

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 58 No 11

Issue No. 692

November 2016



The Last Big Show of the Northeast



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MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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

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ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

Size		single Issue	One Year
Half Page	7.5 x 4.8	\$ 27.00	\$110.00
Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

SUBMISSIONS ARE WELCOME

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

MEETINGS

Meetings are held the third Thursday of each month, except December, at the 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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Cover photos by George Heissenberger of the show field at Stowe Vt British Invasion Weekend

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Chairman's Corner

John Baum

With fall being here, the last of the car events for the year behind us, and now looking forward to Thanksgiving, Christmas and the New Year, do I take the MG off the road and start preparing for next year's driving season or hold out for a few upcoming milder dry weekends? That is always a question. I am not the strongest believer in "Global Warming" but weather has been a bit milder the past few years. Something must have changed in Western New York. Perhaps we can still have the cars out an additional month or two, time will tell.

Chris and I went on the "The Hills Are Alive With The Sound Of MG's" fall foliage tour . The weather was dry when we left home and started raining on our way to Honeoye Falls. The rain was brief and we were one of several Sports Cars on the tour. Most of the members stayed warm in the family cars they came in instead. As it stood, I am glad we ventured out in the MG. Mike and Maggie did a great job planning and organizing the tour. The day was a bit gray but the foliage was outstanding. The sign game was fun with stops at the World of Clay, brewery, and winery which gave us time to chat and visit with each other. The meal in Penn Yan was fantastic before heading back to our part of the world with a final stop at Nedloh's Brewery to say goodbye to all.

The Garage Tour has been on our calendar for many years but has been lost for the last few. Traditionally done in November, we would travel to the homes and garages of people working on interesting car projects. At times, we would have upwards of forty or more caravanning, making four or five stops to where we were invited to check out the projects. It was a lot of fun, and inspiring. Afterwards, we would meet for lunch at someone's home or restaurant to exchange thoughts and ideas of what we just saw. Hopefully this can come back next year with a volunteer to organize the schedule. The organizing can be challenging, but if we get members to show interest in it, we can get it going again.

John Baum

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

September 2016

1. This Saturday October 22nd brings the annual Fall Foliage Tour. Maggie and I have a preliminary route planned starting from Miller Lanes in Honeoye Falls and going through the hills of Ontario County and along Canandaigua Lake. The theme this year is "The Hills Are Alive, With the Sound of MG's". A Photo-op, two micro-brews, a winery and a nice place for dinner that accepts separate checks are on the itinerary. The Sign Game will also be played with the winning team receiving a free meal at the restaurant. There will be a twist to this year's game, in that there are several objects to look for. If you can figure them out you will go down in the annals of Sign Game history as geniuses. Well OK maybe not, but still you can boast at least for the day. I will need a final head count by Monday October 17th for the restaurant, winery, and microbrew, and I will be collecting the wine tasting fees in the morning before we leave Honeoye Falls. The cost of the tasting is \$5.00 per person, and we have the entire downstairs of the winery to ourselves. This will be a rain or shine event because I have to give a headcount to three establishments. If the weather is not good, you can bring your daily driver if you're uncomfortable with the weather.
2. In years past we have had the brunch at the Yacht Club hosted by the Faust's, but Anne has informed me that unfortunately, it will not take place this year. Fortunately Barb Wilder has stepped up and would like to host a brunch, information to follow.
3. December 17th is the annual Christmas Party at Mr. Dominick's in Fairport, formerly known as The Green Lantern. It will be Buffet style, cash bar and we will have the entire downstairs to ourselves. Cash Bar and hors d'oeuvres at 6, followed by Dinner at 7. The Buffet will consist of:
 - a. Three meat selections, Roasted Chicken, Roast Beef and Glazed Ham
 - b. Baked Ziti
 - c. Mashed potatoes
 - d. Tossed Salad
 - e. Italian Bread and Butter
 - f. Coffee, and tea
 - g. Cheese and Crackers, Meatballs and Prosciutto Wrapped Mozzarella

I have posted this same information on the Event Calendar on the website as well. The Guest Speaker this year is Bill Green, historian for the International Motor Racing Research Center in Watkins Glen. Bill will be presenting a history of the MG Marque through the years at Watkins Glen.

I have the Sign up sheet on the back table, and will also bring it to the November meeting. Last day to sign up will be December 11th. The cost is \$20.00 per person all-inclusive, except cash bar. Once again the club has stepped up to subsidize the event to bring the cost down from \$36.00 per person to a more reasonable \$20.00. There's not many places you can go anymore and get a nice meal for 20 dollars.

Respectfully submitted - Mike and Maggie Robinson

MGCC Minutes of the Meeting

By Art Salo

Member Meeting 10-20-16

Chairman, John Baum, called the meeting to order at 7:30 PM

Mary Murray moved to accept the minutes from 9-14-16 and Dan Suter seconded the motion.

New Members and Guests: new members: Kristi and Buddy Briggs and their son

Guests: Mary Rowe, Carly Swinford, Jackie Korfin

Birthdays and Anniversaries: Mike Robinson's birthday; Al Wagner announced that it was the 50th anniversary of his 1966 MGB and 50 years of the importing of his MGA;

Barb and Dave Wild's 57th anniversary on October 10th

Activities Report: Mike and Maggie Robinson

Mike reiterated the features of the Fall Tour named "The Hills Are Alive With The Sound Of MGs" (with apologies to Jule Andrews). Leaving on Saturday, October 22nd at 10:30 AM from the rear parking lot of a bowling alley in Honeoye Falls and will include a road game, stops at a winery, two microbreweries, a pottery demo and dinner at a restaurant which will issue separate checks.

The 17th MG Car Club Christmas Party will be held on December 17th at Mr. Dominics in Fairport. The restaurant is in the building which used to house The Green Lantern. It is on the northeast corner of Main Street and Church Street behind the Fairport Brewery.

The cost will be subsidized by the Club and, therefore, will be \$20 per member. The speaker will be Bill Greene, the Historian at the International Racing Museum. Annabelle asked if the Christmas mittens and hats would be done again and it was agreed that it was a great idea and should be added to the occasion.

Barb Wild is organizing a brunch at Basil's on the south end of Irondequoit Bay. It will be 10 AM to Noon and the cost will be \$14 plus tax and gratuity per person.

Treasurer's Report: In the absence of Mike Goodwin, Vice Chair, Rod Rodman, read a report from Mike who wrote that if anyone is owed money from the Club, let him know and he'd send or even deliver a check and if anyone owes the Club money they can give a check to Leon Zak. Finally Mike wrote that there is \$6585.65 in the Club's checking account and \$100.83 in PayPal.

Membership: Paul Osborne

Paul reminded everyone that dues, \$30, for 2017 are due before January, adding that many members wait until May to pay, which is quite unacceptable. John Baum added that there is true monetary value for the \$30 membership including the free Steak Roast and a subsidized Christmas Party.

Regalia: Doug Scribner

Doug did not bring clothing to this meeting but did have coffee cups, badges and other regalia.

Spokes: Don McConnell

In the absence of Don, John reminded the members that Don asked that he needed pictures for the 2017 calendar. The theme is pictures taken of cars in seasonal backgrounds.

Watkins Glen: Dave Wild

Dave announced a talk on Trans Am Racing will be given on the upcoming Saturday at 1 PM.

Library Report: Al Costich

Al had no report for the library, but did report that SCCA and Formula Ford racing had just occurred at the Watkins Glen International. Someone asked if there was a catalog of library items and the answer was that there has been an online catalog for the past 15 years.

Website: Leon Zak

Leon added that there was a catalog of library items on the MG Car Club website and, as he looked at the catalog, he noted that there were at least 40 items in the library, including books and videos. He also said that there are many pictures just added to the website by Al Fink and others.

Old Business:

Al Fink said he needs money from members for ads that they place in Spokes. It was also added that Wire Wheel has been bought and it has been moved to Railroad Street.

New Business:

John Baum announced that it was time for the Clubs Chairman, Vice Chairman, Treasurer, and Secretary to step down and that new Trustees were also needed.

Despite a very, very disappointing response from the membership when John asked for nominations and/or volunteers, John Baum and Al Wagner agreed to serve as new Trustees, John Suter agreed to serve as Treasurer and Art Salo agreed to serve as Vice Chairman (noting that he could not be Vice Chair and Secretary and, therefore, appealing to the membership for a volunteer for Secretary).

The Chairman and Secretary remained open until the very end of the meeting when Mike Robinson volunteered to be Chairman and Maggie Robinson volunteered to be Secretary. Following this, brand new members

Kristi and Buddy Briggs volunteered to take over duties as Activities planners.

Following the disappointing response from the large number of members in selecting new board members, Dick Powers reported on the British Invasion at Stowe, Vermont. Betty Lanswager garnered several trophies at Stowe and Dick Powers placed second in his Morgan class. The Fowlers won a trophy at the AutoMog in Cooperstown with their Morgan. Bob Abels attended the annual swap meet in Hershey, and Dick and Marlene Rzepkowski, who had attended at both Carlisle and Hershey looking for a car that they could use to build into a hot rod bought an original 1940 black Chevrolet special deluxe four door sedan at Hershey. Dick and Marlene seemed a bit reluctant to turn

Minutes Continued

such a perfectly original car into a hot rod. Bob Abels pointed out that there was still a Jensen Healey for sale in Spokes.

Vice Chairman, Rod Rodman, started off the door prizes by selecting a ticket. There were three bottles of fine double malt Scotch donated by a member and there were many members who hoped to win a bottle. In the end, Art Salo, Paul Osborne and Chris Baum won the bottles of Scotch (and regardless of what Donald J. says, it was not rigged)

The meeting was adjourned by Chairman John Baum.

IMRRC Accepts John Fitch Archives

WATKINS GLEN, N.Y. (Oct. 27, 2016) - The remarkable life of racer and engineer John Cooper Fitch is reflected in the myriad of items that recently were presented to the International Motor Racing Research Center.

The gift from Fitch's sons, John, Christopher and Stephen Fitch, significantly enlarges the John Fitch Collection created at the Racing Research Center in 1999, when papers were donated relating to his career as a safety designer and consultant, with particular emphasis on the Fitch Inertial Barrier and the displaceable guardrail.

Fitch died on Oct. 31, 2012, at the age of 95.

"The collection reflects John Fitch's remarkable and varied life as a talented international race car driver, an innovative inventor of road and driver safety equipment, a designer of racing and production cars and an author who shared his exceptional story through his books," IMRRC archivist Jenny Ambrose said.

"We are honored to serve as the largest historical repository of materials related to John Fitch. He is a critical figure during the exciting years of post-World War II international road and sports car racing," Ambrose said.

"His impact is felt outside racing circles through his contributions to road safety and automobile design. We look forward to sharing artifacts and papers that celebrate his life with researchers, visitors to the Center and racing fans."

The Racing Research Center is an archival and research library dedicated to the preservation and sharing of the materials of motorsports, all series and all venues, worldwide. Researchers interested in the Fitch materials and other materials in the Center's collections should contact Ambrose at jenny@racingarchives.org.

The recent family donation was facilitated by Larry Berman, Fitch motorsport historian.

"Since I started going to Formula 1 races at the Glen in 1964, the preservation of history was obvious to me," Berman said. "To carry this forward, the IMRRC has developed a world-class reputation, which motivated me to obtain the Fitch archives donated by his family."

Souvenirs of Fitch's phenomenal success as a professional driver - including boxes of trophies in the form of silver cups, bowls, platters and plaques marking his victories in more than 20 races throughout his 18 years of racing - arrived at the Center's storage facility earlier this month.

To see the complete article visit the IMRRC web site at www.racingarchives.org

Meeting Attendance

October 20, 2016

Barb Wild
Dave Wild
Walter Genter
Colleen Evenstad
Mary Rowe (guest)
Carley Swinford (interpreter)
Pat Sangster
Steven Sangster
Frank Stepanik
Mike Robinson
Maggie Robinson
Alan Costich
Jackie Korfin (interpreter)
Tom LeStrange

John Baum
Chris Baum
Marlene Rzepkowski
Dick Rzepkowski
Rod Rodman
Doug Scribner
Dick Powers
Desi Benet
Barb Zak
Leon Zak
Dan Suter
John Suter
Dave Chase
Paul Osborne
Annabelle Tescione

Art Salo
Kristi Briggs
Buddy Briggs
Alexander (Buddy) Briggs
Mike Rudin
George Haynes
Mary Murray
John Murray
Bob Abels
Georgian Abels
Jeff Kath
Susan Kath
Mike Ruisi
Ginny Fowler
John Fowler

Allyn Wagner
Tony Makepeace
Paul Brown
Bill Dexter
Doris Britt
Al Fink



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MGBruce

By Don McConell

I recently had the opportunity to drive a legend of a sports car. It was a 2017 Porsche 911 Targa S 4. It has a 6 cyl engine and twin turbo and a 7 speed transmission, plus lots of technology. Backup camera , blind spot indicators just to name a few items. I did not go on the express way to open it up though. I spent the time just getting use to the car operation. One thing I found interesting when comparing old sports car shifting to this new shifter was the new on has a very close gate. I shifted from 1st to 2nd or what I thought was 2nd and it was really 4th . I didn't even feel the lever move to the right going from first. All in all it was an enjoyable experience. I am glad I had the chance.

Now back to the older technology in cars. I did come away from that driving the Porsche feeling more at home with the more positive shifting of older cars. I mean knowing for sure what gear you are in. Also I felt I did not need a camera to show me who is behind me. I like to turn and look. Doing the driving my self with out all the aids is more my style and it is fun to do.

The end of the driving season is upon us, time to retire (your sports car) that is. Some folks are already retired. Hope their sports cars are too.

Time to plan for the off season repairs, make a shopping list if not complete already. Go to your favorite store local or on line and purchase the parts. Finally execute the repair. Sounds easy. Right !! Well at least you have the whole winter to complete the installation.

Have a great Month. See you at the November meeting

Happy top Down
Don

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United States Marine Corp
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Lane Boughton
United States Navy
1970-1974

Carl Baxter
United States Marine Corp
1951-1953

John Borycki
United States Marine Corp
1966-1974
Foreign Service: Vietnam

Dave Chase
United States Air Force
1958-1962
Foreign Service: Guam

Alan B Costich
United States Army
1969-1971
Foreign Service: Vietnam

Brian Fallon
United States Army
1954-1957
Foreign Service: Germany

Roger W Gunther
United States Navy
1951-1955
Foreign Service: Cuba, N Africa, S
Europe & Near East

Hollis Hames
United States Air Force
1964-1968
Foreign Service: England

George R Herschell Jr.
United States Army
1952-1954
Foreign Service: Korea

Ken Heusler
United States Army
1970-1971
Foreign Service: Vietnam

Jeff Kath
United States Army
1970-1972
Foreign Service: Korea

Gil Langswager
United States Army
1949-1957

George S Leopard
United States Army
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Foreign Service: Germany

Clifford J Lockrow
United States Navy
1963-1965

Donald R Lovell
United States Army
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John MacDonald
United States Army
1965-1969
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Donald M McConnell
United States Air Force
1972-1976
Foreign Service: N Italy

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Holiday Party

December 17th

Mr Dominics

Corner of 250 & East Church St

Fairport, New York

Hors d'oeuvres 6:00 pm

Dinner 7:00 pm

Appetizers

Cheese & Crackers, Meatballs, Prosciutto wrapped Mozzarella

Dinner

Roasted Chicken, Roast Beef, Glazed Ham

Baked ziti, Mashed Potatoes, Tossed Salad, Italian Bread, Coffee, Tea

Cash Bar

\$20.00 per person

Guest Speaker Bill Green from the

Motor Racing Research Center Watkins Glen.

Two New Additions to Our Classic Cars in 2016-- Part II

By Dan Suter

1962 Daimler SP250

Last month I described our '55 MG ZA Magnette, but mentioned there was a second purchase as well. This history goes back a bit further...

The Beginning

At age 14, I had a Times-Union newspaper route in my neighborhood in Irondequoit. While making my rounds on my bike, I used to check out all the British sports cars in the neighborhood. Upon discovering a black TR3A project car in the side yard of one house, I then noticed an unusual shape in the garage (only visible from the side yard/back yard) that turned out to be a white 1962 Daimler SP250 with a red interior. The owner had purchased it new in Rochester in the Fall of 1961 as a 1962 model, and he drove it for 10 years until he had steering box trouble. It was backed into the garage to undertake the repair and the car did not move again. It had already been parked for 5 years when I first saw it.

For the next **39 years**, I have periodically visited the owners and reiterated my interest in the car—which hasn't moved an inch in all that time. At each visit, the owners politely confirmed that they understood my interest in the car and said that they would be happy to sell it to me if their son wasn't interested. Variations of this conversation occurred multiple times over the ensuing years.

What is an SP250?

So what is a Daimler SP250? It is a British manufactured fiberglass bodied sports car on a very conventional (near copy of a TR3) chassis, with an outstanding 2.5 litre hemi V8 and close-ratio gearbox and 4-wheel (Girling) disc brakes. It won the prestigious 'British Sports Car of the Year' award upon its introduction in Fall, 1959. It has sometimes been referred to as 'Coventry's Corvette' for the similarity of fiberglass V8 open 2-seater features shared with the car from Detroit. In Daimler tradition, it sports a fluted chrome grille and scripted Daimler badge.

Daimler, having fallen from a lofty position in the UK luxury car market in the mid-1950s (a great story in itself) and become a division of British Small Arms, Ltd. (that also made buses, motorcycles and firearms), was financially desperate by 1957-8 and enviously eyed the lucrative sports car market that other British manufacturers (MG, TR, Austin-Healey, Jaguar) enjoyed in the States. Easy answer: quickly design a sports car, use a fiberglass body to keep tooling costs down, slap some fins on it (the Yanks will love it), have your lead BSA motorcycle engineer create an innovative hemi V-8 based on the BSA V-Twin 2-cylinder motorcycle engine, and Bob's your Uncle.

However, it didn't work out that way for Daimler. The looks were....um.... *controversial* (car was unofficially voted 'Ugliest Car' at the 1959 New York Auto Show), and sales were only a fraction of what was needed to save Daimler. Instead of 7500 sales in 3 years, only 2648 were made in 4 years—and only about 1200 sales of LHD cars total in North America. In the meantime, Jaguar, which was growing quickly, needed more factory space in Coventry and purchased Daimler from BSA around 1961. The SP250 was suddenly competing against a certain in-house car called the E-type, which was cheaper to produce and much more profitable. That spelled the end of the SP250. The engine continued in the V8-250, essentially a Jag Mk II sedan trimmed in the more conservative Daimler style.

My SP250 is a 1962 B-series model, with the later, improved: chassis, rear axle, more luxurious interior trim, stronger road wheels, full bumpers (rather than the earlier 'whiskers' and bumperettes) and even the improved bonnet and boot lid panels. It features the 'Ace Mercury' hubcaps with Daimler spinners, an obvious nod to the jet engine turbine fads for cars at the time.

Jay Leno purchased an SP250 from upstate New York and had his team restore it. If you google 'Jay Leno Daimler SP250' you can see the segments on YouTube.

Long Term Interest

For years, I have collected books and literature, checked out every single SP250 at car shows as well as the Watkins Glen vintage event (dragging Brooks and Kenny over to see each and every one) and possibly telling them about the Irondequoit car more than once. Also, while I lived in England in 2000-01, my friend Malcolm in the Kodak engineering office had a restored 1930s Lagonda Rapier, and was a big enthusiast of all British classic cars. Malcolm's friend Terry had restored a 1960 Daimler SP250 and on two occasions we drove a fair distance over to Enfield to attend a Daimler Owner's Club pub meet. I rode with Terry, who drove his SP250 enthusiastically and it was great fun to feel the acceleration and hear that glorious noise that the Daimler engine made. With the hemi, and dual exhaust and H-pipe arrangement, it has been said by others that the engine 'sings to you' and I'm here to confirm that's a fact!

There is another chapter to this story as well. Some club members may be aware that our late friend Bob Tescione and I shared a great interest in unusual British sports cars. Bob was well aware of the Irondequoit Daimler and my enthusiasm for it. Annabelle,

who maintains good taste for aesthetics, learned of my interest in Daimlers (but was unaware of the story behind this particular car) and nicknamed me 'Daimler Dan' and jokingly threatened to disown me if I ever purchased one.

At the Vintage festival at Watkins Glen in September, 2015, my wife Mary Ellen joined me for the day. We met a wonderful older couple from Maryland who had driven and entered their '61 SP250 in the concourse event. I explained to Mary Ellen about the Irondequoit car and she made the mistake of encouraging me to renew my discussions with the owners. It was a successful visit, and upon learning the details and history, Annabelle took an interest in the car as well! Annabelle suggested and created a fantastic Christmas card of Santa and a white Daimler for the owners of the Irondequoit car, and has supported this endeavor throughout, which I can only guess that Bob would have found amusing!



Purchase and Preparation for the Move

Returning to the Irondequoit car, the family contacted me this summer to say they were ready to talk to me about transferring the car to me. The first visit to see the car proved to be a surprise as it has deteriorated in storage and will require a full restoration. After some discussion, we agreed on a price and I began to prepare the car for the move. My dad and I had saved the old Magnette tires (which are the same size as a Daimler at 165-15) and once again George Haynes was a huge help in dismounting the rotted 1970 Sears radials and mounting new tubes and the former Magnette tires.

The color turns out to be Daimler 'Ivory' which is a very creamy white, even more so than a typical Old English White. The interior is a rich red with ivory piping, and the convertible top and tonneau appear to be an off-white or tan color. Correspondence with the club Registrar in the UK has been rewarding, as he was able to provide the entire build record, verify the

VIN and corresponding body and engine numbers, and confirm a match for all details and options.

The original Wilmot Breeden (Union) keys and period NYS registration information have been located. Additionally, I am hopeful that the original purchase information and other literature will be rediscovered as I am interested to learn who the selling dealer locally may have been.

The initial challenge, which has nearly turned into a small scale war with the car, has been the very stuck 4-wheel disc brakes. All the brake pads were incredibly, impossibly rusted to the rotors. I've never seen anything like it. It has taken 10 or 11 work sessions in some less-than-ideal working conditions to free the brakes, corner-by-corner, and prepare the car for its flatbed truck trip to winter storage that I am sharing with my brother-in-law George and his 1953 Packard.

Brief update: today was moving day and we enjoyed the victory of pushing the car out of the garage. A flatbed truck operator skillfully maneuvered the truck and easily hauled the Daimler up onto the bed and delivered it to storage easier than I would have imagined. It was a total success loading, moving, and unloading the car.



If anyone hears of a factory hardtop for a Daimler SP250 for sale, be sure to let me know!

BRITISH INVASION

by Dave Chase

The trip to Stowe, Vermont started on September 15, 2016 with the Jack's (David & Doug) and the Chase's. The Scribners and Carl Prouty caught up to us in Lake Placid. It was soon time for dinner so we had our usual cocktails and tried a new (to us) restaurant this year called the Boathouse on Mirror Lake. After we got back from dinner the Powers caught up to us at Art Devlin's. We always stay at Devlin's (\$90 per night) with large rooms and a great view of the Olympic ski jump.

The next day we were all off to the ferry to get across Lake Champlain and then had a stop at Ben & Jerry's for ice cream before arriving in Stowe. In Stowe we caught up with the Heissenbergers who had traveled a different route to Stowe driving straight to Stowe on Friday. The Langswagers also found us.. They had been at the 100th "gathering of the faithful" in Concord, New Hampshire for the New England MG'T Register. We had most of Friday to register our cars at the show field and to shop. Then it was cocktail time at the Scribners room before going to Harrison's on Main Street in Stowe.



We've dined there for the past few years because being on Main Street and after 7PM they shut down the street. You can have a great meal and listen to the live British band. They park as many British cars along Main Street as they can so it's a mini car show under street lights. I believe Laurie has just made reservations for us for next year.

Saturday started off with a great breakfast and then we were off to the field. The Mini Cooper was the featured car this year. The Heissenbergers' 2014 Countryman, the Scribners' 2015 convertible, and the Chases' 2016 Clubman were all lined up together. The Powers' '59 Morgan & 4 wire was over with all of the Morgan's and the Jacks' Triumphs with the Triumphs. There were approximately 20 Mini Coopers of all colors and was a sight to be seen. There was lots

to do besides checking out the vendors. They had a large beer tent and another had bangers & mash, if you like that stuff. I always like checking out the vendors and getting something you may need someday. Even found Mini Cooper Christmas cards. The show had everything a good show has, the concourse, the cars for sale, and driving skills (blindfolded white companion directs your turns). For the past last several years the Singer group sets up their own display with several cars. The whole picture is the beautiful cars, the huge white tent and the gorgeous mountains in the background.

Sunday morning everybody went their own way. The Heissenbergers headed home but the rest of us stayed in the Stowe area until about 2PM. Betty Langswager always likes to set up in the tailgate competition. Betty goes all out and sets out a serving setting that she has many awards for.



Photo by
Gil
Langswager

Not having an MG or Mini didn't stop her as she used the back end of Laurie's Mini to set up. Nancy & I like to drive up thru the Von Trapp lodge area and then up thru Smugglers Notch. The Notch is where you pray there is not a car coming the other way. We found a place on Rte 15 in Jeffersonville that makes wonderful maple bread. Then about 2PM we all met to start back to the ferry. There are three favorite spots to stop at. We like the Cold Hollow Cider Mill and their warm fry cakes. Others stop at Cabot's Cheese (any kind of cheese you want), or back to Ben & Jerry's. Nice trip across the lake and into Lake Placid in time for cocktails and dinner.

This year NO RAIN! I believe everybody had a good time. I know we did and have our room reservations made for next year. Sure wish we could get some more club members to join us. For those that still work taking 3 days of vacation time should not be such a problem. Please think about going, and remember, reserve early!

Dave Chase

More British Invasion Photos next page

CLASSIFIED ADS

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



For Sale: Triumph 1969 TR6 Totally original car, never in winter or salt. 64000 miles. Red with tan interior wire wheels. Beautiful unmolested original car. Appraised at \$16000 start
Contact Jay Lockrow jaylock@localnet.com

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 wrampe@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 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.



More British Invasion Photos by George Heissenberger



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8 Chris Williams
9 Brooks Schneider
9 Alan Isselhard
14 Evelyn Stone
15 Mary Fahner-
Vihtelic
16 Joseph Schultz
17 George Lucas
18 Julie Salo
19 Alan Costich
19 Irwin Goldberg
19 Carl Webeck
20 Lisa D'Angelo
22 Carl Revette
23 Margaret Cook
25 Don McConnell
26 Sue Leopard
28 Doug Scribner
28 Charles Searles
28 Barbara Zak
30 Cheryl Kelly Melcher

Happy Birthday
Everyone

NOVEMBER
ANNIVERSARIES

4 Steve & Pat Sangster
8 William & Sandra Barkley
13 Bill & Sue Donish
15 Jerry & Marlene Babchak
17 Henry & Sue Kron
26 Douglas & Cindy Jack

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19 Mike & Sue Harrison
26 Dezi & Bill Benet
26 Brian & Kelley Fallon
28 Charles & Irene Searles
31 Kristi & Lowell Briggs
31 Niomi Wadsworth & Ray
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3 Chris Baum
6 Nancy Chase
7 Beverly Lockrow
7 Dan Whaley
11 Robert Goodwin
11 Georgean Ables
12 Dick Giambra
12 Becky Schaefer
14 Bob Wegman
17 Randy Dunham
17 Don Lovell
18 Betty Langswager
19 Doug Avery
19 John Fowler
19 Hollis Hames
20 Mary Murray
20 John Suter
21 John Murray
22 David Schantz
24 Robert Ables
24 Walter Genter
25 Bill Donish
27 Dezi Benet
28 Arnold Van Denburgh
29 Ron Heim

Happy Birthday
Everyone

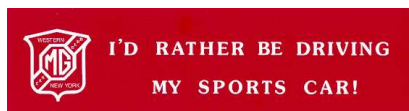
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50th Anniversary Badge \$20.00
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Sticker Car Badge
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Prices shown are for members only.
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Meeting, or delivery can be arranged.
Contact: Laurie Scribner 585-8725133 (weekdays).

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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 5 Board Meeting 7&8 Tour Hammondsport 14 Tue-up Clinic 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 21 MGCC Meeting 24 Sports Car Festival 31 Multi Club Picnic	August 7 UK Car Day 14 Not Quite October Fest 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 17 MGCC Meeting	December 17 Holiday Party No Meeting

Next Meeting
November 17 2016 7:30 PM
Knights of Columbus
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