



SPOKES

PUBLICATION OF
MG CAR CLUB WESTERN NEW YORK CENTRE



WESTERN NEW YORK CENTRE ROCHESTER, NEW YORK



1 9 7 8 O F F I C E R S

CHAIRMAN

Philip Culbertson
39 Laconia Park
Rochester, N. Y. 14618
244-8095

TREASURER

VICE CHAIRMAN

Jay Lockrow
4492 Grandview Ave.
Hamburg, N. Y.
14075

Marv Brudno
12 Blackwatch Trail, Apt. 1
Fairport, N. Y. 14450
223-8723

SECRETARY

Dennis Fleisher
3660 Monroe Ave., Apt. 53
Pittsford, N. Y. 14534

ACTIVITIES DIRECTOR

Steve Fitch
5675 Brockport-Spencerport Rd.
Brockport, N. Y. 14420
637-4583

SPOKES STAFF

SPOKES EDITOR

Dave Brown
41 Hollywood Avenue
Rochester, N. Y. 14618
473-6580

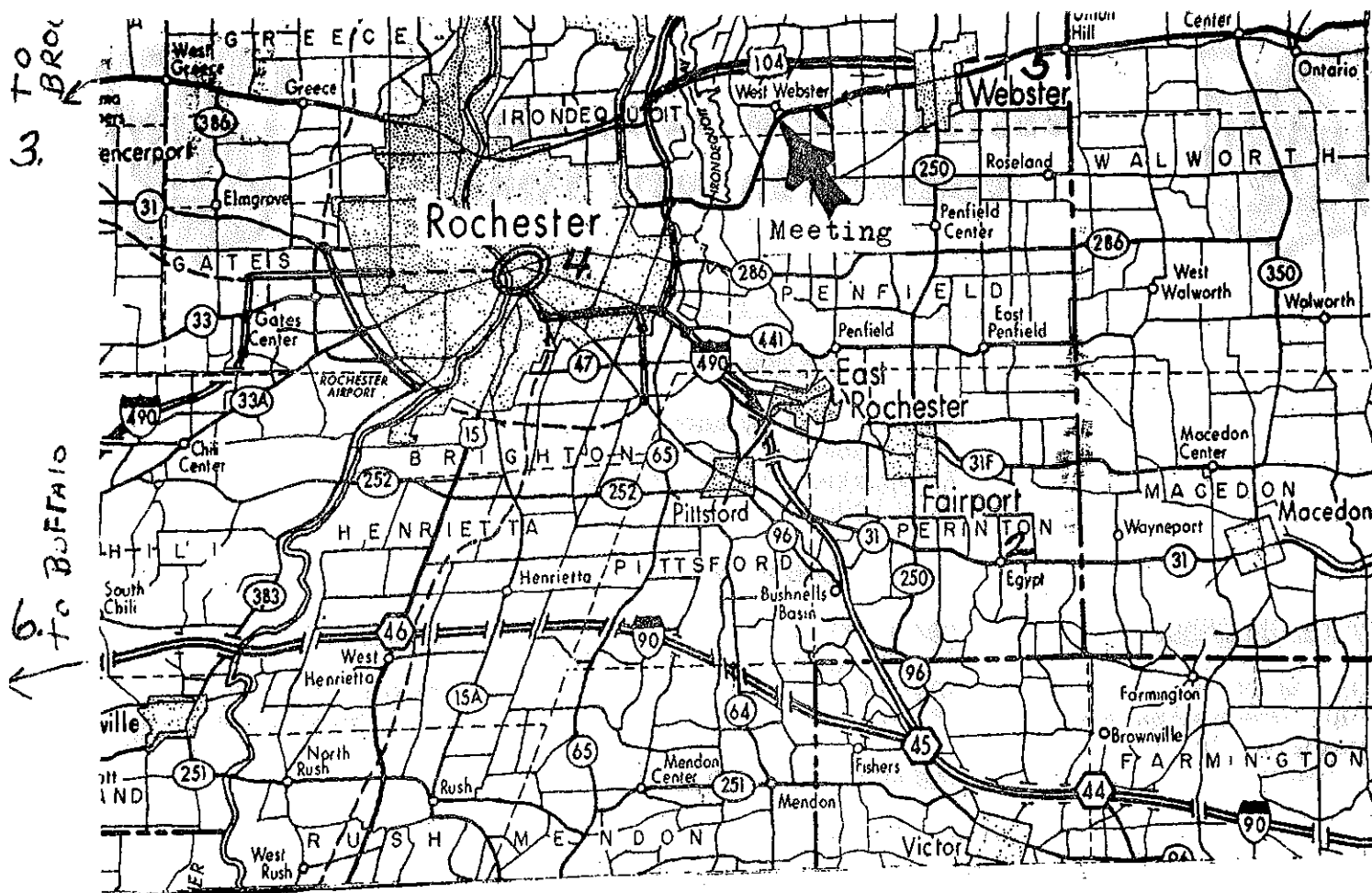
SPOKES PUBLISHER

Bill Warren
175 Alfonso Drive
Rochester, N. Y. 14626
225-0909

MGCC Meetings are held at the HERITAGE HOUSE, 602 Ridge Road,
West Webster, N. Y. on the 3rd Thursday of each month at 8:00 p.m.
All interested persons are urged to attend.

"SPOKES" is the official publication of the MGCC, Western N. Y. Centre. The publication is distributed to MGCC members, local club representatives and club event participants. The deadline for submission of all articles for "SPOKES" is the Friday of the week after the regularly scheduled meeting.

Please address any correspondence directly to the appropriate officer listed above.



NEED HELP, STRANGER?

SPECIAL NOTICE TO VACATIONING SPORTS CAR ENTHUSIASTS WHO MAY EXPERIENCE MECHANICAL PROBLEMS OR DESIRE INFORMATION WHILE IN THE ROCHESTER, N.Y. AREA:

THE MG CAR CLUB, WESTERN N.Y. CENTRE IS READY, WILLING AND ABLE TO PROVIDE AID.

CALL ONE OF THE FOLLOWING NUMBERS FOR HELP:

1. NORTHWEST SIDE (GREECE, N.Y.)

Len Bleck
621-6227

2. SOUTHEAST SIDE

DAVE WILD 716-223-1065
FAIRPORT, N.Y.

3. SOUTHWEST SIDE

STEVE FITCH 716-637-4583
BROOKPORT, N.Y.

4. CENTRAL (ROCHESTER)

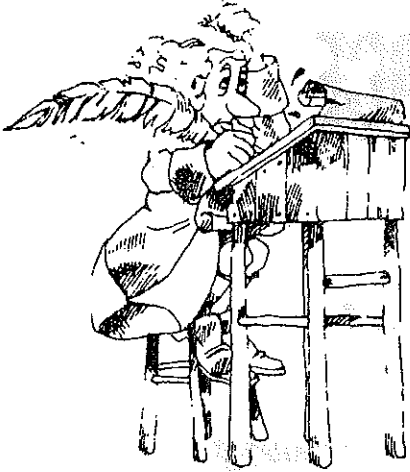
BOB PHILIP
716-482-3195

5. NORTHEAST SIDE

George Herschell 716-872-1194
Webster, N.Y.

6. BUFFALO AREA

JAY LOCKROW 716-648-0533
HAMBURG, N.Y.



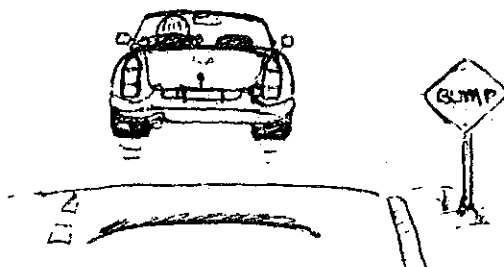
FROM THE EDITOR

I enjoy reading about cars if the author knows what he is talking about, but I really get a perverse pleasure out of reading articles which purport to be written by experts but which turn out to have major factual errors.

The article on Mario Andretti in the last issue of Esquire is an excellent example of a magazine that proceeds on the assumption that a good writer can deal with any subject. This kind of thinking puts Mario on the cover in one of those little road racing franchise dollar-a-loop cars and labels it as a Lotus. The same error is repeated inside in a photo accompanying the text. It takes an enthusiast to write intelligently on a specific subject. When you dilute the content to the point where the general public can understand it, then the writing will be dull, stupid or wrong. That's why you will never find intelligent automobile articles in the D&C or Times-Union. And that's why you will have to keep sending in your stuff to SPOKES - it's the only way we can get good material - the kind we like to read.

Elsewhere in this issue, you will find material plagiarized from prominent national publications. So help make SPOKES legal again - send in your contributions.

Dave
Brown



SPECIAL MEETING NOTICE

ANNUAL MEETING OF WESTERN NEW YORK
CENTRE M.G. CAR CLUB, AT HERITAGE HOUSE
602 RIDGE ROAD W. WEST WEBSTER, N. Y. ON
NOVEMBER 16, 1978, AT 8:00 P.M.

ELECTION OF OFFICERS FOR THE M.G. CAR
CLUB FOR THE YEAR 1979.

PROGRAM FOR AFTER MEETING

BRING SLIDES OF CLUB EVENTS OR OF INTEREST,
SCREEN AND PROJECTOR WILL BE PROVIDED,

CHAIRMAN'S CORNER

The letters M.G., as we all know, stand for the words Morris Garage where Cecil Kimber began his work on the M.G. cars. These letters have also represented the words Midget Giant. I think our Car Club could very well use the words More Going.

To elaborate on this, for the month of October the club was really active. On Sunday, October 15, the 10th. Annual Wagonjack Meet was held, and in spite of bad weather the two days before, the good weather returned on Sunday. There was a showing of cars, not as large as in past years, but we did have a show. The trial course was used and the drivers had very little trouble in negotiating it. The day ended with a good buffet and wine and car talk in the Wild's parlor, dining room and family room.

Thursday, October 19, was our monthly meeting and we did have a little conflict on the holding and presentation of the meeting. On the plus side, we had a good attendance. The nominating committee presented a good slate of officers for the year 1979 and, at the Annual Meeting, which will be held on November 16, 1978, they will be voted on. Those attending the meeting had the opportunity of enjoying the refreshments and saying their goodbys to Bob and Jackie (Mr. & Mrs.) Jefferies who will be returning to England in November. We will miss them and their talk of the M.G. in England. So do hurry back folks, if it is at all possible.

Sunday, October 22, was a banner day for our Activities Director, Steve Fitch. He set all kinds of records for the Breakfast Run to the Applegrove. He had a beautiful fall day going for the run; there were over twenty sports cars of various makes in the parking lot, along with Detroit Iron, of the member's and guests. How many people attended? Steve will have to answer that question. Taking advantage of the beautiful day, a number of the sports car owners went on a drive or run to Letchworth Park to enjoy the color of the fall foliage.

On the return trip from the Applegrove, George Eldridge had the misfortune of having the fan belt break on his car. Boy, did the meaning of the word camaraderie show up at that misfortune. Franz Zechman had a spare fan belt in his car. Glen Lenhard was there with all his M.G. knowledge to install the new belt, with tools supplied by the Benets and Culbertsons.

The saying we have heard at times, "The sun always shines on M.G. owners," really came into importance during October for our Club.

Respectfully your Chairman,

Philip Culbertson

LOOK-NU AUTO PARTS



FAMOUS NAME SPARK PLUGS

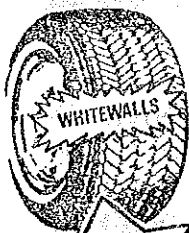
AMERICAN PASSENGER CARS, TRUCKS,
SEAPLANES, TUGBOATS, SNOWMOBILES,
CHAIN SAWS, MOST FOREIGN SUBMARINES.

Non-Resistor 59¢ ea. (Cash)
Resistor Type 89¢ ea. (Cash)

BUY 2 SNOW TIRES—GET A THIRD ONE FREE

2&2 TACK- EATING GLASS- BELTED WHITE- WALLS

Run over rail spikes,
rattlers, or live chain
saws. These glass
belted tires are the
very best made far
superior to steel-belted

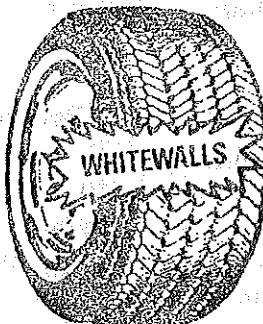


**SUPER
VALUE!**

Fk 18 **\$24.00**

Xg-16 **\$16.00** Cash

\$7.50 Cash Free
Pressure Test
with this Ad.



\$7.50 Cash Free
Pressure Test
with this Ad

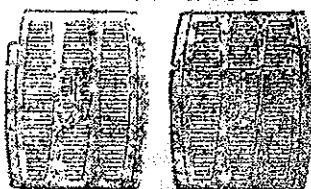
STEEL-BELTED INVINCIBLE TIRES

Cannot be punctured ever-
by scientists. Official tire
preferred for moon
vehicles and driven by the
Green Berets. These are
the best tires made far
superior to glass-belted

Yu 4: **\$24.00** Cash

Pu-23: **\$16.00** Cash Bo-22

FLOOR MATS



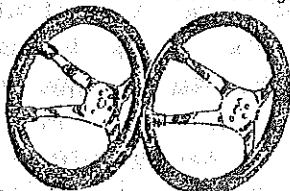
\$3.98

Reg. \$14.93 with this Look-Nu Ad. Good
thru May

Colors: Many Different.
Reg. \$14.93

STEERING WHEELS

Available in several colors and styles
some with knobs and leather
leatherette or leatheroid coverings

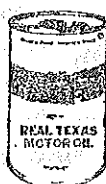


\$3.57 Cash Reg. \$15.90

With This Ad Thru May at Look-Nu Auto

REAL TEXAS OIL

The very finest Texas oil for your burning needs



Reg. 50¢

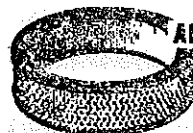
**SUPER
VALUE!**

"Slippery-not-Sticky" 5w-80
QT ONE-CAR LOAD LIMIT

49¢ Cash

AIR FILTERS

If your car's been stalling
or sputtering or tends to
shudder a bit it's probably
got a cough from breathing
unfiltered air. A clean air filter
can fix your whole engine by, up to 10%

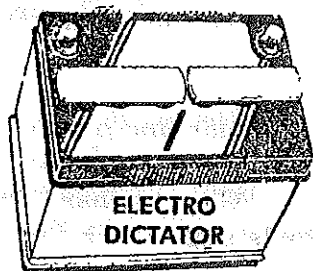


AIR FILTERS

\$2.98 Cash Reg. \$7.46

This Ad Not Required If You Can Remember the Price

6-YEAR WARRANTY ON NOTORIZED PAGE OF THE BIBLE



**ELECTRO
DICTATOR**

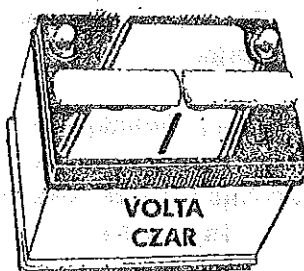
78 PLATES

84 20-Hr Rate

* The very finest battery for the driver who would like
to turn off the engine sometimes and run on electricity alone

\$24.98 Cash Exchange, with this ad
or piece of paper
Reg. \$78.50

5-YEAR WARRANTY IN TYPING ON LEGAL PAPER



**VOLTA
CZAR**

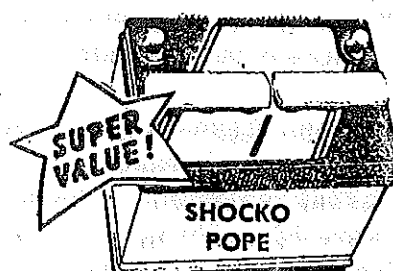
66 PLATES

74 20-Hr Rate

This is a premium battery for the car loaded with ex
tras. So strong it can boost CB range miles upwards

\$15.98 Cash Exchange
with this ad or money
Reg. \$62.50

4-YEAR ORAL WARRANTY



**SHOCKO
POPE**

12 PLATES

30 4-Hr Rate

This is the battery for the automobile owner who has
a car that needs a battery.

\$4.99 Cash Exchange
Reg. \$33.35 With this ad
or at our store

Liquid File/Serial
Number Remover/
Rub It On—Drive
It Off



99¢
Cash

Give Your Enemies
the Gas Treatment/Instant En
gine Seizant

**SUPER
VALUE!**



79¢
Cash

Spray Mechanic/
readjusts timing/
cleans plugs/
grinds valves/sets
up cam



\$1.29
Cash

Banana Cream
Sawdust/Trans
mission Quieter/
Stops Annoying
Noise for Hours



\$2.50
Cash

CHAIRMAN'S CORNER

A Pair With Three Of A Kind

Strange as it may seem, through the many years that the automobile has been made, there are two companies that made a car having the same model identification, and in the same order.

After searching your mind and you don't know what these two companies are, it is the M.G. Car Co. and the Ford Motor Co. with their models "T", "A", and "B".

In articles I will write in the future, I will try and make a comparison, and my association with them.

Starting with the "T" Model, the Ford Motor Co. produced these from 1908 through 1926, and really put America on wheels. It gave the people a low cost, economical to operate and maintain car.

The M.G. Car Co. produced its "T" Model from 1945 through 1955. I won't say that the M.G. put England on wheels, but it had one virtue that it made people in both countries very happy to own and drive one. It was also an economical car to own, though appearing in a different era.

The "T" Models had quite a few things in common, they both had four cylinder engines with the horsepower of the Ford only about half that of the M.G. In the early days who needed horsepower as the roads weren't that good, people just wanted to get from one place to another conveniently.

Both models had a radiator with its cap and shell having its distinctive trademark, all visible.

Both models had fenders and running boards, terms which are not to often heard today in the automotive lingo. The lights on both models were mounted between the fenders and radiator (slight variation on TF).

The M.G. was only made in the roadster type body with the Ford having a roadster, along with a touring and closed body.

Wheels were somewhat comparable, early Fords had wooden spokes, but I have seen them with disc wheels, and in the final years they had wire wheels. The M.G. used a disc and wire wheels.

Both models used wooden floor boards where needed, and there are stories on how the Ford Motor Co. acquired the wood for their floor boards.

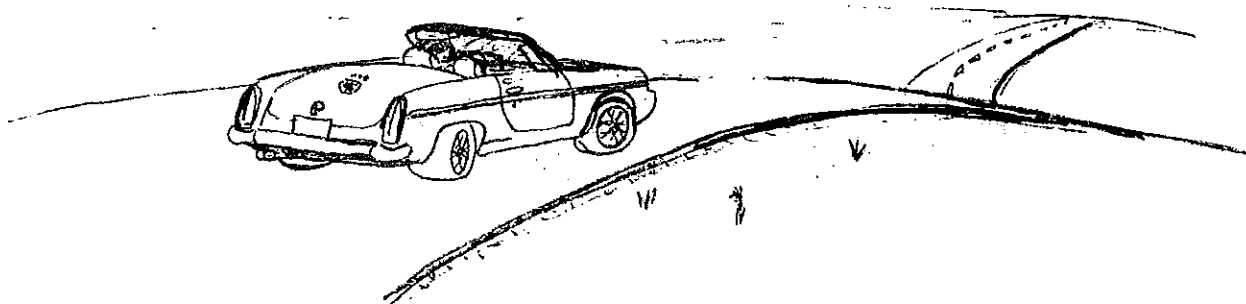
The Model "T" Ford came with a built in crank, the M.G. was removable. Cranking the Ford "T" caused more pain and agony to its owners than any car built.

To find out exactly how much gas was in the tank of either Model, a wooden measuring was used.

This concludes what I thought were comparable items of interest. In my next article, I will relate my experiences with each of the "T's".

Respectfully,

Philip Culbertson
Your Chairman



Illustrations by George Heissenberger

MONTHLY MEETING

October 19, 1978

The meeting was called to order by Chairman Phillip Culbertson at 8:25 PM.

New members in October:

1. Ray and Virginia Baldwin
Pavilion, N.Y.
2. George and Paulette Eldridge
Rochester
3. Irv Black
Rochester
4. Bill and Scott Breach
Spencerport

Len Bieck reported that there will be an increase in the price of car badges, both grill and bar type. If you wish to still order one at \$10, see him immediately.

The Breakfast Run to the Applegrove II will be October 22. Meet in Brockport at 10 AM., breakfast at 11. At least 50 are expected to attend.

The MG Christmas Party is December 9, 1978 at the Lost and Found Tavern. It will be a sit-down dinner of either 16 oz. strip steak or bake stuffed flounder. A motion was made and approved to have \$4 for each member's meal subsidized by the Club.

A motion was made and approved to give a donation to the Eddie Meath Christmas Fund. The membership felt that as long as we show a profit on the Victor Show we can continue to give an amount to this charity.

Bill Warren, publisher of the SPOKES, commented on the pictures in our newsletter. He would like each member to submit to Dave Brown a picture of the owners (and families) and their cars. These will be made into a collage to be published in later issues of the SPOKES. It may either be a black and white or a color print. Dave Brown also asked for items to be put in the Marketplace section of the newsletter- any items to be bought or sold.

George Herschell discussed the GOF in Newport, R.I. and Marv Brudno commented on the Vintage and Historic car races held in conjunction with the U.S. Grand Prix. Steve Fitch had pictures of the Grand Prix published in the local Brockport and Spencerport papers.

October minutes, continued.

Mick and Jackie Jefferies will be returning to England in November. The Club thanks Mick for all his interest in the Club during his stay in our area.

Bob Adams asked for a current membership list so he may print copies for all the members.

The slate of officers for 1979 was nominated and discussed. They are:

Dick Powers	-	Chairman
Steve Fitch	-	Vice chairman
Marv Brudno	-	Treasurer
Barb Livingston	-	Secretary
Glenn Lenhard	-	Activities chairman

These nominations will be voted on at the November meeting.

Door prizes were won by Al Isselhard, Mick Jefferies, and Dick Gordon.

The next meeting will be November 16. Program will be slides and pictures of the U.S. Grand Prix.

The meeting was adjourned at 9:20.

Respectfully submitted,

Steve Fitch
Acting Secretary

Members at the October meeting: Len Bieck, Franz Zechmann, Dan Goodwin, Steve and Carol Fitch, Glenn Lenhard, Robert Jefferies, Don Sweeney, Frank Cummings, John Lumbino, Bob and Annabelle Tescione, Al and Mary Isselhard, Dick Powers, Jim Ottman, Dave Brown, Gerry Culbertson, Dave Seelbinder, Dave Chase, Bobbi Livingston, Richard Gordon, George and Nancy Herschell, Alex Kopen, Dave and Barb Wild, Bill Warren, Marv Brudno, Philip Culbertson, Robert Adams, and George Eldridge.

Guests: Bill and Scott Breach (joined at this meeting), David Tyminski, and Art and Cathy Appleby

Legal Aid/Andrew O. Shapiro

HOODWINKED NO MORE: TIPS FOR THE USED-CAR BUYER

To New Yorkers who can't tell a steering-wheel shaft from an elevator shaft, shopping for a used car is a little like playing blindman's buff. Often the only precautions taken are kicking the tires and avoiding dealers who resemble a former Republican president.

If you fear getting stuck with a jalopy—or if you have already been victimized—there is legal lemon aid available in the state's Vehicle and Traffic Law. Section 417 sets minimum safety and equipment standards for used cars. Even more important, it creates an *implied warranty of serviceability*, which means that your used car must be fit for the road.

Let's run down a checklist of safety and equipment requirements that the dealer must satisfy on your car:

Brakes. Loose or worn parts in the brake mechanism must have been repaired or replaced. The parking brake should be able to hold the car stationary even though the engine is running at a slightly accelerated speed and the car is in gear.

Tires. No baldies! Tires should have sufficient tread and be free from blow-out patches or breaks in the tire fabric.

Steering. There cannot be excessive looseness or wear in the steering mechanism or front-end suspension, and the front wheels must be properly aligned.

Defrosters. A working windshield defroster is mandatory in all 1964 and newer models. On 1974 and newer models (except those with roll-down rear windows), a rear-window defroster is required.

Safety equipment. The car must have all the following equipment in good working order: headlights, taillights, stoplights, and directional-signal lights; a blinking-front-and-rear-hazard-light mechanism on 1966 and newer models; approved safety glass in the windshield and windows; and seat belts on 1963 and newer models (there must be one set of belts for each passenger for whom 1968 and newer cars were designed).

Other equipment. The following must also be in good working order: muffler, horn, windshield wipers, and rearview mirror (and side-view mirror on 1968 and newer models).

In addition to these requirements, Section 417 entitles you to an *implied warranty of serviceability*. This warranty means that the dealer automatically certifies that the car is, in the words of Section 417, "in condition and repair to render, under normal use, satisfactory and adequate service upon the public highway at the time of delivery." Notice that the warranty relates to the condition of the car when it is delivered to you. Any defect that can be attributed to that condition—even though it shows up only after delivery—may be a violation of the warranty.

There are no hard-and-fast rules for applying the warranty. It certainly does not guarantee you a perfect car—only one fit to give *adequate service under normal use*. So you can't justifiably complain if, say, a used car with 40,000 miles on it gets only 18 miles per gallon despite an EPA rating of 22 miles per gallon.

On the other hand, if the car starts leaking transmission fluid shortly after you buy it and the transmission burns out, or the battery goes dead the day after your purchase, then it's fairly clear that the car was not fit for the road when you bought it.

In one instance, a used car with a cracked cylinder wall was sold to an unsuspecting New Yorker. Instead of repairing this serious defect, the dealer had hidden it beneath a heavy, glue-like sealant. After the car had been driven for a few thousand miles, the cylinder wall blew out. The dealer had clearly breached the warranty of serviceability.

What can you do if you buy a used car that doesn't meet safety and equipment standards or the implied warranty? Step one is to complain to the dealer. Let him know that you know all about Section 417 of the Vehicle and Traffic Law. Request whatever you consider fair under the circumstances:

Don't let the dealer hoodwink you into thinking that your car isn't covered by Section 417. For example, he may point out that he wrote or stamped "as is" across your bill of sale. That language is illegal and doesn't get him off the hook. A dealer cannot disclaim his obligations to you under Section 417.

Another illegal ploy is to write "junk" on your bill of sale and official motor-vehicle forms. While "junk" is a valid designation if the car is being sold to a scrap yard—or, perhaps, to a hot-rodder who plainly intends to cannibalize the car for spare parts—selling a car as "junk" is illegal when the dealer knows that you're planning to drive the car on the highway.

Suppose the dealer just stonewalls. Then it's time to escalate your tactics. Tell him that unless he lives up to Section 417, you're going to report him to the New York State Department of Motor Vehicles (DMV). The DMV has the power to suspend or revoke the dealer's license to sell cars if he has violated the Vehicle and Traffic Law.

If this threat doesn't scare any action out of the dealer, then complain to the DMV. You can file a written complaint on an official DMV form (VS-5D), available at any local DMV office statewide. Or you can simply write a letter containing your name, address, and telephone number—as well as the dealer's; a description of the used car (year, make and model, plate number); and the nature of your complaint. Send your letter (or Form VS-5D) to:

Department of Consumer and Facility Services

Empire State Plaza

Albany, New York 12228

Include copies (not originals) of any documents connected with the sale.

You can also telephone your complaint to the main DMV office in Albany on the following toll-free numbers:

From New York City: (212) 682-5780.

From Nassau and Suffolk: (516) 292-0107.

From Westchester and northern counties: (800) 342-3823, -24, -25.

In Albany: (518) 474-8943.

You will speak to a DMV consumer-service representative who will take your complaint.

If your complaint warrants a field investigation, a DMV inspector will visit you to examine the car (he is a trained auto mechanic). He may road-

FACTORY BUILT '78 Models

FLEETWELD BROUGHTON

COUP D'ETAT

European-sized SAVILE ROW

Front-Wheel Drive DESPERADO

All with

Power Floors—Automatic Emis-

sions—Trunk Decor Package—Mu-

ror Defroster—Remote Control

Brakes—Battery Mouldings—White

Seals—Engine Carpeting—White

Wall Headlamps—Exhaust Covers

FROM \$8900

DUKE KING CADILLAC

The Duke of Dealers (with the King of Cars)

—Celebrating 10th Anniversary—

Across From Wright Brother Park

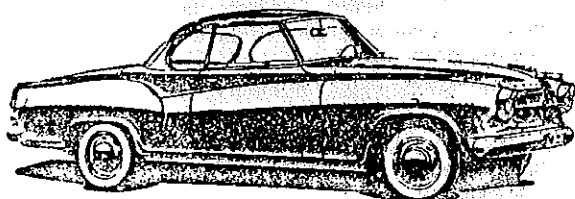
Open until 11pm, Friday night.

784-4000

Legally speaking, the DMV does not have the authority to compel a dealer

In a 1978 small-claims case in Utica, New York, Margaret Natale successfully sued Martin Volkswagen, Inc., for breach of the implied warranty of serviceability under Section 417. Ms. Natale paid \$416 for a used 1969 Chrysler. Within a few days, she had to install new points in the car, a new battery, a new alternator, and a new starter; a short circuit in the electrical system had to be repaired; light bulbs had to be replaced; and the car had to be towed off the road. The cost to Ms. Natale was \$302.58.

If less than \$1,000 is at stake in your dispute, you can sue the dealer for that much in New York City Small Claims Court. When a larger sum is involved, you should get advice from a lawyer.

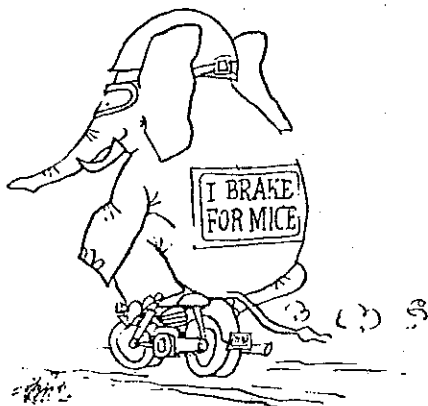
[illegible]

**YES! ONLY A FEW
BRAND-NEW
'61 BORGWARDS
LEFT IN STOCK**

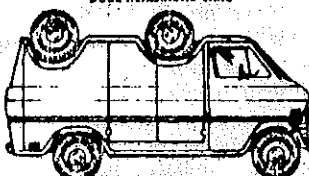
NEW SELLER PROTECTION PLAN

Rent it. Lease it back to us—then we sell it
to the bank. They loan it to the finance company
and you pay only 6 monthly charges plus deposit!

Located on Sewage Line Rd Just 42½ Miles North of Interstate 40, Exits 33-34-35



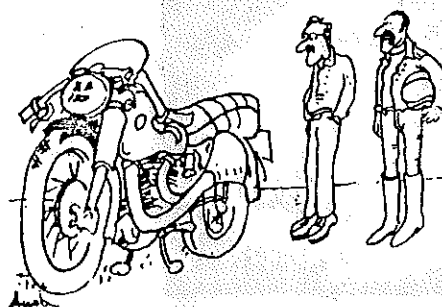
SEE OUR INCREDIBLE NEW 8-WHEEL-DRIVE
DOGE AVA LANCHE VANS



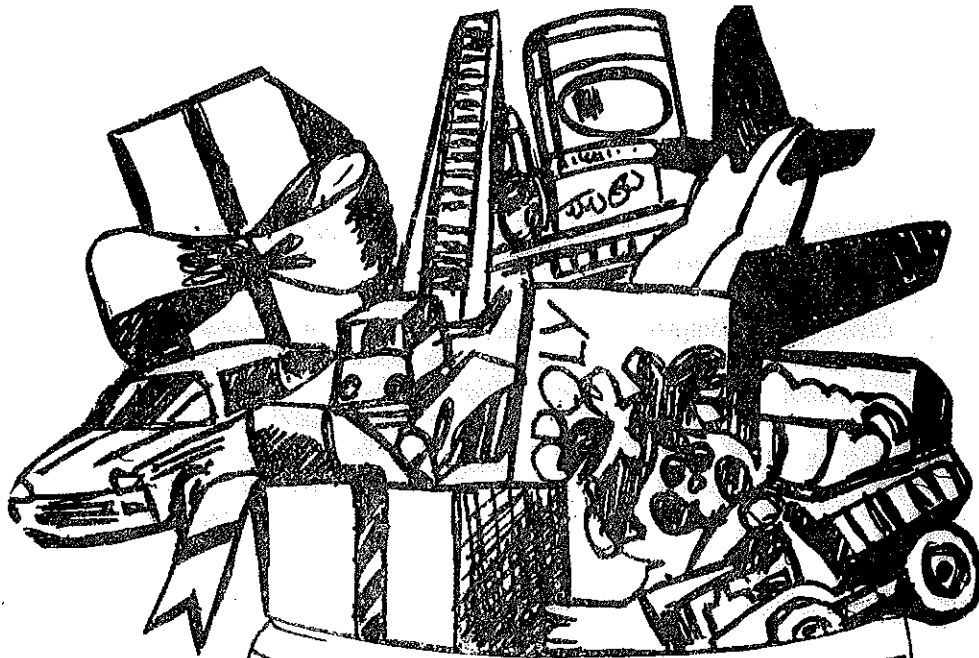
ONLY \$5795 plus more

YES! WE GOT IT ALL!

- WINDOWS SHAPED LIKE YOUR GIRLFRIEND
- BLACKLITE MURALS
- BRICK FACING
- FUR PAINT
- SLOSH-PROOF BAFFLED WATER BEDS
- STROBE HEADLIGHTS
- FACTORY HOOKS



" expresses my inadequacy better than
a Jaguar



DON'T MISS
THIS ONE ---

HAVE YOUR
RESERVATIONS
IN ON
TIME

NO LATE
RESERVATIONS
ACCEPTED!

WESTERN NEW YORK
MG

CAR CLUB

Christmas Party

Saturday
Dec. 9
at the

LOST AND
FOUND
TAVERN

104 Platt St.
Rochester, N.Y.

7:30 P.M.

REMEMBER
THE
RESERVATION
DATE.

PLEASE!

RESERVATIONS NOT ONLY
ACCEPTED, BUT REQUIRED.
NOV. 28, 1978
NO LATER!!

Choice of dinners:

- (1) 16 oz. strip steak
- (2) Baked flounder
with crabmeat

includes: cup of soup
relish trays
chef salad
potatoes
rolls and butter
coffee and dessert

Cost: strip steak
members \$5.80
non-members \$9.80

baked flounder
members \$5.25
non-members \$9.25

(cost includes tax & gratuity)

ALL RESERVATIONS MUST BE
RECEIVED BY: NOV 28, 1978

Send checks to: (and made
payable to)

Steve Fitch
5675 Route 31
Brockport, NY 14420
(716) 271-1500

Games Door Prizes Good food
and drinks

"Reflections on Hershey"

You know that song "Where are the Clowns?" One of these days I'm going to rewrite it and make it "Where are the Cars?"

Not having been on the pilgrimage to Hershey for several years, I was quite enthusiastic when my dad suggested that we go to Hershey for the national fall meet of the AACA. My dad made reservations about fifty miles north of Hershey and we cranked up my faithful Duster and pointed the nose towards Hershey. This is a beautiful time of year to travel and I can honestly say I enjoyed the motor trip as much as anything about the whole weekend.

We arrived at the show about nine thirty in the morning and the first thing I did was find a parking spot that I could get out of. I remember all too well spending two hours getting out of the parking lot one year, after the show.

The first person I looked up was Doug Redmond with his Morgan. He was busy beating off the hordes including the Langswagers and the Phillips. After a few brief hellos, I wandered off to look at the cars and it was at this point that a certain something became a realization to me. The cars that I go to see, the Alfas, Bugattis, Mercedes, some of the big brass cars the Dusenburgs, Invictas, Lagondas and this sort of breed are beginning to become very scarce. True, there are a few there, but five or six years ago there were far more, and made the event just that much more exciting. I have pictures of Bentleys that would knock your eye out. This year there was one lone Bentley convertible with unexciting bodywork. There were four exquisite Bugattis that for my money were the hit of the show but as AACA would have it, they were busted up in two different classes. The Rolls Royces that were there were about as exciting as a Howard Cosell broadcast. There was a 380K Mercedes that was exciting as any car I have ever seen and also a lovely 500K. There was one lonely Dusenburg with the ugliest bodywork I have ever seen but quite a few lovely Packards. One absolutely beautiful '32 Chrysler roadster and a handful of other classics and brass cars, but the main body of the show were the mundane, dull, uninteresting, bland cars of the late thirtys and fortys. These along with more Fords than Henry ever thought of producing lent a macabre note to the show. I am not saying these are not good cars because they are, but at a national show I go to see the exotic not the dull. These cars are of a period much the same as a period we are entering now of dull, utilitarian vehicles that are bought by the masses that just don't care and will let the government do anything they please.

I was terribly disappointed and will not go again.

Jay Lockrow

BREAKFAST RUN TO THE APFLEGROVE INN - REVISITED

Sunday morning, October 22nd, dawned bright and beautiful; what a day for the last MG event for the summer of 1978. The Indian Summer spectacular found MG Car Club members from all over western New York State heading to the Applegrove Inn in Medina for their famous brunch buffet.

Forty-three adults and children made the drive from Brockport while twelve drove in from the Buffalo area. (As one who made the forty-five minute drive from Brockport, the parade of cars was simply beautiful.) These 55 sports car and eating enthusiasts sat down to eat at 11 AM.

Breakfast consisted of eggs, ham, sausage, cream chicken, pancakes, fresh fruit, juices, pastries, donuts, baked apples, apple fritters, etc., etc., and plenty of fresh coffee.

Following an hour or so of eating, the enthusiasts made their way to the parking lot for an impromptu MG meeting. Each person introduced themselves and the car he or she drove. This gave us all an opportunity to finally "put a name to that face." We then proceeded to line up the cars and Al Isselhard photographed the cars and the people who go with them. These pictures should soon be featured in the SFORFS.

This time also gave the members a chance to greet the newest members of the Club: George and Paulette Eldridge and their MGB, Art and Cathy Appleby with an MGB, and Bob, Helen, Al, and Jean Hastings from Buffalo in their MG*TD. We were also joined by Dave Wild's mom and Jay Lockrow's mom and dad in their beautiful XK^F.

When the gathering at the Applegrove finally broke up, it was evident that the beautiful day would not be wasted. You could tell many miles would be put on those odometers! The Fitches followed the Lenhards and the Isselhards to scenic Letchworth State Park, where, along with what seemed like half of the people in western New York, we took in all the beauty of this area.

As I look back on this event, I can't help but reflect on the happy feelings that spread throughout this group this day. Maybe it was the weather, maybe all the food, or maybe just great people having a super time.

Steve Fitch

our sunshine page

November Birthdays

Al Isselhard	9
Glen Lenhard	8
David Gassmon	
Robert Burnett	14
Rachel Powers	29
Dick Gordon	22
Ruth Szalasney	5
Louise Eckert	2
Donna Robinson	10
Paulette (Cookie) Lombino	28

Anniversaries

Gary & Paula Langswager - 22, 1974

Whats New

A belated Happy Anniversary to Annabelle & Bob Tescione - Oct. 8

Mary Isselhard just purchased a '68 Jaguar XKE.

Anybody interested in dried flower arrangements should go to Barb Wild's fall sale. Check with Barb for the date if it's not in this newsletter.

Marketplace

- o MGA 1600 - 1962 green repaint, original tan interior, wire wheels, semperit radials, recent engine rebuild. Good unrestored condition - \$1,800
- Morris Stewart 533-2152 or Morris Motors
- o NOS MGA Spare Parts - for more information inquire Morris Motors.
- o Studded Snow Tires - 165 x 15 radials (1 Michelin, 1 Pirelli) mounted on 1971 Volvo 144 wheels, used one season - \$40.
- Call Ken Pearce 423-3910
- o 1958 Mercedes Benz 190 SL - 50,000 miles, excellent condition, blue grey, matching interior, runs good, needs breaks - \$4,500
- C. Lockrow
4890 Duerr Rd.
Orchard Park, N.Y. 14127 - 662-7457

AS I THINK BACK

By Steve Fitch

These last two years have been very pleasing to me with respects to the Western New York Centre MC Car Club. I took the job as Activities Chairman because, since I was "bitching" about the lack of activities when I had joined a year previously, this was my opportunity to do something---sort of "put up or shut up."

I have certain interests when it comes to car activities and I was apprehensive as to whether anyone else had the same interests I did. Some of the activities we've had have been well-attended, others not, but many of us have had a great deal of fun.

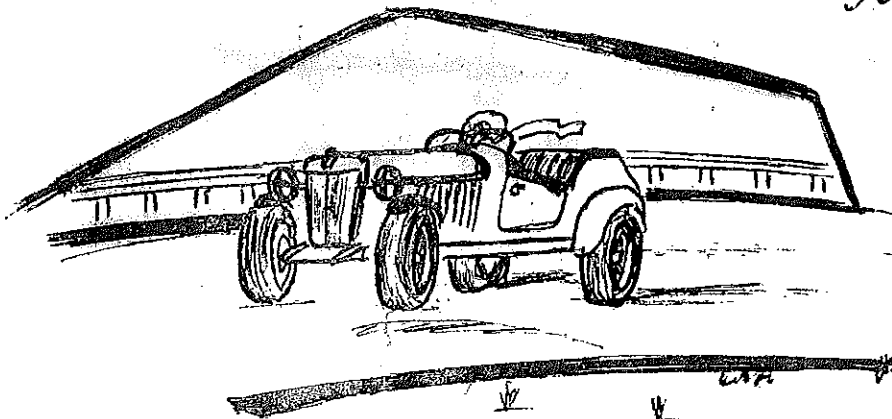
The people I have had the pleasure of working with these last two years have been exceptional. Their help has been invaluable. I also thank my wife Carol for the many suggestions she has given me for improving our activities and supporting me in what I have planned.

And most of all I thank you members for your support of our activities. Maybe its been the activities, I don't know, but to see the Club go from less than 30 members two years ago to now over 80, this Club must be doing something right!!!!

We have Glenn Lenhard nominated as Activities Chairman for 1979. He already has several super ideas for next year and he deserves your support.

As I think back on the last two years and look forward to the future, only one thing comes to mind: "This Club is really on the move."

THANKS TO ALL OF YOU.



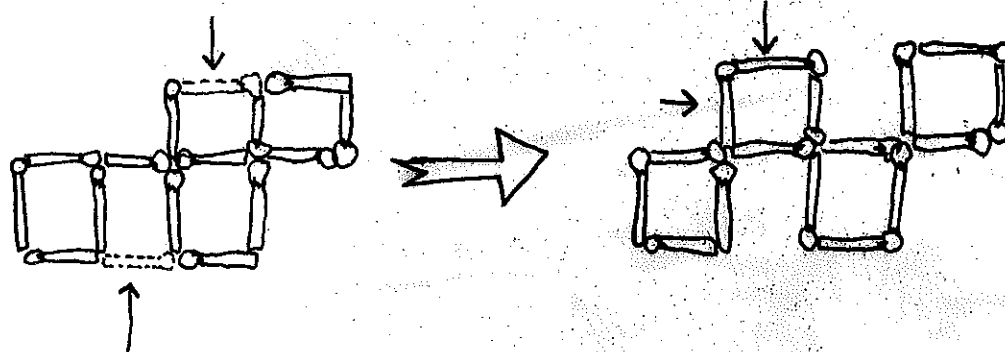
PUZZLE OF THE MONTH

#2 On an airplane, three passengers got into a conversation with the stewardess. The following facts evolved.

1. The names of the passengers were Miller, Adams and Baker.
2. The stewardess said that these were also the names of the flight crew, which consists of a pilot, a copilot and a navigator.
3. Mr. Adams said that he earned \$14,000 a year.
4. Mr. Baker said that he lived in Cleveland.
5. The stewardess said that the pilot lived halfway between Cleveland and St. Louis.
6. One of the passengers lived next door to the pilot and received exactly three times as much salary as the navigator.
7. The stewardess said that the copilot often played bridge with Miller, one of the crew members.
8. The pilot had the same name as the passenger who lived in St. Louis.

WHAT IS THE NAVIGATOR'S NAME?

SOLUTION TO LAST MONTH'S PUZZLE:



MEMBERSHIP

MG CAR CLUB, WESTERN N.Y. CENTRE

Membership in the MG Car Club is open to any interested person. Ownership of an MG is not a prerequisite for membership.

Dues are \$10.00 yearly which includes a year's subscription to the local club newsletter, "SPOKES", and the international newsletter, "SAFETY FAST".

Spouses become members also at no extra cost.

If you should wish to join, please send this completed application along with a check made out to "MGCC, Western N.Y. Centre", to:

TREASURERMarv Brudno
12 Blackwatch Trail, Apt. 1
Fairport, New York 14450

APPLICATION FOR MEMBERSHIP
MG CAR CLUB
WESTERN N.Y. CENTRE

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Car(s) Owned: _____

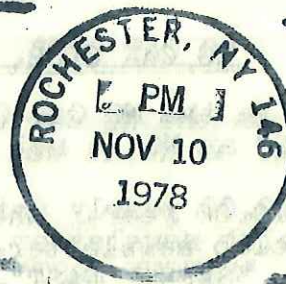
Interests:

Racing: _____ MG 'T' Series Cars: _____ Autocrosses: _____

Rallying: _____ Concours D'elegance: _____ Restoration: _____

Other: _____

DAVID BROWN
41 HOLLYWOOD AVENUE
ROCHESTER, NEW YORK 14618



NOVEMBER 1978

THIRD CLASS MAIL

Gil & Betty Langswager
131 Woodland Forest #4
Tuscaloosa, Alabama 35401

