

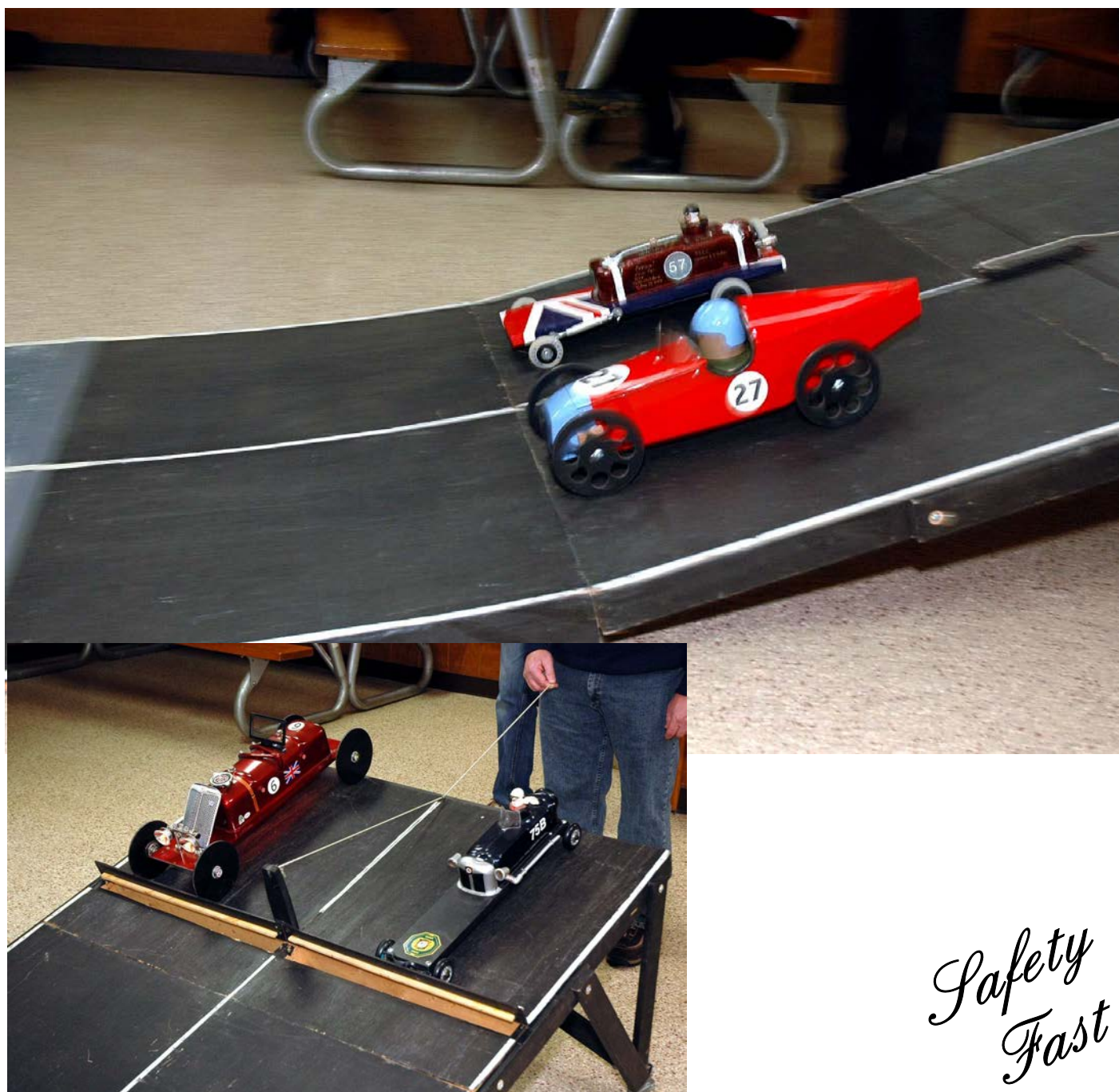
Spokes

Official Publication of the MG Car Club Western New York Centre

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*Safety
Fast*

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

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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.

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

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Cover photos From Al Fink 2015 races
Winter fun valve cover racing at its best.

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An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplate can be purchased in the name of the donor for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Frank Stepanik
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Fairport, NY 14450

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

Chairman's Corner

Mike Robinson

I'm kind of at a loss to find something to write about for February because let's face it – it's February. Not a NASCAR guy so I could care less about the upcoming Daytona race, and Formula 1 is still a few weeks out yet. Thank goodness for DVR's, I'll just have get my fix watching Le Mans and Grand Prix again.

In spite of it being February, the weather the past few days has been quite the teaser. The 24th of February is not a date normally associated with getting the car out for a ride, much less be able to put the top down and be comfortable without having the heater going full blast and not having to wear a jacket, but this one was. We had some good showers Thursday evening into Friday morning and it washed a lot of the salt off the roads too, so there wasn't that nagging guilt that comes with driving it in conditions less than ideal. We pamper and spoil our LBC's like family pets, forgetting that when they were new they were daily transportation and suffered from the weather as a result. If we can just get through March and early April, the driving season will soon be upon us again. I missed out on many of the early season activities last year because my car was scattered all over the house, so I'm looking forward to Hammondsport, the Spring Fling and a few of the other early season events we have. The club has been a great source of fun for Maggie and I and we've made some pretty cool friends as a result, and we're both looking forward to another great LBC filled summer.

Cheers

Mike Robinson

MGBruce

By Don McConell

The warm spell that just passed was a tease for sure. I looked at it thinking why is my sports car not ready? Oh ya now I remember life got in the way.

I am seriously trying to put together a schedule for one night a week to work on the B. I have managed to put in the braces holding pillars at the door hinges I have wanted to add. At this point I am ready for an inspection of the driver side for installation of the inner sills. The inner sill is the patch piece rather than the full section. Before I cut it I need to make sure the foot well patching that is installed is ready for me to continue.

We often talk of how we need to get some younger folks interested in British Sports Cars. Might I encourage a discussion on not only the fun in rebuilding the cars but also those times when life says put that car off to the side for a while, you need to take care of that life situation first. So don't sell that project car be patient you will get time to complete it. Most car collectors have had to go through one of those situations over their years.

Continue collecting and enjoying those British Sports Cars. They really are fun even if yours is not on the road yet.

See ya at the March Meeting

Happy Top Down

Don

Activities

By Kristi & Bud Briggs

Happy March! The Briggs family would like to say how much they enjoyed the Valve Cover Races! Alec Xander really enjoyed both racing and catching! Even though he missed one that took a trip up my shin! Ted wasn't kidding when he said you don't want to stop them with your foot! Thank you to all who came out and participated and huge thanks to Ted for all his work to make this a great event! We'd also like to thank William Barkley for opening up his garage for Garage & Coffee on February 12th.

As you may have read on our e-mail list, the car club has been invited to see T's Toys on March 5th! Hope to see you there. We will also be going to Cartwrights' Maple Tree Inn on March 11th. For any member planning on going to the Grand Prix Festival in September, Karen Salisbury is collecting information for the Seneca Lodge rooms. See the ad in this month's Spokes!

April has several fun activities planned! We have the Steak Roast and Auction on the 2nd, make sure you

get your RSVPs and \$5 deposit in! (Deposit to be returned at the Steak Roast). And last but not least, we have the Swing into Spring planned on April 23rd. There was talk at the February meeting about the Tune Up Clinic possibly being held on May 6th. We will let you know when we hear more! And the 4th Annual Tour to Hammondsport is planned the weekend of May 13th – 14th. There is a signup sheet for that as well!

We hope to see you at some of all of the upcoming activities!

Bud, Kristi & Alec Xander Briggs



MGCC Minutes of the Meeting

By Maggie Robinson

Call to order

- February 16, 2017
- Time 7:30pm

Acceptance of the January Meeting Minutes

- Ted Hershey motioned, and Gil Langswager Seconded.

Identify new members and or guests

- None at this time

Ask for birthdays and anniversaries

- Bud Briggs February 6th Birthday
- Gil Langswager February 26th Birthday
- Cheryl Baldwin February 21st Birthday
- Dave Chase anniversary

Reports

- Activities: Kristi and Bud Briggs
 - March 11th Maple Tree Inn. Cash only, but they do have an ATM . Meet at Tops in Dansville at 8:30, and they will seat us as a group when we get there.
 - April 2nd Steak Roast at Eyer Park in East Rochester.
 - April 23rd is Swing into Spring at Mulconry's in Fairport
 - May 13 Hammondsport Tour hosted by the Kath's.
 - Flyers for grand prix festival accommodations and other events are on back table
- Treasurer: Annabelle in place of John Sutter who is away
 - Financially we are good and have a healthy balance.
 - Anyone who wants to pay for steak roast you can give to Annabelle and pay ahead.
- Membership: Paul Osborne
 - Same as last month. Little more than 50% renewal. If you have not paid dues, please do so soon, it is much appreciated
- Regalia: Doug Scribner
 - New Key fobs
 - Magnets for your car and a few color calendars left.
 - There is a free magazine table for your use and exchange
 - April 2nd think of things to donate at Steak Roast and save up to buy new Regalia goodies.
- Spokes Don McConnell
 - Spokes if you have something to put in, a week from tonight is submission Deadline.
- Watkins Glen: Dave Wild
 - Nothing new regarding the Track at this time
 - This Saturday there will be part of lecture series at the Research Center of people inducted into the walk of fame. 1:00 PM
- Librarian: Al Costich
 - No report
- Website : Leon Zak
 - It's there. It works.
 - The forms are there to pay dues on website.

Old Business

- Hollis
 - Tune up clinic hopefully in May. Dealing with the school system is a complicated but hopefully the 6th May.

Minutes Continued

New Business

- Car show and Chairman Position
 - Explained benefits of show
 - Leon has done it for three years
 - Have a good roster of members willing to work
 - Just need someone to coordinate it.
 - Do we really want to continue the show?
Show of hands. Good response please see me after the meeting if interested. We have a good crew just need a coordinator.
- Sponsorship of Victor Cruise Nights, July – August
 - No details yet. Will cover at March meeting, but is this something we would want to consider? Rod mentioned they are changing the location to a field Out on Race Road in Victor Hills because of village politics. Rod says that sponsoring is having someone there each night to oversee. It is not a financial sponsorship, just coordinating. Good opportunity to get name out there drum up new membership.
- Sign-up sheets on table for upcoming events.
- Grist Iron Waterfall Ramble is now sold out.

- George Heissenberger mother passed last week. Dave's wife has sent a card.

Updates from members of projects and trips

- Art looking into waterfall event similar to one that is sold out. Anyone want to help him think of waterfalls or plan it let him know. Good show of interest.
- Art is looking for help with his Porsche 1980. Help him put shocks in.
- Garage Tours – Info Pending. Good turnout at Bill Barkley's Saturday. Al has some ideas but too early to share just yet.

Cars and parts for sale

- Nothing at this time.

Door Prizes

Closing Comments

- Please see Mike after meeting if interested in heading the car show.

Adjourn

Time 8:07pm

MG Car Club Meeting February 2017

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Meeting Attendance

February 16, 2017

Betty Langswager
Gill Langswager
Alan Costich
Paul Osborne
Mike Robinson
Maggie Robinson
Dan Goodwin
Barbara Wild
Dave Wild
Don McConnell
Bob Welch
Annabelle Tescione
Tony Makepeace
Allyn Wagner
Art Salo
Chris Baum
John Baum

Leon Zac
Barbara Zac
Rod Rodman
Lowell Briggs (Bud)
Kristi Briggs
Alec Briggs
Dave Chase
Cheryl Baldwin
Bill Baldwin
Tom LeStrange
Hollis Hames
Doug Scribner
Michael Ruisi
Jeff Kath
Charles Perry
Anne Perry
Ted Hershey

David Rubin
Dick Powers
Al Fink
Jake North
Frank Stepanik
Desi Bennet



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dedicated to the magic
of MG cars and the
people who love them.

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SEMA President and CEO Chris Kersting

Discusses the RPM Act of 2017

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message on what racing enthusiasts can do to help the RPM

Act get across the finish line in 2017:

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17 Lift Bridge Lane, Fairport

Sunday, April 23rd

4PM start time

Social Hour before 5:00 Dinner

MENU

Shepherd's Pie

Ground beef baked in casserole with peas, onions, carrots, topped in homemade mashed potatoes. \$13.50

Fish & Chips

Atlantic cod filets beer battered in Harps Ale and served with french fries and cole slaw. \$14.00

Chicken French

Boneless chicken breast battered in egg, pan fried and finished with a sherry, lemon, butter sauce served with mashed potato and seasonal vegetable. \$16.00

Corned Beef & Cabbage

Tender corned beef brisket served with steamed cabbage, carrots and potatoes. \$14.00

Bangers & Mash

Irish pork sausage served with homemade mashed potatoes and Irish baked beans. \$14.00

Harvest Salad

Mixed greens, roasted pears, candied walnuts, dried cranberries and crumbled blue cheese, served with our house balsamic dressing. \$10.00

Complimentary Cake for Dessert

**Sign up and order
by April 17**

Dick Powers

mgahmogca@rpa.net

585) 410-4500

Laurie Scribner

minicityus@aol.com

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Swing into Spring

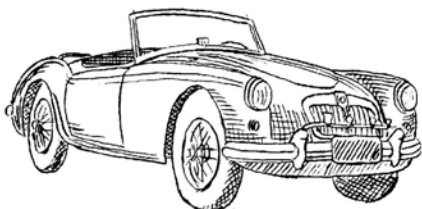


ABINGDON ALPHABET, part 17

By Doug Beagley

1955 was a great year for Abingdon. BMC, who was now running the affairs of MG and many other marques, permitted the establishment of a Competition Department at Abingdon and so, once again, high performance vehicles were being specially prepared for various events. Later it came about that the main emphasis was placed on rallying and Abingdon became the center for activities for Austin Healeys, Mini Coopers, and various other brands of BMC machinery.

Also, this year the new MG was introduced and by that I mean a sports model. It was finally announced that the new car would be known as the MGA and all felt that was a good solution to the problem. It was not possible to start over and call it the "A" as there had been a vehicle with that appellation, the 18/80 Mk II. As I have said, it was generally agreed that the new title was sound and followed tradition. The name "Midget" was dropped and was missing from the scene for quite some time, but it was sure to return. But that comes later.



MG "MGA"

doug beagley 1994

The new car, the MGA, was a super tuned TD with an aerodynamic body. The engine was the BMC 'B' unit that had been found in the ZA and ZB. It was a sturdy unit and suitable for tuning and with its sturdiness it was able to withstand the onslaught of high revs that accompany any MG. The cylinder head was improved and was airflowed by Weslake/Westlake. If you are not familiar with his name you have lost something somewhere.

The chassis was closely related to the TD-TF series. The main change was to sweep the

side chassis members out so that the seats sat level with the bottom of the chassis member rather than sitting on top of them. This allowed the occupants to sit lower in the car and, combined with the lower engine, the height of the car was reduced considerably and, of course, the built-in head wind of the 'T' series was greatly reduced if not eliminated.

The suspension was a direct carry-over of the previous 'T' series and, initially, the same type of drum brakes were fitted. Wheels were available either in the steel type or the wire, as preferred by most enthusiasts. The transmission was from BMC but was quite acceptable and stood the beating that only can be handed out by the sportscar enthusiast.

The body lines were very good and found immediate acceptance with the market. The clean lines of the car added to the 68 hp that was available in the original offering and allowed performance that had not been known in an MG sports before. The top speed of the MGA was close to the 100 mph that at that time was considered desirable. This was with the top up and the side curtains in. It should be noted that until this time the car was still a roadster and the day of the convertible had not arrived. With top down the speed was a little slower.

The cars were capable of sustained high speeds as was shown when Ken Wharton put 102.54 miles into the hour with a near standard MGA and John Gott (the speedy policeman) put 112.36 into the hour with a Le Mans vehicle.

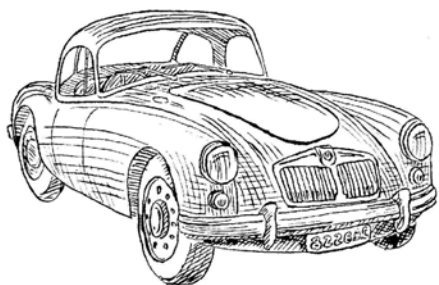
One of the outstanding features of the MGA was its handling. It must have been one of the most forgiving cars of all time. It never seems to surprise you and if you do manage to "over-

cook" it, the car will let you know that you have gone beyond the limits very gently and without snapping or whipping. I would say if anyone wants to learn to drive to the limit an awfully good car to do it with would be the MGA. If you are familiar with the TD and TF, you will have no

trouble getting used to the MGA, once you have become accustomed to sitting in a bathtub after sitting in the "T" series. Sating that much lower is quite different.

Very soon the power was increased to 72 hp and with a small increase in performance, and then in 1956 the fixed head coupe (hard top coupe) was introduced. With the increased speeds of

the car, the soft top lacked something in the way of comfort for some. I have always thought the drop head was well worth the time for the benefit it brings in the fine weather, but that is not everyone's cup of tea.



MG MGA "COUPE"

doug boagley 1994

The fixed head was a success from the start and must be one of the best looking GT's that had ever run the roads. I have had a desire to own one, but they are few and far between. Already many who have them are finding that they have a valuable car, as the prices are soaring. (1978)
The car was quite like the standard version but was nicely done internally and was very comfortable and protected the occupants from any unpleasantness outside.

One added feature of the fixed head car was the improved lines that allowed an additional increase in top speed and so it was possible to buy a stock MGA and without breathing on it or tuning it, have it exceed the 100 mph. This was not its only advantage. Along with the roadster it was capable of maintaining very high average speeds over quite long distance. The engine did

not have to work so hard as that cars that preceded it and the revs could be kept within reasonable limits while the speed was frequently outside of the highway limits. A fine car for covering the miles.

It might be said that in the first year of production 13,000 MGA's were built. Compare this with four years production of TC's which was 10,000 cars and you will see what was happening to Abingdon. They were still working within the same buildings that had been acquired from the Pavlova Leather Co. and yet production had climbed and would continue to climb for years. Not only were MG's being built, but other cars were flowing from the works - Rileys, Morris Minors, Austin Healey, and others.

Disc brakes were introduced and the braking became all that could be asked with the performance offered. In early 1959, the MGA 1600 Mk I was introduced. This was brought about by boring the block and raising the displacement to 1588 cc with an accompanying increase in power to 80 hp. In 1960, the engine was again opened up to 1622 cc and the power finally went to 93 hp. The title was changed to the MGA 1600 Mk II. The cars were all very similar but the Mk II had a different and not so pleasant grille (in my opinion).

When the rumors were going around that the new MG (the MGA) was to be an aerodynamic model, all the 'faithful' were concerned as to what was going to happen to the traditional grille that had been found on all MG's since the earliest days. When the car came to the show room floors all were relieved to find that the traditional lines had been preserved, even though the height of the grille was much less than of old and the octagonal radiator cap was gone forever.

During the run of the MGA, much development work had been done on the original block and the result was a stronger bottom end with a twin overhead cam head. The hope was to offer a very high performance car that could be suitable for competition but that would be tractable

enough to use on the road. The car was introduced in late 1958 and was the MGA Twin Cam.

Although it closely resembles the MGA there are many and fundamental differences, for instance, the chassis is different. The car is powered with the twin cam engine, with 1588 cc, and had four knock-off hubbed steel wheels. The brakes are discs all around. The engine produces 108 hp at 7800 rpm and that is some indication of the sort of performance that can be expected. The car only stayed in production until early 1960 when it was discontinued. The reason for the termination was the more precise tuning and maintenance required. If the mixture and timing are not correct the results can be noisy and expensive. For the enthusiast the performance is well worth the time one has to invest, but for the fire-it-up-and-drive type the complaints were more than could be tolerated. Due to the complaints from the U.S. market, the car was dropped after only 2111 were built. However, the car is well worth all that is put into it, as 115 mph is always available and 120 can be seen. With the four wheel disc brakes the car can be hauled down from top speed to a standstill in short order, even if pedal pressures are higher than upon the MGA. One other warning to the uninitiated, when driving the Twin Cam one has to watch the revs as the engine is more than willing to rev and it takes very little to take the tach above the red line at 7000 rpm

and that is where danger lurks.

An interesting sidelight on the Twin Cam is the fact that when the car was dropped there were still quite a few chassis in the pipeline and so the cars were completed with standard pushrod engines and were called MGA MkII Mk II de luxe (quite a title). They can be recognized by their steel knock off wheels and four wheel disc brakes, but are quite rare.

The MGA featured a 94" wheelbase, with a 47 1/2" front track and 48 3/4" rear (with wire wheels). It came in two body styles - open and closed two seaters. There were a very few Twin Cam coupes, too. The numbers are quite astounding - 58,750 1500's, 31,501 Mk I's, and 8719 Mk II's as well as the 2111 Twin Cams. You will see that this represents over 100,000 cars and so the MG Company had entered an entirely different period in their history. Cars were being shipped in great numbers to the whole of the western world, and MG's were known and respected by drivers wherever cars were driven with enthusiasm. And yet the cars were still being built with the same basic thoughts in mind and the slogan was still well to the forefront - "Safety Fast."

MRRC Hosting Bus Trip to NYC Auto Show April 19

WATKINS GLEN, N.Y. (Feb. 23, 2017) - The International Motor Racing Research Center is organizing a bus trip to the New York International Auto Show on April 19.

Debuting in 1900, the New York Auto Show is North America's first and largest-attended celebration of the automobile. Nearly 1,000 cars and trucks will be on display at the Jacob Javits Convention Center in New York from April 14-23.

"Ushering in the latest automotive trends, the 2017 New York International Auto Show will showcase an incredible collection of cutting-edge design and extraordinary innovation. More than four floors of displays from the world's automakers will feature the newest vehicles and latest futuristic concept cars," show organizers state.

The Wednesday, April 19, bus trip will cost \$90 for 2016 IMRRC Sponsorship Team members. The cost for non-members will be \$115.

The price covers round-trip transportation on Swarthout Coaches, show admission and a show program. The bus will pick up passengers at 5:15 a.m. in Ithaca, 6:15 a.m. in Horseheads and 7:15 a.m. in Binghamton. Arrival at the Javits Center is expected to be 11 a.m.

The bus will leave the show at 6 p.m., with a dinner stop planned during the return trip.

For more information and to make reservations, contact Kip Zeiter at kip@racingarchives.org or at (607) 535-9044.

Reservations are required by March 22, and seating is limited.

Carlisle Request

WANTED!

We need more LBC owners to join us in Carlisle, PA for Import Weekend, and for the Big Hershey, PA Weekend.

Historically, we have been attending Carlisle Import Weekend as vendors since 1990.

That's a very long time, with as many as 12 to 15 people bringing parts to sell or just to dig around looking for bargains. We always have a good time as a group of friends, once described as "Male Bonding Weekend."

Sadly our group has dwindled to 3 or 4. We need new attendees!

This year, we leave on Thursday, May 18, set up shop that day and sell our left-over parts on Friday, Saturday and part of Sunday, depending on several factors, like the weather. Join us for part or all of the weekend!

(The Fine Print: We must collect PA Sales Tax on our sales, and we split the cost of the Flea Market spaces proportionally to each person's total sales for the weekend. Jeff always gets the most reasonable motel accommodations possible. We eat and drink moderately.)

Hershey Weekend is another deal completely! It's sponsored by the Antique Automobile Club of America.

It's mostly about American cars, old ones! There are always over 1,000 cars for sale in the Car Corral, ten thousand flea market spaces spread across many acres, a monster car show on Saturday morning and many thousand old-car enthusiasts from all over the world! Every car buff should put Hershey Weekend on his or her Bucket List!

We travel on Tuesday or Wednesday, setup and sell for three days, and sometimes stay part of Saturday to take in the car show. It's like La La Land, with vehicles not seen in many years, if ever. Like a Time-Warp.

And every year we meet some nice new people, visit with friends and learn something new from old timers who freely share their knowledge.

If you're even remotely interested in joining us, speak to Jeff or me any time. Thanks!

Jeff Kath and George Haynes

CLASSIFIED ADS

For Sale: 1967 MGB GT. Overhauled engine and body. 4 year old restoration. Runs better than new. Headliner is all that's left to repair. Dennis Gaebel.com"



For Sale: 1973 MG Midget
Call Lisa 509.0059

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: 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: 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

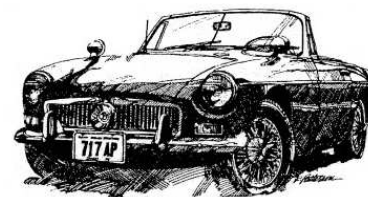
For Sale: MG TD tub on chassis and lots of parts for restoration. This was a project that never got started. Call Al Costich 585.482.2695 for details

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95 further details at www.colorwiringdiagrams.com

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

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British Auto

CLASSIFIED ADS

For Sale

1964 MGB – British Racing Green with minilite style alloy wheels. Older restoration (more than 20 years ago) into a later rust-free B body shell. Car has desirable and rare period Les Leston woodrim steering wheel, and nearly all 1964 features including exterior lights/trim, engine, gearbox (non-overdrive), dashboard/seats/interior. Doors are push button handles. This car remains rust-free.

20-year paint looks good, has some light scratches on the hood/bonnet that should readily polish out; driver's seat bottom cover has worked loose and will need to be re-clipped to seat frame but is not torn or damaged.

This MGB has been very well maintained. Excellent oil pressure (above 50psi oil pressure at idle), the car starts and drives beautifully – engine, clutch, gearbox, brakes, suspension, rear end are all in excellent working order. Newer exhaust.

A recent tan convertible top is in great condition. Car comes with original MGB bolt-on wheels and hubcaps, tonneau cover, and winter storage cover. Car is currently registered, and is ready for summertime enjoyment.

\$7500 obo.

Please contact D. Suter for additional photos and information and to be put in touch with the sellers (there is illness in the sellers family). 585-377-1877 or dmesuter -at – Rochester.rr.com.

MGCC MEMBERS

**** *GRAND PRIX FESTIVAL*
*September 7-10, 2017*****

Seneca Lodge Room Reservations

Please submit your name to either address below for 2017 Seneca Lodge requests
BY MARCH 30, 2017

Seneca Lodge is a 3-night minimum - prices vary by rooms and cabin units.
Please indicate any room preference (room or cabin #, double or queen bed).

****As you are all aware the Log Cabin is no longer available for Vintage Weekend****

Please include your name, address, phone and email. I will contact all members who requested a room following the drawing.

E-mail: karencrows@hughes.net

Karen Salisbury

P.O. Box 37 Grindstone Island

Clayton, NY 13624

315 767-6189



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♣ **Greg Stroop — Moss customer for 42 years**

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MARCH
BIRTHDAYS

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

Happy Birthday
Everyone

MARCH
ANNIVERSARIES

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

Congratulations

APRIL
ANNIVERSARIES

2 George & Sue Leopard
3 Daniel & Latty Goodwin
8 Larry & Joan DiGiovanni
19 Frank & Rosemarie Stepanik
22 Bill & Karen Clicquennoii
27 John & Ginny Fowler
30 Al & Barb Fink
30 Suzanne & Robert Keppeler

Congratulations

APRIL
BIRTHDAYS

4 Anthony Rosati
5 Gary Sandusky
6 Penny Heusler
6 Chuck Schaefer
7 John Thompson
7 John Schwelm
10 Elton Schulz
11 John North
12 Janice North
13 Jane Hamilton
13 Cathy Wackerman
14 Phyllis Wagner
15 Karen Lucas
16 Bill Rampe
17 Marsha Osborne
17 Steve Melcher
18 Jane Schantz
20 Bill Wackerman
21 George Haynes
21 Frank Stepanik
21 Niomi Wadsworth
21 Dawn Priestley
22 David Hunt
26 Janice Zorn
26 Ray Rossbourough
30 Kent Macafee

Happy Birthday
Everyone

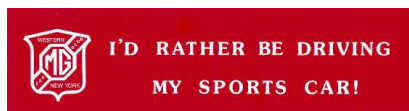
Official Regalia



Mg Car Club Western NY Centre

Sticker, Black/Silver	\$1.50
50th Anniversary Sticker	\$1.50
MGCC Mug.....	\$5.00
Car Badge.....	\$20.00
Badge Clip	\$5.00
Patch embroidered	\$2.50
Key Fob, large leather.....	\$4.00
Pin, cloisonné.....	\$3.00
Dash Plaque, 40th Anniv.....	\$2.00
Sticker, front adhesive.....	\$1.50
Sign, magnetic (10").....	\$15.00
Bumper Sticker	\$1.00
Name Badge w/MG.....	\$20.00
Vehicle Log Book	\$5.00
Fire Extinguisher	\$15.00

50th Anniversary Badge \$20.00
50th Anniversary Pin \$3.00



Sticker Car Badge
Patch

Also available is a wide selection of clothing items (shirts, jackets, ect.) embroidered with the club logo. Prices shown are for members only.

All items are available for purchase at our monthly Meeting, or delivery can be arranged.
Contact: Laurie Scribner 585-8725133 (weekdays).

MG Car Club Western New York Center,INC Membership Application

Annual Family Membership Dues \$30

All Membership run Calendar Year Jan - Dec

Name _____ Birthday _____

Spouse/ Friend _____ Birthday _____

Wedding Anniversary _____

Address _____ City _____

State _____ Zip +4 _____ Phone _____

E-mail _____

Today's Date _____

New _____ Renewal _____

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MG Car Club Western New York Centre -- Calendar of Events 2017

For the Latest information visit our Web site mgcarclub.com

January 12 Board Meeting 19 MGCC Meeting	February 5 Wine / Cheese & Valve Cover Racing 16 MGCC Meeting	March 2 Board Meeting 16 MGCC Meeting	April 2 Steak Roast 7 Auction 20 MGCC Meeting/ TBD Swing into Spring
May TBA Tune-up clinic 4 Board Meeting 13 Tour to Hammondsport 18 MGCC Meeting 19-21 Carlisle Import & Kit TBD Garage Tasting Party	June 15 MGCC Meeting 19-23 NAMGAR GT42 25-28 NAMGBR MG 2017	July 6 Board Meeting 20 MGCC Meeting TBD Multi Club Picnic TBD Sports Car Festival	August 17 MGCC Meeting TBD UK Car Day
September 7 Board Meeting 7-10 Grand Prix Festival Vintage Races 15-17 Brit Invasion Stowe 17 Bronte Park 21 MGCC Meeting	October TBD Fall Foliage Tour 19 MGCC Meeting	November 2 Board meeting TBD Yacht Club Brunch 16 MGCC Meeting	December Holiday Party No Meeting

Next Meeting
March 16 2017 7:30 PM
Knights of Columbus
70 Barrett DR
Webster, N.Y. 14580



**I'D RATHER BE DRIVING
MY SPORTS CAR!**