

Spokes

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Bart Patenall

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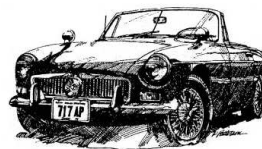
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Please indicate exactly how the name should appear on the plaque.

Chairman's Corner

John Baum

With February here,(and as Doug Scribner reminds us), Spring is only seven weeks away. I have ordered all the parts I need for my winter project of upgrading the carburetor and exhaust on my MGB. I will let you know how the project went in next months' article. I am really looking forward to many trouble free miles this upcoming driving season.

The other thing we are all looking forward to, is this year's car show scheduled for July 10th. Our Car Shows have had a long history within our club throughout the years. The latest version, The Sports Car Festival, has proven to be successful, even if the weather does not favor us with a perfect day. We have developed a show that has not been a large financial risk. Partnering with the Webster Elks gives us the show field. We organize promote and implement the day's activities. The time to start planning for a successful show is now! Our members will need to get involved to make it happen. Those of us who feel a car show is important, should be willing to help in the planning and/or help the day of the show, to make it a success. It really is an exciting time.

The way to do it is to contact myself at john77577@gmail.com or Leon Zak at leon@zaks.com . We are organizing now! All the ground work is already laid out. Even distribution of the tasks will make light work for everyone involved.

John

MGBruce

Don McConell

We are entering February known as "the month in the dead of winter". To this point there hasn't been much snow and not that sever cold we usually have. It has been nice to have a winter that gives you a break or slight break from that sever weather. I just finished washing both of our daily drivers. With the 50 degree day (January 31, 2016), I took advantage of that to rince away the salt.

I did have some fun on Sat January 30th. I had the chance to attend the MIG Welding Workshop at Rochester Arc & Flame Center. I had had the chance to do some welding on my car before this, but felt there were questions that needed to be answered. I entered the workshop armed with these questions and hoped for answers. There was lots of time to perfect the weld beeds and try different types of joints. I felt it fun and help a lot and clarified the questions. I would suggest it to anyone.

I think I am ready to put the first piece of the sill in place. It just needs a final inspection before I cut the patch piece. I do not need a mistake. Once that is in it's Go Man Go.

I hope all have received their calendar and are enjoying the photos. I tried to captures the essance of restoration or maintaince of these cars, with a smiles or two to go along too. It is time to prepare for the next driving season. Hope to see you at the next meeting.

Happy Top Down
Don

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

Activities

By Mike & Maggie Robinson

1. Our annual Christmas Party was held December 19th at Rick's Prime Rib in Chili. 96 people braved the brutally balmy December evening to attend, and by all accounts everyone enjoyed themselves. Mike Goodwin won the Driver of The Year Award (again) by a narrow margin of only 23 miles. Mike Printup, President of Watkins Glenn International Raceway was the guest speaker and gave some interesting insights into what it takes to run a major racing event. Maggie and I are already looking for a venue for next year and we have some good leads from some of the other members. Stay tuned for more information as it becomes available.
2. Desi is hosting the Robbie Burns Day at McGregor's on Empire Boulevard. The date is set for Sunday January 24th at 3:00 PM and it will be in the same room as last year, and separate checks will be honored. Those that attended last year can attest to the good times, great food and great "concert". Please RSVP to Maggie and I no later than January 20th, as Desi needs a firm number to give to the restaurant Staff.
3. February brings us the annual Valve Cover Races and Wine Tasting. The date is set for Sunday February 28th, and a posting will be placed in the Spokes and on the website. Get those valve covers tuned up and ready to go!
4. March 13th we have the building reserved for the Steak Roast and auction. The location is the same as last year at Eyer Park in East Rochester. We have the building reserved from 10 AM to 10 PM. More details to follow. Thanks to Dan Young for reserving the building.
5. Friday March 18th is the pancake breakfast being organized by Maggie and I. We chose Friday, as weekends are mobbed and the thought of standing outside in line for what could be a very long time is not appealing, especially if the weather is cold. We will be organizing a caravan from the Avon Tops Market parking lot (same Tops as used for the Fall Tour). We will be seated as a group and with separate checks (cash only, no credit cards.) Time to depart Tops will be 7:45 AM, so plan on getting there around 7:30ish. It's a little over an hour's drive, which will get us there at 9 AM, so there should (emphasis on should) be little waiting.
6. Sunday April 24th is the annual Swing Into Spring event at Mulconry's Irish Pub in Fairport. Richard Powers is hosting the event, and more information will be presented as the event draws closer.
7. Saturday and Sunday May 7th and 8th is the tour to Hammondsport hosted by Doug Scribner. Jeff Kath has reserved 9 rooms for May 7 at the Keuka Lakeside Inn. Seven rooms have 2 dbl. beds & 2 rooms have Queen beds.
8. May 20-22nd is Import Carlisle, and several members have made plans on attending. Some are staying the weekend, while others are going down for the day. More info will be posted to the Spokes as I receive it.

Respectfully submitted - Mike and Maggie Robinson

MGCC Minutes of the Meeting

By Art Salo

Meeting 1/20/16

Chairman John Baum called the meeting to order at 6:35 PM

Gil Lanswager moved to accept the November 2015 meeting minutes and it was seconded by Paul Osborne.

No new members.

Two birthdays in January. Paul Osborne and Art Salo

In the absence of the activities chairpersons, Mike and Maggie Robinson, John Baum read the activities report that they had given him. The report included:

- 1) a review of the Christmas Party
- 2) a reminder that the Robbie Burns Party will be on Sunday, January 24th at MacGregors on Empire Boulevard at the southern end of Irondequoit Bay. MGCC member Sue Keppler and her fellow bagpipers will provide entertainment
- 3) the Valve Cover Races and Wine and Cheese Party is being arranged by Ted Hershey and will be held on February 28th at the Henrietta Veterans Memorial Park on Calkins Road in Henrietta
- 4) the Steak Roast and auction will be on March 12th at Eyer Park in East Rochester. As in previous years, the cost to sign up will be \$5 per member which will be returned to the member when the member shows up to eat the steak. Please bring contribute something to be sold at the auction.
- 5) a pancake breakfast at Cartrights Maple Tree Inn is planned for Friday March 16th. We will meet early in the morning at the Tops Market in Avon and caravan to the Maple Tree Inn (details from Mike and Maggie)
- 6) the Swing Into Spring Dinner Party, planned by Dick Powers, will be held at MulConroys Irish Pub and Restaurant in Fairport on
- 7) trip to Hammondsport is planned with overnight rooms available at the The Keuka Lakeside Inn
- 8) Import Carlisle is coming up on April 16th. Dave Chase said he is going and is willing to take along members items that they wish to swap or sell.

Mike Goodwin presented the club treasurer's report. He gave a detailed financial 2015 year end summary and passed out printed copies of the detailed summary. He ended the report by

pointing out that we have nearly the same positive balance in our treasury at the end of 2015 that we had at the beginning of 2015. He pointed out that it was because of membership dues and to the Car Show.

Chairman John Baum commented that it was a good year financially.

Paul Osborne was asked to give a report from his position as the membership chair. Paul reported that only about one third of the membership has paid their dues for 2016.

Doug Scribner gave his usual, enjoyable presentation of club regalia.

Don McConnell was not present to give a report about Spokes.

George Herschel was not present to give a report about MG England.

Al Costich was asked to give his report about the club's library and he reported that nothing has changed but he has moved the books around a bit in his basement. He also pointed out that he was, indeed, Mr. January on the 2016 MG Car Club calendar.

Leon gave a short report about the Car Club website. He said that Mike Robinson has learned to post events on the new website calendar.

John Baum gave a brief comments encouraging members to volunteer for the Car Show which would allow everyone to have a chance to walk the field and see the cars.

John's comments were echoed by Mike Goodwin who said he didn't get to walk the field and look at the cars last year because he was busy parking cars all day.

Leon Zak who has taken on the bulk of the work for the present MG Car Club Car Show said he has broken down the tasks into eleven steps and asked that members pick one or two steps to undertake. Leon will put these tasks/steps into Spokes so that members can look them over and volunteer.

There was a short discussion of the Car Show's sponsors and advertisers Among Laurie Scribner, John Baum and Leon Zak. Leon remarked that Valvoline has become a major sponsor since Paul Douville who is associated with Valvoline has become a member.

Mike Goodwin brought up the fact that 2016 would be the last year of the Moss Motoring Challenge

Dave Chase said he has four tires for sale that fit a Mini and some Volkswagens. They do not fit a Mini Cooper S.

David Rubin said he has an early MG twin carb engine with \$190 worth of machine work that he wishes to sell. His phone number is 354-1631.

After the monthly meeting door prize drawing was held the January membership meeting was adjourned by John Baum.



Meeting Attendance

January 20 , 2016

Gil Lanswager
Betty Lanswager
Alan Costich
David Rubin
Bill Baldwin
Dan Goodwin
Tom LaStrange
Allyn Wagner
Art Salo
Barb Wild
Dave Wild
Paul Osborne
Hollis Hames
Annabelle Tescione
Jeff Kath

Tony Makepeace
Walter Genther
Colleen Genther
John Suter
Johnny Fanner Vin-
telic
Desi Benet
Dan Suter
Dick Rzepkowski
Marlene Rzepkowski
Dave Chase
Chris Baum
John Baum
Doug Scribner
Laurie Scribner

Mike Harrison
Sue Harrison
Bob Welch
Paul Douville
Mike Goodwin
Bill Dexter
Leon Zak
Carl Webeck



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Holiday Party

Photo By Al Fink



MOWOG Spring 2016 “Creative Juices”

By Jay Lockrow

My column “In the Still of the Night” raised a few people from their sleep trying to figure out what I was talking about. Seems there are people out there with no sense of humor or can’t figure out things that have double meaning. Anyway there are a few more like that in the list. For example the sheep-herders song “There will never be another you (EWE), or the groundhogs song, “Me and My Shadow” and of course the old favorite the photographers song “Someday my prince (PRINTS) will come. These were thought up sometime when we had the type of job where we could talk about such things without distraction. We were imaginative and clever and we had a lot of fun. This brings us to the subject of the hour. That of being imaginative and clever without overdoing it. First of all when putting together some sort of activity for a club event that isn’t a black tie, or formal affair why not have a little fun with it. Most of us have gone to car shows by the dozens and more than once about halfway through the afternoon before the awards I myself get a bit restless. Why not something to do? For example in the entry envelope why not put some sort of automotive game someone could pursue while waiting. How about the alphabet and for each letter name a car. Or a crossword puzzle about automobiles or makers? Still better how about some different type of prizes. Preservation prizes are now popular or how about a prize for the car with the best presentation? Best picnic, the car we would all like to take home, dirtiest car, car most in need of restoration. Something a little off the wall and not so serious. We are there to have fun so let’s have a little. So now we have cheered up the car show a little how about those runs to different places? Do you have a recent copy of the Moss catalogue? Inside the back page there is a contest called the Moss Motoring Challenge. This is a challenge from Moss and believe me reading the rules etc. it would be something to get

all the categories. There is again the alphabet, this time you have to find a location for each letter and take a picture of your car in front of a sign that has that location on it. For example the letter “A” you could use Akron, NY and a sign on the town hall or “Welcome to Akron” sign. You are also required to have your cars picture taken in front of a helicopter, pink Cadillac, ice cream truck, caboose and several other fun things. There is also a list for State and National parks and others. Basically it is a sort of scavenger hunt with a car and camera. Very different but it could be much smaller with say six or eight places or things. Moss runs his I believe for the whole season. Rallies! Remember the time, speed and distance rallies where you spent the whole afternoon in the car doing your math? I gave up on those years ago because they were no longer fun. The guy with a brain like a Univac always came in the winner anyway. What I did like were some of the little inter club rallies that were say an hour and a half to two hours long and had a “FUN” theme. One I went on once was a takeoff on the old TV series “The Addams Family” and everyone was dressed in black and there were references to Uncle Fester, Morticia and you had to do things like count cemeteries and unusual headstones and possibly funeral homes. Another had a jumble word arrangement. All the road names were jumbled and you were told to turn right on (WOTORSOR), you had to un-juggle it to read STORROW. All right I will get off my soapbox now but I hope I have given a few ideas. Here is one last one. For a good number of years the SCCA had what was known as the “Vintage Tour.” This seems to have fallen through the cracks in the floor. Someone creative could revive this and give it another go. Lots of Vintage cars out there who wants to give it a go? Not too long and limited to just vintage cars.

Partners 10 The Allan Davis TR3A

By George Haynes

This "Partners" restoration has a sad, slow beginning but a happy ending.

Allan Davis was a young engineer in the late 1970's when he was bitten by the British car bug. Prices for mid-60's cars were quite low and he began looking at Triumph TR3's and Sunbeam Alpine/Tigers. His brother in Detroit found a solid TR3 and Allan bought the car in 1980.

I'll quote Allan here: "I flew to Detroit and picked up the car at my brother's house. Other than the color (I don't like light blue cars) and a few instruments that didn't work (including the temp and oil pressure gage) the car seemed solid as advertised, and even came with a stack of receipts for engine and other work it was supposed to have had done. About an hour after crossing into Canada on the way home, the engine started to make a truly ugly sound. so I pulled to the side of the road. The car was towed off the expressway, my brother came to pick me up and I flew home. The next weekend I borrowed a truck and trailer and dragged the car home.

I tore the engine down enough to discover the problem: a broken crankshaft! The main bearings were triangular in cross section. I suspect all the receipts were for a different engine. The bottom line was that I didn't have the dollars, the time, or the talent to repair the car then. I was able to store it in what was then Liberty Pumps factory"

Allan and Lorraine were married in 1982. They built a house with a three-car garage and the Triumph moved there.

Quoting Allan again: "By the early '90's we had a little spare cash and I found a restoration shop in North Chili, near our home in Churchville. They took the car down to the bare frame and did paint and assembly until the body was back on. It was painted something close to the original factory white. At that point my money was running low, so I took it home to - in theory - complete the plumbing and wiring myself. I had swapped the original (I never checked serial numbers, so who knows??) engine and transmission for rebuilt units from The Roadster Factory (TR4 full-syncro tranny.)

"More time passed and it became obvious to me that I had neither the time nor talent to finish the car by myself. By now I learned about Mark Voelckers, of British Auto in Macedon and been to visit him. After

several conversations, he agreed to take the car on, but not right away, as he had projects ahead of it. This had to be 2001/2003, give or take. After maybe three years, Mark was ready to get the car over to his shop, where it sat under one roof but otherwise outside for about 3 more years. He had just started to work on it a few months before his sudden passing, which had to be 2011."

With no disrespect, but recognizing the pace at which Mark was getting to the TR3, I had spoken to Allan a couple times about having "The Partners" complete the car for him. When Mark died, the transfer became an easy decision.

The project itself was a little different than others. First, it was already painted. Second, the engine and gearbox were already rebuilt, although some time ago. Many new parts had already been purchased. Mark had just started the wiring.

Unfortunately, the (now old) new white paint was already beginning to peel off in places, giving the impression the body had not been prepped properly before painting.. Mark had a couple spray cans of touch up paint made to fix the peeling paint. The new-looking Michelin XZX tires were made in 1979. New chrome wire wheels were still in boxes.

We called Allan to discuss the paint job, and he agreed to spend the money, do the job right, and have the Triumph repainted by Paul Winslow. A small amount of body work was necessary first but the body was mostly in excellent condition from the earlier work. Paul had just painted a pickup truck with a white roof. We all liked the white roof color and Allan agreed to have his car painted that color. It was a great choice and the paint job was very nice. We had stripped what wiring Mark had started and now set about replacing and completing it, along with everything else.

Leery of an engine that was rebuilt 20+ years ago, we pulled the cylinder head and oil pan for a peek. It was a nice surprise to see everything was still clean and shiny. We just buttoned it back up. When it was eventually started up, it ran flawlessly.

One small task was to secure a loose wheel stud in one rear axle. At the factory, these studs are screwed into the axle and peened over on the back side. The threads were shot and the stud just spun in its hole. There was nothing wrong with the axle or the studs.

Our simple fix was to pull the axle out of the rear housing and have John Thompson weld the loose stud in place with his MIG welder. Zap, Zap - ten seconds. Not an elegant fix, but that stud will never come loose again!

To fit wire wheels to any Triumph, each wheel stud had to be shortened to fit wire wheel adaptor hubs. We did that.

None of us was wild about using the nearly-new, but 1979-vintage Michelins tires, so Allan agreed to buy five new ones. These were mounted on the new chrome wire wheels and finally installed on the car. I'm not usually fond of wire wheels on light-colored cars, but this combination was lovely!

We had Miguel, our intrepid upholsterer, fit the new black carpets, cover the cockpit capping with black leather, cover the dashboard with black vinyl and install the door panels. Sadly, the new black leather seat coverings Allan had purchased many years previously were mildewed and mice-chewed. Not much choice but to replace them.

With a couple small exceptions, we had Allan's TR3A ready for UK Car Day in August 2102.

Allan had some after-thoughts: "My only other comments are these: Assuming the car as purchased did have the original engine and transmission, it can be argued that I should have had them rebuilt, rather than swapped. But I always wanted more of a driver than a show car and "matching numbers" didn't seem important back then. Not sure they're important to me even now. I did go for for a TR4 all-synchromesh gearbox and I'd do that again, anyway. I got a TR3 spec engine and if I had to do it over again, I'd go TR4 (larger displacement) there also, not that I run the car hard enough to actually miss the added torque. Finally, I still strongly support my decision to go with a non standard color for a 1960 TR3A. The "Old English" cream white is stunning."

Thus, "The Partners In Grime" had finished one more British car restoration. I think we have two more to write about, so stay tuned.

What's in the Garage? *Chapter One:*

BY William & Sandra Barkley

Hello. My name is William Barkley, or just plain Bill. I have been told that I have a "problem", not that it's a bad one. That "problem" is the Automobile. I have a 24 hour obsession with the Automobile, hence my "problem". As a form of therapy to address my "problem" I would love to opportunity to entertain you with a few (actually, there are many) stories about my experiences with the wonderful world of MG's and many of the other automobiles I have met along the way.

A quick inventory of what is currently in the garage: 1959 Berkeley Se-492 which I drive on occasion. Another 1959 Berkeley Se-492 apart getting a Honda engine installed. 1972 MG Midget I just acquired. 1973 MG Arkley SS which is a mess. 1970 MGB we just painted and is not mine. 1976 MG Midget for brakes and a top, also not mine. 1959 Ladwari Firestar H-mod vintage racer and a 1984 Stilleto Formula Vee. I almost forgot, a 1975 AMC Matador coupe.

Automobiles of the past: 1960 Panhard PL-17, 1960 Deutsch-Bonnet HBR5. 1954 Panhard Giha Sussa. How about a bunch of Yugo's, love them. 1978 Fiat 128 (no surprise) and a bunch more I have to try to remember.

My wife and I have been involved in motorsport and automobile activities for quite some time and we are members of the SCCA, SAH, IMRRC and a whole bunch of car clubs and we spend a lot of time at Watkins Glen. Now that you have an idea of my obsession I will do my best to present each stumble, trip and fall through the resurrection and adventures with the automobiles past and present that are here or have passed through "the garage".

William & Sandra Barkley

MG Car Club Wine and Cheese Party and Valve Cover Racing aka Rocker Box Racing Sunday February 28, 2016

Location: Bushmans Cabin, Memorial Park 595 Calkins Rd, Rochester NY 14623
Time: 1:00 P.M.

Bring hours d'oeuvres or desserts to pass; your own wine or beverage of choice and your own place setting. Coffee, tea, and hot chocolate will be provided.

Gravity is expected to be working well that day, so it's time to fine-tune your Rocker Racers or maybe build something new. Rocker Racing is fun to watch and even more fun to race. Come and join us.

For more information contact: Ted Hershey (THershey@frontiernet.net) or 585-727-9000

Valve Cover Rules

The Cars:

The cars shall have no power source. All motive force is provided by gravity.
Cars shall be based on actual rocker box (cover) or cam cover from an MG or British made automobile engine.
Wheelbase shall be no more than 24 inches. Note: The staging lane is only 24 inches long.
Wheel Track shall be no more than 14 inches.
Cars must have 4 wheels each no more than 6 inches in diameter.
Cars shall weigh 12 pounds or less
Car design should allow the front wheels to touch a 2 inch high starting gate.
Any car changed during the race is subject too inspection

The Course:

The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.
Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area.
The official "Starting Line" shall be 2 feet from the rear edge of the of the incline. A mechanized starting gate, which is 2 inches high, shall be provided.
The Run out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.
The finish line shall be marked 20 feet from the front edge of the launch incline.

The Races:

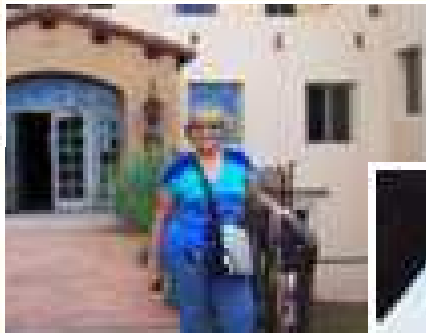
Cars will run in heats of 2 cars each.
The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going further within its lane wins.
If the wheels of a car should touch a lane marker, or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner.
The winner of the round is the first car to win 2 races.
Lanes are alternated between races.
Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double-elimination to the finals. A car is eliminated after losing 2 rounds.

I drove Route 66: part 3

By Rhonda Rizzo

Favorites and the best on the route:

- Best stories: The first night there was a small contained hotel fire. They should advertise in the future that every room is smoking and you get a free 4:00 wakeup call from the fire department. On the last night the GPS recommend a hotel and when we arrived there were hookers standing out front.
- Best pie: Coconut cream at Jubelt's Bakery and Restaurant. Litchfield, IL
- Best Cinnamon rolls: Tally's. Tulsa, OK.
- Best BBQ Smoked wings at Elbow Inn - Devel's Elbow. MO. Joey's watermelon salad abd ribs - Upland, CA
- Best drinks: Blue Swallow margarita - Pow Wow Restaurant, Tucumcari, NM. Jim Beam lemonade - The Turquoise Room, Winslow, AZ. Banana adult milkshake at the Pismo Beach Pier, CA.
- Best state for Historic 66 road signs: Illinois.
- Best historic Route 66 roads: Glenarm, IL. All 13 miles in Kansas. Geary, OK. Panhandle, TX.
- Accommodations: Wagon Wheel – Cuba, MO. Blue Swallow– Tucumcari, NM. Wigwam– Rialto, CA, La Posada (Harvey House) Winslow, AZ.
- Best towns for Route 66 character: Winslow and Williams AZ.
- Best Rock and Roll that fit the moment: 90 mph driving out of Winslow, AZ "I was standing on the corner..... " at top volume, "Hot, Hot, Hot" when it was 107deg. in Needles, CA. "A Horse With no Name " in the desert and Willie Nelson "On The Road Again " EVERY day!!!!
- Monuments and museums: Lincoln Tomb–Springfield, IL. Mickey Mantle Monument Commerce, OK, Pontiac Oakland Museum– Pontiac, IL. The Devils Rope Museum– McLean, TX.
- Giant sightings: Gemini Space Man, hot dog, dinosaurs, gorillas, dripping faucet, cobra, bulls, pop bottle, rabbits, rocking chair, cross, Knight in armor and 3 lumber Jacks. Although not a giant we did spot Elvis and the green Easter Island statue.
- Side trips. Walk across the Chain of rocks Bridge over the Mississippi River. Time Beach State Park, MO (once the most toxic place in the USA). Cadillac Ranch TX. Grand Canyon, AZ Golden Gate Bridge CA, Hearst Ranch, Ca. The Bonneville Salt Flats, UT
- Reoccurring comment when telling people we were driving 66.....people said, pointing at the Mini..... In that little car???????
- Best trivia fact: Yes there is a soda named Grape NEHI (think Radar from Mash) and it's still being made!!!!
- Misheard comment from a restaurant table that produced the most laughter.... A couple at the Cozy Drive Inn- Springfield, IL is praying over their Corn Dogs was heard to say..... "Praise the lard" not praise the Lord!!!!





CLASSIFIED ADS

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 wmrampe@yahoo.com

For Sale: Ex Steve Fitch MG-TD
Stored 20 yrs Runs, Grn/Blk, RHD @ Clarkson Station
(19 & 20) Proceeds to SUNY Brockport
Call Fran McAllister 750-4674

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: 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 webers 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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11 Douglas Jack
11 Barb Wild
12 Allen Hess
12 Sandra Barkley
13 Ned Paulsen
16 Ed Haefner
17 James Franzen
17 Cheryl Baldwin
21 Henry Kron
21 Gil Langswager
22 Scott Schipper
23 Bill Baldwin
24 Barb Bruder
27 Jeff Zorn

Happy Birthday Everyone

FEBRUARY
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14 Dave & Nancy Chase
20 Joe & Paulette Schultz
20 Bill & Cathy Wackerman

Congratulations

MARCH
BIRTHDAYS

2 Jon Richter
3 Virginia D'Aloisio
4 Bill DeVos
5 Richard Powers
5 Stacey Van Denburgh
10 Al Fink
11 Lane Boughton
12 John Cook
13 Mike Harrison
14 Terry Welch
15 John Feligno, Sr.
15 Vincent Monaco
17 Dave Chase
20 Bruce Austin
20 Gene Faust
20 Robert Keppeler
22 Laurie Scribner
23 Kathy Boughton
23 Gary Nitte
24 Carl Baxter
25 Lawrence DiGiovanni
27 Susan Kath
31 Sue Harrison

Happy Birthday Everyone

MARCH
ANNIVERSARIES

9 Jim & Dawn Priestley
14 John & Laura Feligno, Sr.
17 Elton & Patti Schulz

Congratulations

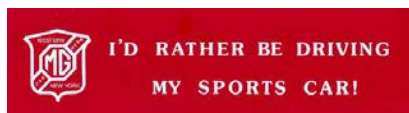
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Mg Car Club Western NY Centre

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
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Sign, magnetic (10").....	\$15.00
Bumper Sticker	\$1.00
Name Badge w/MG.....	\$20.00
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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 585-8725133 (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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Wedding Anniversary _____
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MG Car Club Western New York Centre -- Calendar of Events 2016

For the Latest information visit our Web site mgcarclub.com

January 8 Board Meeting 20 MGCC Meeting	February 17 MGCC Meeting 28 Wine / Cheese & Valve Cover Racing	March 3 Board Meeting 13 Steak Roast & Auction 17 MGCC Meeting 18 Pancake Breakfast	April 21 MGCC Meeting/ Basket Auction 24 Swing into Spring
May TBA Tune-up clinic 5 Board Meeting 7&8 Tour Hammondsport 19-22 Carlisle Import & Kit 19 MGCC Meeting TBD Garage Tasting Party	June 13-17 NAMGBR MG 2016 13-17 NAMGAR GT41 16 MGCC Meeting 26 Deer Crossing Rally	July 7 Board Meeting 10 Sports Car Festival 21 MGCC Meeting	August 7 UK Car Day 7 Multi Club Picnic 18 MGCC Meeting
September 1 Board Meeting 9-11 Grand Prix Festival 15 MGCC Meeting 16-18 Brit Invasion Stowe 18 Bronte Park	October 20 MGCC Meeting 22 Fall Foliage Tour ??	November 3 Board meeting TBD Yacht Club Brunch 17 MGCC Meeting	December 17 Holiday Party No Meeting

Next Meeting
February 17 2016 7:30 PM
Knights of Columbus
70 Barrett DR
Webster, N.Y. 14580

