

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 58 No 9

Issue No. 690

September 2016



MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: www.mgcarclub.com

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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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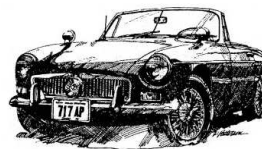
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Contents

Cover Photos By	Al Fink
Chairman's Corner	4
MG Bruce	4
Activities	5
Minutes of the Meeting	6
Attendance	8
MGBruce	10
Bury Me in and OLD MOWOG Parts Box.....	11
Genesis II	12
Trading Wrenches for Stars	13
Car Events	14
Classifieds	16
Sunshine Page	19
Regalia and Membership Form.....	20
Calendar of Events	Back Cover

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Chairman's Corner

John Baum

The tour to Mac's Drive-In in Waterloo, was a good time. Rod Rodman organized this event with the goal of having a group of our members meet up with members of the MG Car Club of Central New York at a very unique destination. It was a nice drive for members of both clubs. A total of 23 cars from our club came to enjoy the evening, however no one showed from the MG Car Club of CNY. We had the company of Barney Gaylord the "MGA Guru" who has been touring the country in his MGA continually for the past several years with his son. They have been going from club event to club event. You can follow his blog at MGAGuru.com.

The restaurant was rather unique providing car hop service. We were also fortunate enough to have great weather, and we had the pleasure of meeting several guests of club members who were invited to come along. What a fantastic way to introduce our club to others! They need not be members, nor have an MG, to meet us and see what we do and enjoy. This is the best way to get people we know interested in our club and hobby. Remember, one does not need to have an MG to enjoy the things we do with our cars; any car will do. The next time we have any form of event, consider inviting a family member, friend or acquaintance to come along. Perhaps some of them may become future members!

We are coming close to ending the term for our board members. All of the board positions are open and the present holders are required to be replaced for the club to continue in 2017. I have been speaking to some folks regarding the nomination to Secretary, Treasurer, Vice Chairman, Chairman and Trustee. None of these positions are very difficult, nor time consuming, but need to be filled for the club to continue to exist. I know this because in my twenty years of being a member I have been a Treasurer, Vice Chairman, and for the past two years, Chairman. I believe I have personally gotten more out of the club than I gave. Being on the board gives one the opportunity to direct the future of the club. What you get back is involvement, getting closer to the other members, and much more. When I became chairman I was somewhat uncomfortable running the meetings, but over time it became easier. I also learned to not take it too seriously and just enjoy the experience. There is no better way for a newer member to get to know everyone and what the club is up to than by being a board member. Senior members who may even have had positions on the board in the past have a lot to offer too. Please consider revisiting the challenge, possibly with a different position this time.

Either way the Club needs your help. Our process is – Nominations will be taken at the October business meeting, and elections of the new officers will occur at the November meeting.

Please consider what the Club means to you, and your contribution to it.

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

August 2016

1. Sunday July 24th was our annual Sports Car Festival. Leon was not present so we winged it from memory for the report. Final analysis is we had a good show with 110 cars and we even made a few dollars.
2. The following Sunday, July 31st was the Multi Club picnic at the Wilson Tuscarora State Park near Lockport. The Goodwin's and Maggie and I braved the elements to go and we had a good time. It did rain in the morning, but the afternoon turned nice and the picnic was a success. We have been asked to host it next year at the same location, so that will be discussed by the board later on.
3. August 7th saw the Annual UK Car Day at Genesee Valley Park and we had a strong showing from the club of our MG's. In fact I dare say there were more MG's there than there were any other marque, so a big well done to the club for showing up in force.
4. Maggie and I had planned on our "Not Quite October yet – Oktoberfest Party on The Patio" for the 14th, but it seems Mother Nature is having other ideas. The original date was rained out, and the forecast for the 21st is looking worse. Perhaps we are in violation of some Space-Time Continuum Law that states October Fest parties must be held in October or else? In any event, if it gets cancelled again this weekend, we will push it out to October and try one more time.
5. Rod is organizing a cruise with the Central NY MGCC club to Mac's Drive In restaurant in Waterloo Wednesday August 22nd. If you'd like to go, let Rod know. We will be meeting at Wegmans in Canandaigua around 5:30 and leaving there to caravan to the drive in at 6:00.
6. September will be another busy month with the Vintage races at The Glen September 9 – 11. Emails have been flying regarding the Log Cabin, and unfortunately it looks like there will be no party this year, or in following years. There is a new manager at the Lodge who is all business and if we didn't fill the cabin this year, it is going to be removed from consideration for all future events. It's sad to see such a long standing tradition come to an end.
7. The following weekend is the annual Stowe British Invasion, September 16 – 18. More details will be posted on the website and in the Spokes.
8. October 22nd brings the annual Fall Foliage Tour. Maggie and I have a preliminary route planned starting 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 also in the itinerary. Last year's route seemed to be a hit, and personally I think this route is even better. Rumor has it The Sign Game will also be played with the winning team receiving a free meal at the restaurant. I will need a final head count by Monday October 17th for the restaurant, winery, and micro-brew, 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, so because I have to give a somewhat guaranteed headcount to three establishments, if the weather is not good, you can bring your daily driver if you're uncomfortable with the weather.
9. Good news for the Christmas Party. It was reported last month the original location annulled our contract, leaving us without a venue. We did some quick calling around and thanks to some leads provided by several members, were able to lock in the date of December 17th 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 horse devours at 6, fol-

MGCC Minutes of the Meeting

By Art Salo

John Baum called the meeting to order at 7:42 PM

Dan Suter moved to accept the minutes from 7-21-16 and Mike Robinson seconded the motion.

New Members: none

Guests: none

Birthdays and Anniversaries: no birthdays; Rod Rodman: anniversary, Mike and Maggie Robinson: 10th anniversary

Car Show: It was a success with over 100 cars, many members volunteering, many members bringing their cars, a great day and a good time. And, the club made a profit.

Winners at the show were:

Best of Show (sponsor: Valvoline): Steve Bicker with his 1970 Oldsmobile Vista Cruiser

Best MG of Show (sponsor: MG Car Club): John Suter with his 1955 MG ZA Magnette

Best Porsche of Show (sponsor: Porsche of Rochester): Matthew Fuino with his 2002 Porsche 911

Lowest Mileage (sponsor: The Schultz of NY, Inc.): Jeff Peters with his 1982 Ferrari Mondial 8

Farthest Away (sponsor: Ken's Pizza – 334-0090 Henrietta): William Dingus with his 1957 Ford Thunderbird

Future Sports Car Owners' Choice (sponsor: Auction Direct): Fred J. Infantino with his 2006 Ferrari F430 Spyder

Best Presentation (sponsor: Crane's Automotive Services, Inc.): Margaret and Andrew with their 1960 Morris Minor 1000

Car I Want to Drive Home (sponsor: Curly's Service): George Wallace with his 1954 Packard Cavalier

Best Custom Paint (sponsor: Alfa Romeo of Rochester): Kim Johnson with a 1986 Pontiac Firebird

Best Race Car of the Show (sponsor: The Boy Racers): Tom Guiler with his 1965 Shelby Cobra

Best Car Owned and Driven by a Woman (sponsor: Desi Benet): Doris Britt with her 1952 MG TD

Activities: It was reported that the UK Car Show held August 7th by the Triumph Touring Club in Genesee Valley Park had a total of 28 MGs and 17 Triumphs. A great turnout of MGs in support of the Triumph Club.

Mike Robinson reported that the planned Oktoberfest Festival in Mike and Maggie's backyard was postponed twice due to a forecast of rain. It will be rescheduled for October, hoping to satisfy the Oktoberfest gods. Details to follow.

The MG Car Club of Syracuse and our club will be meeting at Mac's Drive In on Route 5/20 in Waterloo on August 24th. Those going will meet at the eastern end of the Canandaigua Wegman's parking lot at 5:30 PM and depart at 6 PM to caravan to Mac's.

The Vintage Race and Festival at the Glen is the weekend of September 9th, 10th, and 11th. There will be no party at the Log Cabin Lodge since there was little interest in staying in the Log Cabin Lodge and the rooms will be offered to those outside the club.

Dave Chase reported that The British Invasion in Stowe, Vermont is September 16th to 18th. The Mini and the Aston Martin are the featured cars.

Mike Robinson reported that he and Maggie have run the Club's Fall Tour so everything is set. It will be held on October 22nd and will start from the Honeoye Falls Marketplace. Those interested in participating should let Mike know by October 17th.

Mike also announced that the Christmas Party will be on December 17th at Mr. Dominic's in Fairport, near the corner of Main Street and Church Street in what has historically been referred to as "The Green Tavern".

Treasurer's Report: In the absence of our Treasurer, Mike Goodwin, it was announced that our balance is presently \$7,777.19 total in the bank and in PayPal.

Membership: Due to the absence of Paul Osborne, there was no report.

Library: Due to the absence of Al Costich, there was no report.

Website: Due to the absence of Leon Zak, there was no report.

Spokes: Don McConnell asked for pictures for the 2017 Calendar.

Regalia: Doug Scribner brought many new articles of clothing in a variety of sizes and said there would be even more next meeting.

Watkins Glen: Due to the absence of Dave Wild there was no report.

Minutes Continued

New Business: John Baum said that he would like to have a group of volunteers to form a planning committee to work on next year's Car Show.

Old Business: John Baum pointed out that the board's term is coming to an end as of the end of 2016 and the membership needs to think about replacements for the board. He encouraged everyone to think about volunteering (which he said amounted to nominating themselves). John also expressed his disappointment at the memberships lack of interest in renting the Log Cabin in Watkins Glen.

A discussion was started concerning the lack of new and younger members. It was pointed out that because MGs and Triumphs were no longer sold in the United States after 1980 that young people don't even know what these British cars are. Various members offered suggestions that might attract new and young-

er members. Hopefully, some of the suggestions might be tried.

Projects: Dick Rzepkowski reported on progress on progress on the repair of his car which was "injured" in a race at Mossport. He said that during the race a kingpin broke leading to a lot of bent front suspension parts. Dick Powers reported that there were a couple of MGs for sale. One MGB was at Turners at the end of Irondequoit Bay and a second was a pristine MGB that belonged to a person known to Dick.

At the end of the meeting Rod Rodman oversaw the drawing of tickets for a rather large number of prizes.

John Baum adjourned the meeting at 8:46 PM.

Activities Continued

lowed by Dinner at 7. I will post the Buffett menu in the Spokes later, and yes Virginia... er... I mean Dave... there will be meatballs!

Respectfully submitted - Mike and Maggie Robinson

10. Don't forget the various Cruise nights the remainder of the summer. Rod has been doing a good job of notifying the club through email of the different ones in the area.

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

August 18, 2016

Gil Lanswager
Betty Lanswager
Hollis Hames
Rod Rodman
Marlene Rzepkowski
Dick Rzepkowski
Laurie Scribner
John Suter
Doris Britt
Annabelle Tescione
Don McConnell
Bob Abels
Georgean Abels
Michael Ruisi
Dan Suter

John Suter
Allyn Wagner
Dan Goodwin
Dave Chase
David Rubin
John Baum
Chris Baum
Maggie Robinson
Anne Faust
Doug Scribner
Gene Faust
Paul Brown
Lane Boughton
Art Salo
Mike Robinson

Al Fink
Dick Powers
Martin Ippolito
Frank Stepanik



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MGBruce

By Don McConell

It's hard to say this word September. Just the thought of putting away those British Sports Cars has to cause one to shutter. Hold the cell phone there still is probably two more months of drive time yet so don't get to down. Speaking of driving time, coming up is the drive to and enjoyment of the British Invasion in Stowe Vt. Then the fall tour in October brings more drive time. So keep those LBC's ready.

I hate to do this but, what engineer thought that a small leak in the emission evaporation system should cause the Check Engine light to turn on? Why not a little more of a leak problem before the check engine light comes on. In doing research on this problem I found out that 2003 Camry's were noted for fuel filler tubes rusting causing this and having to be replaced at 3 to 4 years after new. I have cleaned the point where the gas cap seals for this evap system. Now I am playing with the cap and also changing the rubber seal. Hope to get it soon. Inspection due in August not many days left. So there you have my complaint of the month. I think I would like to go back to cars of the 60's. No check engine lights to deal with. Speaking of cars of the 60's. Head to Watkins Glen and check out those cars. As always a good racing and classic car fix. Enjoy September driving weather. And see you all at the September meeting

Happy Top down.

Don



Fall Foliage Tour

October 22

Watch Here for
further details

Rumors of the sign game to be
played again

Bury Me in An Old MOWOG Parts Box

By Jay Lockrow



From May 2001

Daily drivers, we all have and use them for our commutes to work, the hardware store, autoparts store, groceries and whatever errand you might have in mind. We have all had and use new or fairly new vehicles for this purpose. After we use these vehicles for a period of time, driving the miles out of them, we decide to move up to a "new vehicle." The routine starts again and we drive that vehicle for a period of time before we move up again. This endless progression continues until we either quit driving or pass away.

Often the question arises is why don't these vehicles last longer. It is admissible that today's cars are much better than those of 20 years ago as they have been better protected against the rigors of our rough winters. However this does not seem to help the plethora of potholes and broken pavement that appears this time of year. This of course leads us to our two seasons here winter and construction.

Here is a question for all those brilliant minds out there. It is now 2001. Why are we still fighting winter with snowplows, rock salt, sodium chloride, snowbrushes and what have you? Especially with all the technology like solar panels, heat transfer, satellites, heat sensing rockets and more. It seems there should be a more efficient way to remove snow from roadways and remove the curse of corrosion which really leads to unsafe cars.

We have all had really good everyday drivers that we thought to be excellent vehicles. We sometimes wonder if we should have kept that old car instead of replacing it with something else? What we sometimes fail to fully understand is that the car we replaced possibly has 100,000 plus miles on it, has worn brakes and will cost more to maintain than the newer. Even so, we all have felt that we should have kept certain old cars and probably always will.

In this thought provoking manner I have often wondered what happened to the old '72 Plymouth Duster that I drove for thirteen years. It was a car that I bought new and drove some 125,000 miles, giving it up because the front suspension was starting to rust and pull away from the frame. Because of the safety factor the car was sold to a friend's brother who welded the problem areas and drove it a few more years. After that I saw it a few times locally with a couple of gals driving it and at that point it must have been approaching 200,000 miles. When it all was sold the old campaigner ran like a fine clock and I have often thought should I have had the front suspension repaired and motored on. It looked amazingly well and I actually had someone follow me home one time wanting to buy it. This particular car was not replaced as I decided to take the Metro to work.

a car that I felt was close to the right size, had plenty of room, powerful enough when loaded and would cruise all day at 70 on the superslab. It was a great all around vehicle and inexpensive to run and repair. My dad had a '71 and we both felt the same about both cars.

My wife had a '72 Buick when we got married. This car ran well and had plenty of power, but it couldn't come close to the roominess of the Duster. We drove this car for quite some time. At one point, before I knew her, she told me she had hit a huge pothole one night (back to winter and salt damage!) and actually knocked the car out of gear. From that time on that car ate wheel bearings about twice a year. It also had a healthy appetite for water pumps. My father-in-law and his neighbor once decided they did not like the squealing fan belt. The two of them tightened the belt with a lever to the point it burned out the water pump bearing in about 25 miles. I didn't need that, so I let it squeal on purpose as not to burn out the water pump bearing. We sold it and purchased a Dodge Omni which had to be the worst car I have ever owned. This also had a voracious appetite for wheel bearings among other faults and was just a lousy car. This was a case where I should have had the Buick spindles replaced and kept a better eye on the water pump. But hindsight is great stuff. After selling the Omni I saw it on several occasions but never had any remorse about getting rid of that car.

How long you should keep a vehicle and keep it going is anyone's guess. Just this weekend I was talking to a neighbor and he was talking about trading in his Ford Crown Victoria. The car has only 46,000 miles on it and I told him to run it and get the miles out of it. He wants to trade it as he feels it is a good time. That's how people differ and this is what car salesmen like. A car with 46,000 miles is just getting broken in. It needs a few more miles on it to start getting some value out of the car. Our present car has 108,000 miles and with a little luck and less potholes it will go to 200,000. About three years ago after hitting a pothole I blew out two tires coming home in the dark. The county helped foot that bill but the point remains why can't we get rid of the damn salt?

Whether it should have been kept we will never know. This was

Genesis II

By Michael Clapood

During the time that I was driving my A-H Sprite and living at home, a grade school friend rode into our driveway one day on a brand new red BSA Lightning motorcycle. While admiring it, I learned Lesson One about motorcycles: Don't grab hot exhaust pipes! After riding on the back of his bike for a few hours, I realized that I had going about hill climbing the wrong way. It was far better to twist the right handlegrip than to push on the pedals. Another friend allowed me to test ride his Honda 50 (with him on the back). That first ride was an unmitigated disaster, although I lived to tell about it. I really just pointed it, I didn't steer it. One turnaround took place in a man's front yard. That excursion off road took us through the low hanging branches of a weeping willow tree and cost the bike owner his sunglasses. We're still speaking, though. All that excitement led to Revelation II: I wanted a motorcycle.

On a warm, sunny Saturday, I went down to Sayre, Pennsylvania and looked at Hondas. The salesman asked me if I knew how to ride and I lied through my teeth and said yes. So, he allowed me to test ride a 305 cc Honda Super Hawk with real megaphone exhaust pipes. Man, did that engine beller at 9,000 rpm with the baffles out! I had to have it.

The first thing I did when I took possession was to visit my family home in Horseheads. My mother came out the front door and said "You're going to kill yourself!" I took her for a very slow ride in the parking lot of a factory across Route 17 from where they lived. After a few minutes at 5 mph, she asked me if the bike would go any faster. At 70 mph, she was having the time of her life.

I took the bike to Virginia Beach, Virginia when I was assigned to Naval Air Station, Oceana. It was a great way to get around in traffic but the bike had a nasty habit of relocating itself whenever I parked it. Sometimes I discovered it in the bushes and other times it was in the parking lot of another barracks. My shipmates were a barrel of laughs.

After mustering out of the Navy, I found myself facing marriage, so once again, my mode of transportation went down the road. After a year of marriage, we discovered that a bike was economically feasible, so I found myself astride a 1959 BSA Road Rocket. That bike went back to college with me at Geneseo State.

Over Christmas break, I tore the bike down and replaced the frame because of a previous front end collision that left the frame bent. By the time the bike was

totally restored, I had parts from seven different BSA shops, one as far away as central Pennsylvania.

After graduation, a friend and I rode our bikes to Arizona, where I put in applications for work. The BSA shook parts off through 21 states. When I got home, I was so disgusted with the bike that I parked it in the barn and didn't even unpack the saddle bags for three weeks. I eventually found work in Leicester, just three miles from Mount Morris, where I lived. An employee of the factory where I was employed bought the bike. No matter how I prodded him for information, he never would tell me what happened to the bike, but I suspect that it died a horrible death.

At some point, I was introduced to a 250 cc 1972 Yamaha DS 7. That little bike was amazing, after I cleaned the exhaust traps. However, always the speed freak, I sought bigger thrills, so the DS 7 went down the road and I bought a one-year-old RD 350 Yamaha. The bike was a 1973. Never quite satisfied with its power, I began to modify the engine. I also added a 1/4 fairing to the handlebars.

Two biker friends and I went to Laconia, New Hampshire in June of 1974 to watch the AMA National Road Races. They had been cancelled due to the rowdy behavior of the crowds the previous year, however, so there were club races instead. Much to my amazement, I saw bikes just like mine being road raced! By September, my bike was on the starting grid at Laconia and I finished 17 out of 42 in my first race. By the end of the season, I had managed a seventh place finish in Novice class. I was hooked!

In my next installment, I shall touch on the dangers of road racing, my eventual retirement and subsequent diversions.

Trading Wrenches for Stars

By Bill Pursells

From December 2000

Sometime we get too lost in the details of life to enjoy the aesthetic beauty around us. As I read through articles in recent *Spokes* magazines, the essence of technical proficiency and sometimes obsession draped many of the articles like heavy dew on a cool autumn morning. I do admire a deep understanding of mechanical detail, as I have never been able to claim expertise in the true intricacies of automotive engineering- the art of properly degreasing a camshaft, or massaging the proper geometric articulations for performance suspension tuning, to name a few. Indeed, I admire the myriad of mechanical rigor easily digested and as easily regurgitated by engineers and purists in ways that make the average Walter Mitty blush with confusion! Sure, I can pull and replace parts with the best of 'em, but I occasionally yearn for this ease of dissecting the exacting nature of mechanics that is possessed by our engineering friends. However, my path lies more in the simple, but moving joy derived from the aesthetic beauty of piloting a unique, and uniquely quirky machine down a beautiful winding road on a starry night, or crisp spring morning. I believe therein lies the true magic of an automobile like the MG- elemental beauty.

Although one may be tempted to take offense at what I am about to say, please understand that I tread with the greatest degree of affection for our beloved Morris Garage creations. That said, may I state my observation that MG's are truly not the most technically or mechanically complex machines produced within the past 50 years. Purists will decree my statements as blasphemy, but once again remember that I am treading with affection here. Fuel injected Corvettes, aluminum laden Deloreans, even wonderfully novel rotary engines conjure thoughts of engineering that might induce obsessive affection like that expressed by our engineering friends. The MG has seemingly always been a relatively straightforward and mechanically concise machine in its variations, as I believe it was intended to be. Many would reasonably categorize it as just a simple little machine. It is for this reason that I find it particularly amusing to observe the occasional obsessive behavior regarding the mechanical intricacies of these little buggers. Many enthusiasts pore over the inner workings of a humble MG as if it was a NASA space probe. But with simplicity lies its true beauty, an ineffable character that compels us to come back to these elementally beautiful little cars again and again, long after reason, bank accounts, and frustrated spouses tell us ,to run! Although I only personally owned an MGB for a very short time, that brief time was the most aesthetically appealing, and sensory indulging motoring experience I have ever enjoyed. I had scant enough time together with the little B to become even remotely intimate with its technical specifications and details, but I had more than

enough time to realize that this was the most incredible way that I've ever experienced a warm starry summer night. It makes me think back to what I tell someone when asked how I liked my little MGB- "It's not a car, it's a sensory experience." Well, driving an

AMC Gremlin can be a sensory experience as well, especially during a snowstorm, but I am talking about an amazing stir of the soul sensory experience that virtually all that cars we will ever drive cannot deliver. The unique feel

of the seats, the burble of the exhaust, the tightness of the chassis, and the simple elegance of the ragtop all combine to melt away any semblance of stress and connect the senses and soul with the environment around you.

My MGB is gone now, replaced by a functional and versatile mini van that is very practical. However, my memories will surely linger until sanity and my checkbook yield and I return to those cozy seats once again under a bright starry night some day in the future.

The next time you find yourself elbow deep in the garage-based pursuits of camshaft adjustment, valve lash obsession, and suspension geometry, consider this

thought. All cars are "just" machines, but it is a rare machine that possesses a soul that can connect with you to make a simple drive a lifelong memory. A humble little MG excels in this respect! For a brief moment put that dial-in gauge and micrometer away and go chase the stars. There will always be time to fuss over millimeters of valve lash when the snow is falling and looming gray clouds obscure the brilliant starry sky. And if you happen to catch that shooting star as you reach for third and roll on the throttle for the beautiful sweeping bend in the road up ahead, ponder the splendor of simplicity for a moment and you will realize what a simple little MG is truly about.



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**The 33rd Annual British Car Day
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About British Car Day

British Car Day® is hosted annually by the Toronto Triumph Club, on the third Sunday of September. Since its inaugural event in 1984, it has grown in leaps and bounds, and now draws well over 1,000 British cars and 8,000 spectators, with room to grow even bigger. British Car Day® is open to vintage, classic and current British manufactured vehicles, including motorcycles. The event is the largest, one-day, all-British car event in North America, with visitors from Ontario, the northeast United States, the Maritime provinces, Quebec, and Manitoba, representing membership in 100 British car clubs. However, you do not need to be a member of a car club to participate. Over the years, we have even had visitors from Alberta, Saskatchewan, Texas, the UK, and New Zealand.

These photos shown in the August issue were incorrectly labeled as submitted by Al Fink. They were submitted by Dick Powers. The Editor regrets any confusion.



CLASSIFIED ADS

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 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 Fedeles @ sfedeles@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.

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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.
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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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14 Irene Searles
16 John Borycki
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17 Susan Avery
20 Charles Perry
23 David Avery
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27 Christine Rodman
28 Rhonda Rizzo
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22 Dean & Kristen Johnson
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11 Doreena Hames
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16 Sue DeVos
17 David Leete
17 Donald Sweeney
21 Corinne Dunham
21 Deb Hein
22 George
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22 Mary Sweeney
26 Bob Hamilton
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14 Scott & Gail Schipper
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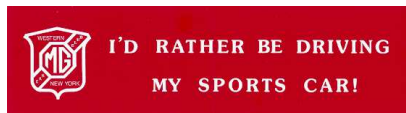
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Sticker, Black/Silver	\$1.50
50th Anniversary Sticker	\$1.50
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Meeting, or delivery can be arranged.
Contact: Laurie Scribner 585-8725133 (weekdays).

MG Car Club Western New York Center,INC Membership Application

Annual Family Membership Dues \$30

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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
September 15 2016 7:30 PM
Knights of Columbus
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Webster, N.Y. 14580



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