

# Spokes

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*Safety  
Fast*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

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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](mailto:Spokes@mgcarclub.com) Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, N.Y. 14616 or deliver by hand at the meeting .

### MEETINGS

Meetings are held the third Thursday of each month, except December, at the 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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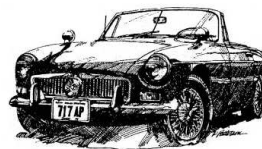
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Please indicate exactly how the name should appear on the plaque.

## Chairman's Corner

John Baum

---

Now is the time to be driving our sports cars. The weather is warm and the days are long this time of year. Hopefully the winter projects are complete and your car is ready for summer driving and activities. Our club calendar is full of events put on by the club along with car shows, cruise nights and other local and distant events put on by other clubs.

If you are like me there is always something to tinker with in a British Sports Car. Just this last weekend with the help from a more knowledgeable club member I sorted out and remedied why my headlights were so dim. Now I can drive after dark with much more confidence.

The club has nearly unlimited resources of knowledge when it comes to the repairs and maintenance of our sports cars. Either ask other club members or ask on the [mgcclist@mgcarclub.com](mailto:mgcclist@mgcarclub.com) or go it alone by "googling" any problem you may have with your car. The answer is either on our website or another forum. I almost forgot about the old fashioned way, that you may want to open the repair and maintenance manual that is somewhere in your house. If time is an issue, we have many local repair shops in the area.

Don't be the member who has an MG or other sports car that is sitting in the garage the entire driving season with an issue that hasn't been solved.

John Baum

## MGBruce

Don McConell

---

This month we have guest photo on the cover William Swider's 1951 MG TD. William's son works as a co-op at my work.

It's July, and the driving season is well under way. The 8<sup>th</sup> is Collector Car Appreciation Day a great time to bring those cars out and show them off. Cruises continue. Plus all the other gatherings.

Speaking of gatherings. The once every 5 years meeting of all MG registers in the USA just happened June 13<sup>th</sup>- 17<sup>th</sup>. See Dick Powers story about the gathering later in this issue.

With this issue we have a new writer. Michael Claprod. He has said he has something to say. Or was that stories to tell. I guess we will have to see. Thank You Michael.

Well I have been working on a project, unfortunately not a car, It is the bathroom floor it ends up it needed to have the sub floor torn off back to the joists and replaced. This project has taken up time to try to get started on the "B". I am not making excuses just letting you know where I am at with the "B" rebuild.

Well that is enough hope you all have a great month of July. See you at the 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. Bob and Georgean Abels hosted the club on a rainy afternoon June 5<sup>th</sup>, picking up the annual beer and wine tasting garage party formerly hosted by Gil and Betty. There was a good selection of food and beverages on hand, and then Bob gave a tour of his flashlight collection and his lower garage where the Jensen, Saab and Porsche live in supreme comfort. The rain may have dampened the sports car attendance but the comradery was in full force.
2. June 26 is the Deer Crossing Multi Club British Car Rally. There is a flyer on the Club event calendar. Participants will meet at Micky Finn's in Victor at 9:30 AM, with the first car off at 10:00, with lunch planned on the route around 1:00. The cost is \$5.00 per car, and there are awards for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>, as well as a "Press on Regardless" award. Please bring Clipboard, Pencils and Patience and be prepared to get lost and have a good time.
3. July 10<sup>th</sup>, we have been invited to Nedloh's Brewery in Bloomfield to spend a day as part of their involvement in the Bloomfield Days. They would like us to bring our cars and park in the lot as a draw. Times will be posted on the Event Calendar as I receive them.
4. July 24<sup>th</sup> is the Club Car show. Volunteers are needed for various duties, the more we can get, the less work there will be for everyone and it will give everyone a chance to socialize and check out the cars.
5. The following Sunday, July 31<sup>st</sup> is the Multi Club picnic at the Wilson Tuscarora State Park near Lockport. It's on the US Side this year so crossing the border into Canada is not an issue. Items provided are the use of the venue, charcoal fires for cooking, Condiments and napkins, and coolers with ice. Items to bring are your own food and drinks, an optional dish to pass and tableware. There is a 7 dollar fee per vehicle to enter the park. There will also be Valve Cover Races, so tune up those valve covers and let's go racing.
6. August 7<sup>th</sup> is the Annual UK Car Day, I have not received any information yet, but will send an email out to the club once I do.
7. Maggie and I will be hosting the "Not quite October yet – Oktoberfest Party on The Patio", tentatively scheduled for August 14<sup>th</sup>, with a rain date set for August 21<sup>st</sup>. We will have Beers of The World there with samplings and food pairings, with each member bringing their interpretation of one of the food pairings. More information will be posted to the Event Calendar as the date draws closer. Beer will be available for individual members to purchase on their own, and there will be a modest cover charge to cover the cost of BotW sending someone out. Any residual from the cover will go to the club treasury.
8. September will be another busy month with the Vintage races at The Glen September 9 – 11. As of this writing, all rooms are spoken for.
9. The following weekend is the annual Stowe British Invasion, September 16 – 18. More details will be posted on the website and in the Spokes.
10. October 22<sup>nd</sup> brings the annual Fall Foliage Tour. Details will be announced as the event draws near
11. Don't forget the various Cruise nights this summer. Rod does a good job of notifying the club through email of the different ones.

Respectfully submitted - Mike and Maggie Robinson

# MGCC Minutes of the Meeting

By Art Salo

---

Member Meeting 6-16-16

John Baum called the meeting to order at 7:32 PM

Paul Osborne moved to accept the minutes from 5-19-16 and Desi Benet seconded the motion,

New Members: Paul Wegman, Pete Buckley, and Chuck Perry

Guests: Mike Yott from the MG Car Club of Central New York

Birthdays and Anniversaries: Paul Wegman, both birthday and anniversary; Gil and Betty Lanswager, 64<sup>th</sup> anniversary; Mr. And Mrs. Tony Makepeace, 52<sup>nd</sup> anniversary; John Baum, birthday

Activities: With the absence of Mike and Maggie Robinson, Rod Rodman read a list of activities that were e-mailed by Mike and Maggie. Additionally, Mike Yott added another event, the 15<sup>th</sup> annual Eurocar 2016 car and motorcycle event on June 16<sup>th</sup> presented by his club, the MG Car Club of Central New York. He also offered brochures about the event.

John Baum asked Betty Lanswager to report on the Lanswager's trip to the 30<sup>th</sup> annual Manchester and the Mountains Antique and Classic car Show on June 11<sup>th</sup> and 12<sup>th</sup> in Vermont. Betty reported that although it rained, they had a good time and a big plus was that everything was free in celebration of the 30<sup>th</sup> anniversary of the event.

Treasurers Report: Mike Goodwin reported a balance of \$7600.98 which he said was about \$800 less than at this time last year. But, he added that \$800 was spent on T-shirts for the upcoming car show.

Membership Report: Paul Osborne reported that the club now has 158 paid members!

Regalia: Doug Scribner said that although he had brought no clothing for this meeting, he had mugs (both left and right hand), badges, key fobs, stickers and magnets.

Spokes: Don McConnell said that there was a new person who wishes to write some articles for Spokes. He also said that the cut off for articles, ads, etc. for the next Spokes was 2-23-16.

Watkins Glen: Dave Wild said the Gorge entrance construction had been put off until the winter. The construction will add grassy areas to the entrance. He also mentioned that the oval track (called the Syracuse Mile), at the New York State Fairgrounds will be adding a 2.3 mile road course.

England: No report since George Herschell was absent.

Library: Al Costich Although Al was present, John Baum gave a short, but rather detailed, report of what was in the library (at Al's house) and available to the membership.

Car Show: In Leon's absence, John Baum said he was a bit worried about the finances for the show and made an appeal to the members present to work on selling advertising in the show's program to various merchants.

Old Business: John Baum spoke about the \$600 donation to the auto shop program at Edison Tech. He also said that Htoo Ler, the recipient of the \$200 check to top student in the program, would be attending a future meeting. He said he thought it would be appropriate for the club to extend a year's membership to Htoo and the idea was well received by the members.

New Business: none

Projects: Al Fink has had his engine rebuilt. Dave Chase thanked everyone for their prayers, support and get well cards. He said he had Cannas plants in the back of his SUV that were free for the taking. Paul Douville said the front end of his wrecked MG had been taken apart and was awaiting paint in about a week and he thought it would be ready for the MG Car Show. A member mentioned that there is a cruise-in on Sunday evening at the Dairy Queen in Greece, located at the corner of Dewey and Britton Road.

Rod Rodman took charge of the door prize drawings at the end of the meeting.

John Baum adjourned the meeting at 8:33 PM.

## BACKFIRE (AUSTIN MARINA)

By Dick Powera

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From SPOKES July 2002

Dave Wild, Gary Newman, Mary Regalbuto and olde Riccardo, all know the joy of **Austin Marina** ownership. I'm sure there are others out there with the same "joy". To quote the 1973 sales brochure: "**From MG** comes the most reliable engine in MG history ... with over a decade of racing experience behind it. In fact, it's been the Sports Car Club of America Class E National Champion for the past two years." Win on Sunday sell on Monday.

"**From TR** comes the kind of disc brakes up front that sports car drivers regard not as a luxury, but as a definite necessity ... The standard four-speed fully synchronized manual transmission, developed by Triumph, delivers a crisp, smooth response." It gets better.

"**From Jag** comes the kind of well-bred handling that a man understands and a woman appreciates ... rack and pinion steering like a Jaguar, combined with torsion bar suspension (left over from the MGC?), delivers positive response at any corner or curve."

"**From Land Rover** comes the heritage of toughness and durability ... the Marina bodyshells [are] stiffer, in fact, than the Land Rover ... the Marina has been electroplated, not just painted, with anti-corrosive agents and for added protection, it's underbody is covered with 64 square feet of sealant."

What a wonderful concept, take the best from the best and you've got a winner right out of the box. Un-

fortunately it didn't come out that way.

The Marina was designed to compete with the Ford Cortina. British Leyland Motor Corporation even hired Roy Haynes, designer of the Cortina MK II, to design the Marina. Plans had progressed so far that MG and Jag sports cars were being planned around the Marina platform. Fortunately BLMC didn't make that mistake too.

The Marina came in 2 Dr. GT, 4 Dr. and in Canada a station wagon. I had a Cortina GT and a Marina GT. There was no comparison. The Cortina was just a better design.

The Marina was sold in the US from 1973-75 (in the rest of the world from 71- 84). In ' 75, they were accused of selling below cost in the US. Going to all the "bins" in the corporation just didn't work to produce a world class car.

As poorly designed as the Marina was in street form, it did very well from 1971-75 in international rally form. Usually with the 1.3 liter engine (only twice with the 1.8 engine which was too powerful for the TR gearbox), it consistently finished 1st - 3rd in class and helped sell many cars, except in North America.

The Marina just wasn't the car they said it was. If Abingdon would have done the job, the Marina may have turned out better as a world class street machine. Any chance of that, ended in 1968.

Given it's eccentricities, there are times I do miss my old Blaze colored Marina GT. Possibly Dave, Gary and Mary miss theirs too.

I am trying to locate the "Bent Cam" award. First awarded in 1983, it went to the summer rally finisher with the worst score, kinda like the "Press On Regardless" awards of old.

There was a similar award given at each Halloween rally, the MG Car "Club." Does anyone have this one?

Lastly, I'm recycling the octagonal plates which were awarded at the Sports Car and Vintage Auto Festival for many years. I have a few of the smaller plates but could use a few more large ones. Would anyone be willing to donate to my recycling effort?

Thanks!

George Haynes      ghaynesTR4@aol.com

## Meeting Attendance

June 16, 2016

Gil Lanswager  
Ginny Fowler  
Betty Lanswager  
John Fowler  
Rod Rodman  
Desi Benet  
Annabelle Tescione  
David Rubin  
Doug Scribner  
Tom LeStrange  
Mike Goodwin  
Don McConnell  
Art Salo  
Steve Sangster  
Barb Wild

Pat Sangster  
Dave Wild  
Mr. Charles Perry  
Dave Chase  
Mrs. Charles Perry  
Tony Makepeace  
Suzie Keppeler  
John Baum  
Ted Hershey  
Chris Baum  
Lane Boughton  
Paul douville  
Alan Costich  
Sue Douville  
Michael Ruisi

Bob Abels  
Doris Britt  
Georgian Abels  
Cheryl Baldwin  
Paul Osborne  
Bill Baldwin  
Gene Faust  
Al Fink  
Anne Faust  
Irwin Goldberg  
Pete Buckley  
Paul Wegman  
Frank Stepanic

Guests Present:

Mike Yott



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dedicated to the magic  
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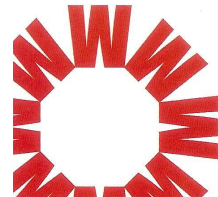
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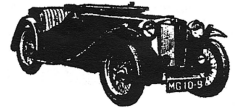
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# Bury Me in An Old MOWOG Parts Box

By Jay Lockrow



From July 2002

Car Shows ... We have all been to them. We love some and hate others. We like some of the cars and could care less about others.

We look at good cars, bad cars, rusty cars, beautiful cars, clean cars, dirty cars, ugly cars, magnificent restorations, average restorations, cars in original untouched condition, cars that are so over restored it is ridiculous, cars that should be broken up for parts, and cars with so many modifications it is hard to tell what it started as. We see cars that we vote for and cars that we judge, and this fans of MOWOG is the dilemma that faces the ordeal of putting on automobile shows. In the past several weeks the attendance to car shows has been paramount. Any weekend in the summer you can take your pick of probably half a dozen car shows on the local front. If you wanted to travel even farther it could number in the hundreds. One of the worst things is that there is a certain sameness to the whole affair. IT'S TIME TO DO SOMETHING DIFFERENT!

Now I know I'm opening a Pandora's box here but I have been quiet on this subject far too long. Car shows need something besides giving out prizes to the best cars. I have judged at shows more years than I care to remember and I will be the first to admit there are times I would like to award a prize to a car that just does not come up to standards.

Why? because it may be unusual or something not seen everyday and I would like to make the owner happy and see him come back, or better yet join the club. But it does not end here. In a popular vote show I have seen substandard cars win over a better restoration because they are "pretty" or maybe the color is more likable for the masses. This is one thing I dislike about popular vote shows plus the fact that politics enters into the act. If you don't like Joe Smith you don't vote for his car. If Jenny Jones is your good buddy she gets your vote. Some poor guy that just finished his car and does not know anyone and has a beautiful car gets nothing. A judged show eliminates this but then again I have seen unqualified judges judge cars they know nothing about. Even I am guilty of this but feel I have a good enough eye to spot the best car out of the pack. Then I have seen such chicken droppings as whether the split pin is put through the correct way or if the valve caps have the right knurling on them:

This can get ridiculous to the point where some people just don't come back. On the other hand if that's the way that show is run you have to play with their rules. But wouldn't it be better if there were more than one criterion? One for show quality car and one for ordinary cars, maybe even one for cars in daily use. We need something to bring out drivers ... possibly split the class or make an extra award in each? As it stands now people are becoming tired of the old first second and third awards. Let's re-

ward people for coming and bringing their cars and take the edge off the competition.

But even here it does not end. Just recently the AACA (Antique Automobile Club of America) has instituted a class or award for unrestored cars. This subject has been mentioned before and I am totally for it. It is at least a beginning for recognizing great cars that don't need restorations. (If you think I am vying for an award for my cars I will gladly pull them from competition for several years) It IS time to recognize cars that are preserved or conserved instead of restored.

I was looking at a Bentley at Lime Rock one year and this car had the most beautiful patina that no restorer in the world could duplicate. The leather had that warm glow and the paintwork had a few nicks and scratches in it; just enough to show use but not abuse. Would this car take an award at your car show? Probably not, but I as a judge or voter would give my all to a vehicle like this for no other reason than to try to bring him back again.

What about that car with so many modifications that you can hardly tell what it starts life as? Chrome plated engine parts, braided radiator hoses, air dams, spoilers, neon plug wires and pleated upholstery. A little is nice and I like it but excess is just plain tacky. Then of course there IS there IS the old problem of how many times a car should win? Two, three six or even more? Three is a good number and after that the car would go to a different level or put in display only. If we are not careful, Jenny Jones mentioned earlier could have all the first place awards for ten or fifteen years. Would you go to a show with a car in the same class as Jenny Jones? Is it not time to share the bounty? Also, as far as bounty goes why not something useful like a set of screwdrivers, a dinner certificate, or car cleaning materials. Plaques and cups are great but they do collect dust.

To vote or to judge will probably be argued about after I'm long gone. At present I prefer judged shows but I attend both. Of course procuring judges is a big problem. People want to judge their own classes because that is what they know, but that just does not work. I attend shows that are geared to the cars I like, basically sports cars of all ages. I tend to stay away from the custom car and hot rod shows because they just don't interest me. The popular vote shows are fine but we have already mentioned the problems. The procuring of judges is eliminated but you have people voting that know nothing. Why not a system similar to a judging sheet? Points for paint, interior, engine room, suspension and maybe points for the way the car is presented. I have seen models of the same car, teddy bears, Kermit the frog and dozens of other ideas. Let's try something new. There has to be something better than just voting for Jerry Jones. If you were not interested in voting for Ferraris and Aston Martins or Isettas you just would not. If you just want to vote for Morgans and MG Bs so be it.

at their first show. and ask when things are going to wrapped up. This I feel is one of the biggest problems of the entire event, boredom. I have seen bands, trivia questions, bicycle rodeos, flea markets and things I have long forgotten. There needs to be something to encourage participation. Possibly some event on the field where you use your car. Prizes for the best era costume, best picnic lunch display, whatever. This area needs work and the whole car show routine needs to be rediscovered. Lets get started before it's too late!

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Awards at 3pm

**SPECTATORS \$2 per vehicle**



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- **Best of Show** – overall, all makes/models/year
- **Best MG of Show** – (after all, it is our show)
- **Best Porsche of Show** – (They're helping us out)
- **Lowest Mileage** – a little something for trailer queens
- **Farthest Away** – based on city/state/zip or registration – driven to the show (not trailered)
- **Best Custom Paint** – What "The People" think a "custom paint" job is.
- **Ugliest Car of Show** – if you win, don't complain to me – it's those darn people that choose it.
- **Future Sports Car Owners Choice** – 16 and under only vote.
- **Best Presentation** – for those that like to show their car in a "Setting".
- **Car You Want to Drive Home**
- **Best Patinaed MG** – the elegant rust award.
- **Best Woman Driven Car** – Private Sponsor.

**EARLY SIGNUP – at the MG CAR CLUB web site**

<http://mgcarclub.com>

All members are welcome to help the day of the show. The show opens at 9am so for setup we'll be getting there by 8am. We'll need people to help with parking, directing cars on the show field, setting up tents and more.

We're looking forward to seeing you there!

Any questions or comments or suggestions –  
info@mgcarclub, or call leon at 594-9140

Also needs sponsors – if you can help – contact me please.

## MG 2016 – Maintaining the Breed

By Dick Powers

---

Last June 13 to 16, **Dan** and **John Suter** and **Bethel** and I joined a thousand other MG enthusiasts at MG 2016 in Louisville, KY. This was the fifth gathering hosted by the *North American Council of MG Registers*. That group is composed of the NAMMM (pre - WWII), NEMGT, NAMGA and NAMGB registers. This event happens every 5 years and Bethel and I were fortunate to be at the first one, MG 96 (in Rachel's BGT), that was held in Indianapolis. At that one, we even had a few laps of the Indy 500 track.

No auto track session at MG 2016, but we did have an evening guided tour of Churchill Downs followed by a sumptuous cocktail/ hors d'oeuvre reception along with an extremely well done 360 movie of the Kentucky Derby/Run for the Roses. There were many other activities, including a day long driving tour to the Bernheim Forest and bus tours along the "Bourbon Trail" (designated bus driver).

As you would expect, there were many tech sessions. One of note was by Bruce Woodson (past chair of NAMGAR) where they did a 5-speed trans conversion in an MGA. Everything was there in the room: MGA chassis with old 4-speed and Ford Sierra 5-speed. They did most of the conversion in about 2 hours (took 3 days to do this in my Morgan), but Bruce has done many of these at his shop in Virginia and has kits for T to MGB.

While Bruce was working on the MGA, John Twist was doing his usual outdoor "Rolling" tech session. It was so hot and sunny (95) that they used the rear portico of the hotel for shade and brought the cars to him. He was out there from about 9:30 to 4 for 3 days, so must have done hundreds of MGs. John is truly a master MG guru and saw every car just when it drove up. He talked through the work while he was doing it and at the end, gave a good summery of what was wrong and what he did to improve things.

Other British car gurus, former WNYMGCC members, Glenn and Gail Lenhard, were there too. They live in Florida and employ 11 at Glenn's MG and British Car Repair.

Another session worth mentioning was by Joe Gunderson. Joe is from Colorado and I met him a few years ago while out there visiting Rachel. Joe has many MGs, but one very special one, EX 186. You may have seen it at the 2014 Glen Vintage Concours.

He brought it here then as MG was the featured marque that weekend. This car was originally designed around the Twin Cam chassis with special body to race at LeMans.

The works decided not to race it and it was supposedly destroyed, but somehow found its way to San Francisco. Joe has a very dry sense of humor and used it to tell the story of EX 186 and how it finally got to him and is now seen by MG enthusiasts everywhere.

Along with all the tours and tech sessions, there were banquets for each register on Tuesday. These were followed by a really great band: Captain Rat and the Blind Rivets. They did non-stop music from the 50s & 60s and had MG dancers crowding the floor!

In the Vendor Room, we found the Nuffield Cup with medallions honoring our WNYMGCC. It was well guarded by the new overseas representatives of the MGCC.

Dan, John, Bethel and I invited them to visit our WNYMGCC Centre.

Thursday was the car show and it was held along the Ohio River at Waterfront Park in downtown Louisville. The park was filled with MGs of all types, 821 were registered. We entered "222" as an Altered MGA and the view of all those MGs glistening in the sun with the river in the background was a sight to behold.

Thursday night was the Awards Banquet. Dennis Gage, of the *My Classic Car* TV show, was our guest speaker. He really enjoyed the car show and admitted he never knew how many different types of MGs there were. His presentation was very funny and enjoyed by the nearly 1000 at the banquet!

All in all, this may not have been the largest MG gathering of its type, but it had to be one of the best the *North American Council of MG Registers* ever put on.



# MG 2016

Photos By Dick Powers





# MG 2016

Photos By Dick Powers



# Genesis

By Michael Clapgood

---

In the beginning, I don't think my family owned an automobile. I came home from the Norwich Memorial Hospital in the back seat of my grandfather's 1941 DeSoto. At the age of three, my family relocated to Miami, Florida. My first recollection of riding in an automobile was standing up in the back seat of my grandmother's Chevrolet in 100 degree heat while waiting for my father to get out of work. We stood up because the seats were too hot to lean against. (Seat belts and children's seats had not been invented yet.)

Fast forward three years and I was back up north, living in Norwich again. Remember walking home from my mother's place of business and having a friend of hers offer us a ride home in his funny little furrin' car. My first observation was that the doors opened the wrong way. I had to climb over the front seat to squeeze into the space behind. I later learned that I had ridden in a 1949 MG TC (Genesis!) Thus began my fascination with foreign cars.

While living in Horseheads, my mother's 1954 Buick Century locked in forward gear one morning; she couldn't back out of our driveway. In a day or so, my father had obtained a 1949 Ford coupe with a three-on-the-tree, which my mother drove until the Buick was repaired. During that time, I "discovered" my love of cars. I used to sit in the Ford in the evening and imagine myself driving from point A to point B. I would shift through the gears as necessary until I had arrived at my imaginary destination. I got pretty good at it, too.

One evening, after my mother had regained use of the Buick, I was asked to go out and start the car for her, prior to her taking me to my Saturday night event. When she came out of the house, she got into the passenger's seat, saying "let's go". As we drove down Route 17, she asked me how long I had been driving (I was 15 at the time). I told her that this was my first time. Along the way, I passed a deputy Sheriff's car. I held my breath the rest of the way.

On my 16th birthday, I took my test to get my learner's permit. Soon after that, my older sister bought a 1952 MG TD. Joy of joys, she let me drive it! Revelation: I had to have a sports car! Instead, my father provided for my brother and me a 1958 Ford sedan (big whoop). In what had to be a major turning point in my life, the Ford went down the road and we bought a brand new 1962 Austin Healy Sprite, the light of my life. Dad paid the insurance and my brother and I

made the payments. I drove that car through three years of high school and to the senior prom.

On the night before I was to begin classes at Corning Community College, my brother flipped the Sprite and it was at the body shop for three months. During that time, I had to hitch hike 20 miles from Horseheads to Corning in all kinds of weather. The car was ready to be picked up during my Christmas break from college. You cannot imagine the joy I felt to be driving my beloved Sprite again!

After college, I had to work because I did not have the finances to continue my education. As the Viet Nam conflict was raging, every able bodied young male American sweated the draft. As one such, I joined the Naval Reserve to ward off the Army. Alas, my time came to serve my country and the Sprite went down the road.

In my next installment, I shall relate how I came to be enamored by motorcycles and the direction in which that led.



## CLASSIFIED ADS

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

**For Sale:** 1984 Jag XJS. V12, Fuel Injection Florida car, minimum rust, needs a little TLC \$ 2,200.00  
Call Dave at 315-879-4041

**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:** 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](http://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.

## MG stuff for sale.

You will have to check this out

<http://classicbuff.com/>

Thanks to Jay Lockrow for pointing this out

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7 Tom LeStrange  
7 Bob Welch  
7 John Zoltner  
10 Julie Smith  
12 Diane Macafee  
14 Dave Wild  
14 Dave Rubin  
16 Darcie Murray  
18 Peggy Haefner  
20 Bob Gibbin  
23 Suzanne Glanville  
23 Laura Feligno, Sr.  
24 Debi Russell  
25 Hermey Lovell  
28 Ken Knapp  
30 Rory Raymond  
30 Susan Goodwin

Happy Birthday  
Everyone

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13 Bill & Sue DeVos  
14 Paul & Marsha Osborne  
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23 Donald & Mary Sweeney  
24 John & Carol Schwelm

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5 Alan & Mary Isselhard  
7 Jay & Beverly Lockrow  
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13 Dave & Deb Hunt  
16 George & Peggi Heissenberger  
17 Harold & Christine Rodman  
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20 John & Mary Fahner-Vihtelic  
20 Wendy & Mark Pohlman  
29 Lane & Kathy Boughton  
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Congratulations

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6 Dresden Olcott  
7 Paul brown  
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9 Jeffrey Kath  
11 Karen Salisbury  
14 Elaine Hess  
14 Marlene Rzepkowski  
16 Wendy Pohlman  
16 Patti Schulz  
19 Gail Schipper  
21 Ken Heusler  
21 Sue Douville  
22 Jay Lockrow  
23 William Dexter  
25 Christian Gehlen  
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29 Joe Tierno  
29 Anne Faust  
29 Dean Johnson  
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Happy Birthday  
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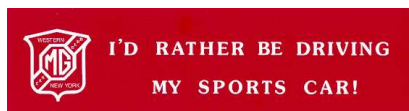
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50th Anniversary Badge ..... \$20.00  
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Sticker Car Badge  
Patch

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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### MG Car Club Western New York Centre -- Calendar of Events 2016

For the Latest information visit our Web site [mgcarclub.com](http://mgcarclub.com)

<b>January</b>  8 Board Meeting 20 MGCC Meeting	<b>February</b>  17 MGCC Meeting 28 Wine / Cheese & Valve Cover Racing	<b>March</b>  3 Board Meeting 13 Steak Roast & Auction 17 MGCC Meeting 18 Pancake Breakfast	<b>April</b>  21 MGCC Meeting/ Basket Auction 24 Swing into Spring
<b>May</b>  5 Board Meeting 7&8 Tour Hammondsport 14 Tue-up Clinic 19-22 Carlisle Import & Kit 19 MGCC Meeting TBD Garage Tasting Party	<b>June</b>  13-17 NAMGBR MG 2016 13-17 NAMGAR GT41 16 MGCC Meeting 26 Deer Crossing Rally	<b>July</b>  7 Board Meeting 21 MGCC Meeting 24 Sports Car Festival 31 Multi Club Picnic	<b>August</b>  7 UK Car Day 14 Not Quite October Fest 18 MGCC Meeting
<b>September</b>  1 Board Meeting 9-11 Grand Prix Festival 15 MGCC Meeting 16-18 Brit Invasion Stowe 18 Bronte Park	<b>October</b>  20 MGCC Meeting 22 Fall Foliage Tour ??	<b>November</b>  3 Board meeting 17 MGCC Meeting	<b>December</b>  17 Holiday Party No Meeting

Next Meeting  
July 21 2016 7:30 PM  
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