Douville
 5 Charles Bauder
 5 George Leopard
 6 Melissa Fuino
 7 Daniel Goodwin
 7 Michael Goodwin
 12 Sue Donish
 12 Richard Shineman
 14 Dottie Lamkin
 14 Irene Searles
 16 John Borycki
 17 Rick Bruder
 17 Susan Avery
 23 David Avery
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 24 Mark Pohlman
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Happy Birthday
 Everyone

Official Regalia



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Contact: Laurie Scribner 585-8725133 (weekdays).

MG Car Club Western New York Center,INC Membership Application

Annual Family Membership Dues \$30

All Membership run Calendar Year Jan - Dec

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MG Car Club Western New York Centre -- Calendar of Events 2015

For the Latest information visit our Web site mgcarclub.com

January 8 Board Meeting 15 MGCC Meeting	February 19 MGCC Meeting 22 Wine / Cheese & Valve Cover Racing	March 5 Board Meeting 15 Steak Roast & Auction 19 MGCC Meeting	April 16 MGCC Meeting/ Basket Auction
May 3 Swing into Spring TBA Tune-up clinic 7 Board Meeting 9-10 Tour Hammondsport 15-17 Carlisle Import & Kit 21 MGCC Meeting 31 Garage Tasting Party	June 8-12 NAMGBR MG 2015 13 Picnic @ Fowlers 15-19 NAMGAR GT40 18 MGCC Meeting 28 TR Club Rally	July 2 Board Meeting 11 Genesso Air Show 12 Sports Car Festival 16 MGCC Meeting TBA Multi Club Picnic 23-26 Glen Vintage Race	August 9 UK Car Day 16 Brunch Avon Inn 23 Tour to Vidler's 20 MGCC Meeting
September 3 Board Meeting 11 Grand Prix Festival 18-20 Brit Invasion Stowe 19 MGCC Meeting	October 10 Fall Foliage Tour TBA Holloween Rally 15 MGCC Meeting	November 5 Board meeting 8 Yacht Club Brunch 19 MGCC Meeting	December 19 Holiday Party No Meeting

Next Meeting
August 20 2015 7:30 PM
Knights of Columbus
70 Barrett DR
Webster, N.Y. 14580

