

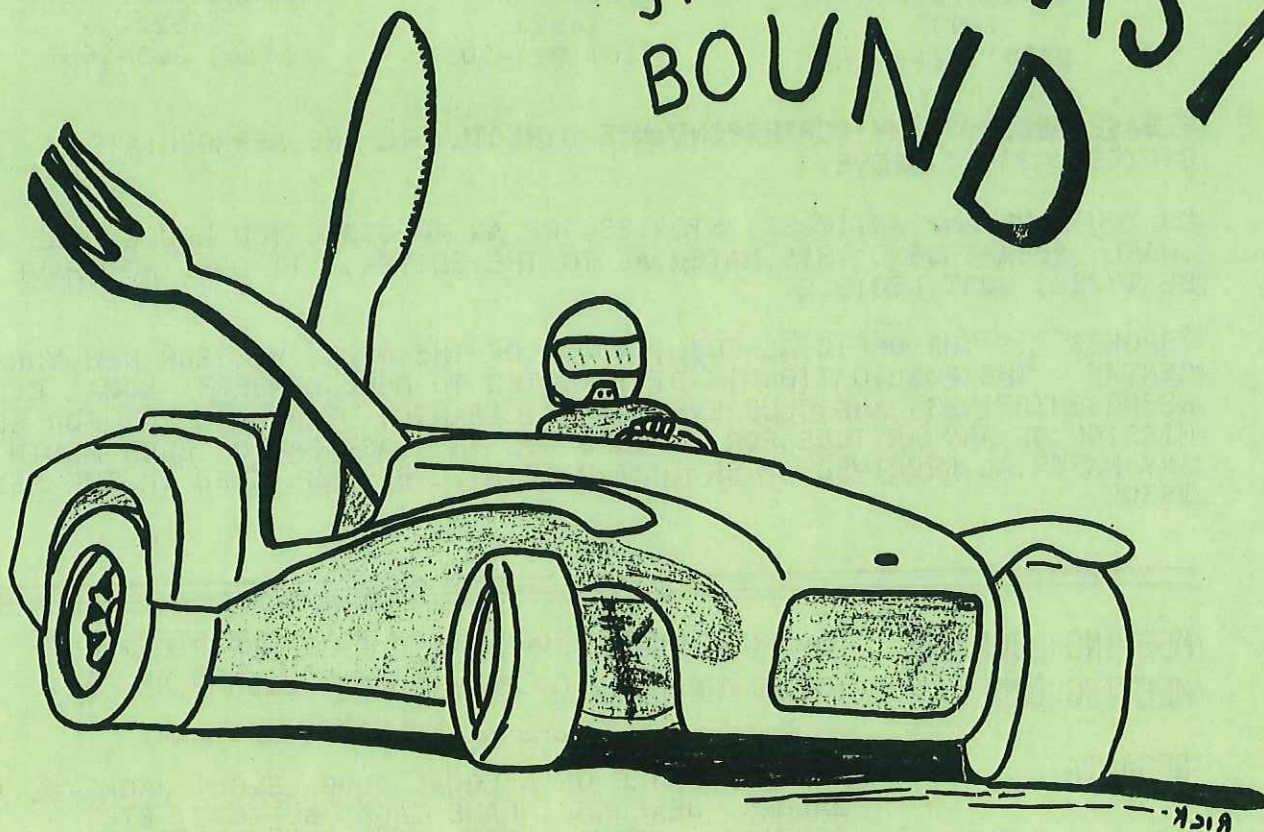


THE SPOKES

MARCH 1987

AN OFFICIAL PUBLICATION OF THE MG CAR CLUB, WESTERN N Y CENTRE

STEAK ROAST
BOUND





WESTERN NEW YORK CENTRE

P O Box 831 Webster, NY 14580

CHAIRPERSON

BOB WELCH
766 NEWBERRY LANE
WEBSTER, N.Y.
14580
(716) 671-0935

VICE CHAIRMAN

STEVE FITCH
11 SENECA ST.
WEBSTER, N.Y.
14580
(716) 872-1476

TREASURER

ANNABELLE TESCIONE
62 WILMINGTON ST.
ROCHESTER, N.Y.
14620
(716) 442-7080

SECRETARY

GENE FAUST
67 GLENWOOD DR.
WEBSTER, N.Y.
14580

ACTIVITIES DIR.

DESI BENET
76 HARVARD ST.
ROCHESTER, N.Y.
14607
(716) 271-8178

EDITOR

RICK & KATHY BRUDER
46 ANDREW ST.
VICTOR, N.Y.
14564
(716) 924-9093

PUBLISHER

RICHARD & BETHEL POWERS
89 DURAND DR.
ROCHESTER, N.Y.
14622
(716) 323-2687

PLEASE ADDRESS ANY CORRESPONDENCE DIRECTLY TO THE APPROPRIATE OFFICER LISTED ABOVE.

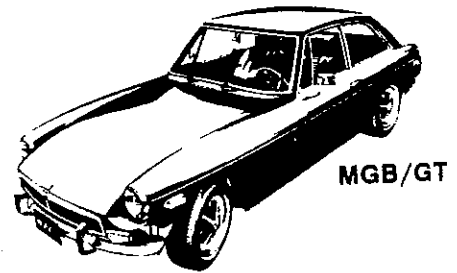
DO YOU HAVE ANY ARTICLES, STORIES, OR AN ANECDOTE YOU WOULD LIKE TO SHARE? PLEASE SEND THIS MATERIAL TO THE EDITOR. IT DOES NOT HAVE TO BE TYPED, JUST LEGIBLE.

"SPOKES" IS THE OFFICIAL PUBLICATION OF THE MGCC, WESTERN NEW YORK CENTRE. THE PUBLICATION IS DISTRIBUTED TO MGCC MEMBERS, LOCAL CLUB REPRESENTATIVES, AND CLUB EVENT PARTICIPANTS. THE DEADLINE FOR SUBMISSION OF ANY ARTICLE FOR "SPOKES" IS THE LAST DAY OF EACH MONTH. ANY MATERIAL RECEIVED AFTER THAT DATE WILL BE PUBLISHED IN THE NEXT ISSUE.

MEETING LOCATION: EMPIRE LANES 2400 EMPIRE BLVD. WEBSTER, N.Y.

MEETING DATE: THIRD THURSDAY OF EACH MONTH, 8:00 P.M., all interested persons are urged to attend.

REGALIA: NOW AVAILABLE ON A LOCAL CLUB LEVEL: JACKETS, CAR BADGES, JEWELRY, NAME TAGS, BUTTONS, ETC.
CONTACT: STEVE FITCH: (716) 872-1476



CHAIRMAN'S COMMENTS,

Curious the MG slogan has been - since the 1920's - "Safety Fast". Legend has it someone from the MG Car Company was following a London bus in traffic and happened upon a transposition of the bus company slogan "Safety First". Certainly we're all better off recognizing "Safety Fast" rather than "Safety Last". All of us would like to be around for a long, long time if for no other reason than to rack up miles in our MG's though certainly there's more to life than that.

I hope this doesn't sound like preaching as it isn't intended as such. The theme arises from the fact two of our members were involved in serious auto accidents over the past couple of months.

Alex Kopen was a passenger in a car which over turned on the Pennsylvania Turnpike. He was not wearing a seat belt. He dove under the dash by his recollection and only suffered a cut on the head and some bruises. Alex says a Pa. trooper told him he'd not have survived had he been wearing a seat belt. Maybe. How does the trooper know? Fortunately Alex is alive.

Steve Fitch was hit head on driving his Oldsmobile on route 104. Both cars involved were doing about 55 mph at the time of impact. Steve was wearing a seat belt as was the other driver. Neither was seriously injured. Steve believes that without the seat (I should add-shoulder) belt, he would have been impaled by the steering column. Who's to argue?

The New York seat belt law has been a topic of controversy for some time. Certainly nobody likes to have his or her freedoms compromised by a law such as this.... me included. My feeling is it ought to be voluntary. I always buckle up; the kids do too. We did so before the law; ever since I read a rather moribund interview with the county coroner.

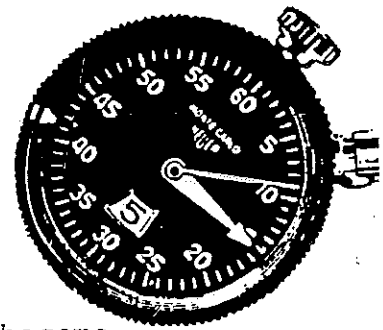
Whether you use seat belts is up to you. I know they were not original equipment in a lot of MG's. And we're all, by and large, good, safe drivers. But what about the other guy? "Safety Fast".

Hope to see you all at the Winter Steak Roast on the 23rd. provided I'm not all done in by jet lag from the previous nights return from London.

Octagonally Yours,

Bob Welch

MGCC MEETING MINUTES FEBRUARY 19, 1987



Meeting called to order at 8:25 PM

Dick Powers reported that Dave Wild has agreed to become the third member of the club historian team formed last month.

Annabelle reported that 44 members have paid their dues to date. A suggestion was made that mailing notices to previous members who haven't been members recently, might bring them back.

Steve Fitch is looking for meeting programs. One possibility mentioned was to have speakers in the trade such as professional restorers, classic car dealers etc. One suggestion was to arrange a meeting at Vincent Volkswagen due to their recently having picked up a Lotus franchise.

The question of a meeting place was discussed. The need to stabilize the meeting location was brought up. In that the room used for this meeting was generally considered to be acceptable, it was agreed to stay with the current location through the remainder of this year.

Desi reported that the next club activity is the Spring steak roast scheduled for March 22 with reservations needed by March 17.

Dick Powers pointed out the need for people who have "contacts" with anyone in the newspapers or TV stations as the best way to obtain car show publicity.

Bob Welch reiterated the need for volunteers to sign up for car show jobs prior to the show.

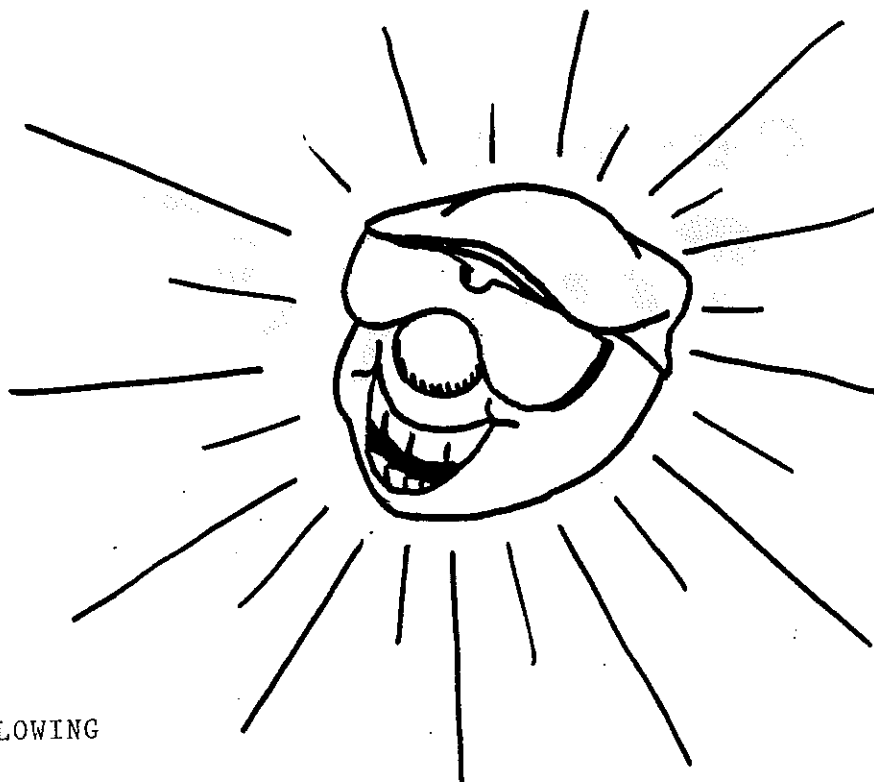
He also reported on the status of the Nuffield Cup proposal status. Several relatively minor changes were made and the final draft should be sent out within the next couple of weeks.

A special batch of show flyers will be made up by George Heissenberger to be passed out at the Ford V8 meet in March.

A motion was made and passed to follow last year's precedent and donate \$1000 each to the Eddie Meath Fund and to Camp Good Days & Special Times.

Kris from the newly opened Dream Classics restoration shop described the operation and invited members to pay him a visit at his shop which is located at 131 Garson ave.

Our Sunshine Page



HAPPY BIRTHDAY TO THE FOLLOWING
PEOPLE IN MARCH.....

1. Pat Brown
2. Wallace Roworth
Dana Ferris
Kathy Temple
Diana Bonter
3. Vince Guerra
Diane S. Bonter
4. Erin Welch
Charles Robinson, Jr.
5. Andy Fazio
Dick Powers
6. Paul Armstrong
7. Peter Armstrong
9. Tim Bruder
Stanley J. Ferris
10. Patricia Haak
11. Gregg Rettew
12. John Cook
Tim Robinson
Dave King
13. Emily Cummings
14. Catherine Robinson

MORE HAPPY BIRTHDAYS.....

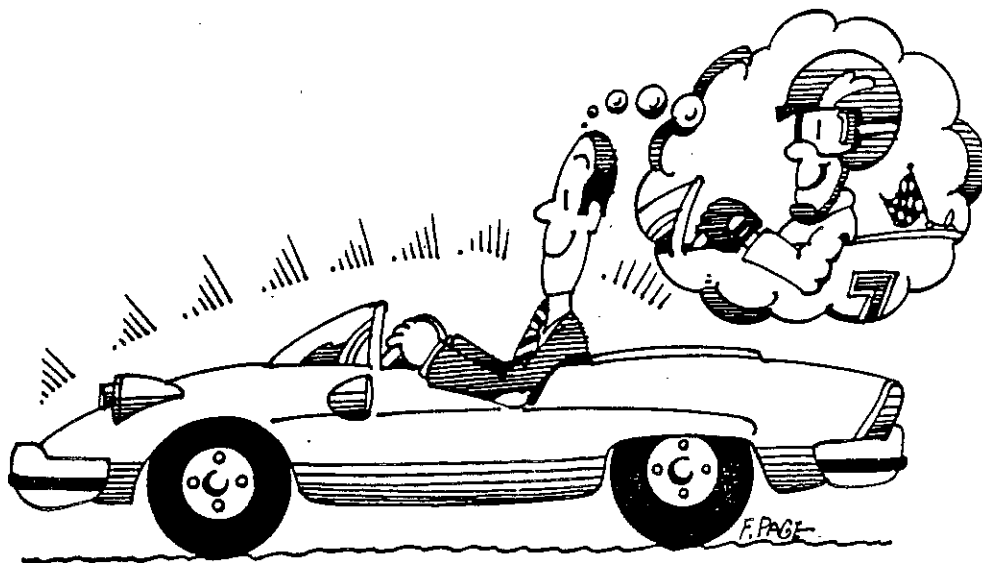
16. Michael Mulcahy
17. Patti Fazio
Gail Borycki
Dave Chase
20. Phil Brothman
21. James Klino, Sr.
22. Donald Torrens
26. Wanda Crawford
27. James Klino, Jr.
Michael Dagobert
Dawn Mehserle
28. Herb Bradt
Anne Suter
29. Todd Leavitt
30. Pat Tyminski

Sunshine Page

PART II

HAPPY ANNIVERSARY TO THE FOLLOWING PEOPLE IN MARCH.....

- 2. Sayle & Kathy Temple
- 15. John & Anne Suter
- 17. Phil & Betty Culbertson



MEET SOME NEW MEMBERS !!

Peter G. Van Mater of Pittsford

Robert & Debbie Lelio of Rochester

Stephen, Donna, & Shaun Michael Herford of Hamlin

John, Margaret, Jay & Rosemarie Cook of Rochester

And a new baby for the Deloia family, Michael born 11/24/86

Annual Winter Steak Roast

Sunday March 22 1987

12:00 - 4:00

Webster Park

Hanatoa A

Menu: munchies
steak (strip) (1 inch thick)
potato salad
baked beans
bread and butter
pop

Please provide your own beer and wine.

Bring a desert to pass

Club will provide paper goods

Children under the age of 10 will be served
hot dogs, unless a small steak is requested by
the parent at the time of reservation

Children served hot dogs will be free.

Reservations are a must by March 17.

Call Cheru Stoner - 442-7211

or
Debi Benet - 271-8178

Cost to Club members : \$2.50 per person

Cost to non members : \$8⁵⁰ per person

Pay at door

Notice

Due to scheduling difficulties the
February Noggin + Nater has been canceled

I have always fancied myself as a sort of Sherlock Holmes of the roadway. I mean I have always been fascinated by the objects that are found lying in the road or on the shoulder of the road. Who hasn't seen a broken fan belt lying in the road and mentally reconstructed the scene of its breaking? Here's Joe Contented driver purring along, then there's an odd flapping noise under the hood. Then a slap followed by quiet. Joe Contented motors happily on thinking all is back to normal until the alternator or overheat lights come on soon.

The objects that always leave me scratching my head are sparkplugs. I mean, come on, how do you lose a spark plug? Even if you forget to torque one down all the way, the spark plug wire is bound to hold on to the plug until you pull over. Unless Joe Contented makes no notice of the fact that he's just lost one cylinder.

Right now on the street near my house is another interesting find, a tire complete with wheel, like new and flat as all get out. No, its not there for the trash, its not in front of anyone's house, its just there. Fallen off a pickup truck? Drunk driver on three wheels? Fixing a flat when the dead tire rolled away? Just the other day I saw a radiator hose lying by the road. I've been in that situation before, bypassing burst heater hose, taping a hot spraying hose. Finally there is the hitch hike to the auto parts store for a new hose and the long walk back to the car. Not half as puzzling as a spark plug in the road.

The most interesting road finds that might have been occured when I responded to a pickup truck accident with the fire truck. Had we not picked everything up, it would have made a puzzling sight.

continued.....

ROAD FINDS CONTINUED...

The pickup truck had been carrying a V-8 engine block, heads, parts and sundry bits and pieces. Well, somebody ran a stop sign, the pickup got clipped...and rolled, a couple of times. Well physics being what it is and all, all that stuff in the back of the truck got airborne and landed all over the place. There was a heavy duty floor jack stuck at a 45 degree angle in the grass, and as we rounded the corner near the accident, the first thing we saw was a V-8 head lying in the street, then a block, alternator, pistons, camshaft and oh yes, spark plugs. Some poor guy had been getting his mail at the mailbox and got clobbered with a coil. (lucky for him nothing big hit him!) the other V-8 head had half buried itself in another yard. You may not believe it but the driver of the truck didn't get a scratch. (wear your seatbelts!)

We spent about an hour picking stuff up and it was dark before we went home. I kept thinking how it would look to leave a block along the roadside, but that wouldn't be right. So as we pulled away I reached out and dropped a couple of spark plugs on the shoulder of the road. Let somebody try to figure it out!

Peg suggested I mention another head scratcher, one shoe. How many times have you seen one shoe lying by the road? Dozens of times, right? How do these things get there? Does somebody drive along and say, "This shoe is shot, but this one is good, so I'll just pitch the bad one out the window." Man may never learn the answer to these enigma, but we'll do our best and as Peg always tells me "Keep your eyes on the road."

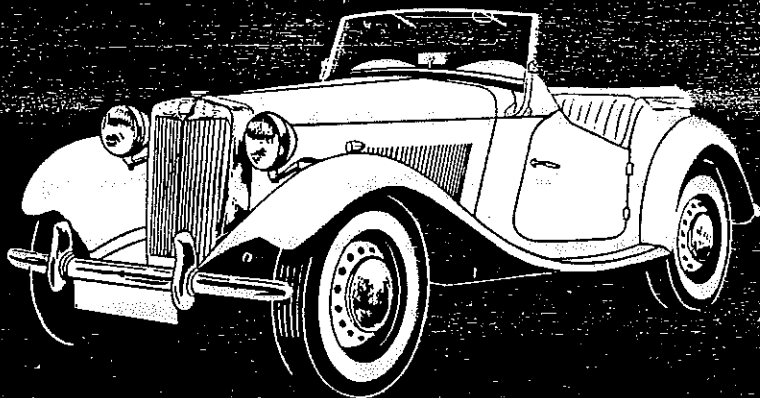
###.

ROAD and TRACK ROAD TEST No. F-2-53

MG TD and MG TDC (Mark II)

SPECIFICATIONS

	TD	TDC
Wheelbase.....	94.0 in.	94.0 in.
Tread—front.....	47.4 in.	47.4 in.
—rear.....	50.0 in.	50.0 in.
Tire size.....	5.50 x 15	5.50 x 15
Curb weight (Lbs).....	2005	2015
—front.....	985	990
—rear.....	1020	1025
Cylinders.....	4, in line	
Valve system.....	ohv, pushrod	
Bore & stroke.....	66.5 x 90 mm	
	2.62 x 3.54 in.	
Displacement.....	1250 cc	
	76.3 cu in.	
Horsepower.....	54	60
At rpm.....	5200	5500
Compression ratio.....	7.25	8.10
Gear ratios—4th.....	5.125	4.875
3rd.....	7.098	6.750
2nd.....	10.61	10.10
1st.....	17.94	17.08
Mph Per 1000 rpm.....	14.4	15.2
List price.....	\$2157	\$2380



MG Model TD Performance Data

TAPLEY READINGS

Pulling Power	Gear	mph
423 lbs per ton	1st	22
372 lbs per ton	2nd	31
273 lbs per ton	3rd	36
195 lbs per ton	4th	36
Deceleration Rate (Coasting)		
14 lbs per ton at.....	10 mph	
36 lbs per ton at.....	30 mph	
103 lbs per ton at.....	60 mph	

ACCELERATION

0-30 mph.....	5.2 secs.
0-40 mph.....	8.8 secs.
0-50 mph.....	13.8 secs.
0-60 mph.....	19.4 secs.
0-70 mph.....	31.8 secs.
Standing 1/4 mile.....	21.3 secs.

SHIFTING POINTS

From	At
1st gear.....	24 mph
2nd gear.....	40 mph
3rd gear.....	60 mph

SPEEDOMETER ERROR

Speedometer	Actual
20 mph.....	20.0
30 mph.....	26.7
40 mph.....	35.7
50 mph.....	44.1
60 mph.....	53.2
70 mph.....	62.0
80 mph.....	71.4

PERFORMANCE

Test conditions: 30 ft. below sea level; temp. 50°F; clear night, light breeze; driver, passenger, equipment wt. 440 lbs. Flying 1/4 mile..... 78.9 mph Fastest one way..... 79.6 mph

FUEL CONSUMPTION

Actual testing and 50/70 mph highway cruising (178 miles)..... 24.3 mpg City..... 20/22 mpg

A COMPARISON OF THE STOCK MODEL TD AND THE MARK II

Scattered amidst *Road and Track's* daily correspondence has been a constant demand for a 1953 MG Road Test (last test, *Road and Track*, April 1951), but in planning the venture the staff felt that not only should the MG TD be thoroughly scrutinized, but the MG TDC (official title of the super-tuned Mark II) as well. The decision to compare both models was finalized due to the volume of mail from readers who were interested in a little more performance than is offered by the MG TD, and who expressed a curiosity about Mark II performance.

For those who may not be familiar with the differences between the model TD and the model TDC, the latter offers certain modifications which include:

1. Higher compression ratio.
2. Larger carburetors.
3. Larger valves.
4. Heavier valve springs.
5. Twin fuel pumps.
6. A higher rear axle ratio.
7. An inset of shock absorbers.

Some of the differences experienced in obtain-

ing a TD and TDC of relatively equal mileage and overall condition so that a fair comparison could be made. Two cars meeting all requirements were those owned by Bill Corey and Ralph Stewart, both of Peter Satori's Pasadena showrooms. It should be mentioned that among the roadsters kindly offered for testing were the TDC's of Ken Miles (MG Factory Service Representative); Ralph Pool (*Hop Up Magazine* Staff Photographer); and a TD belonging to the West Coast MG Distributors, Gough Industries.

Both owners did their own tune up work; both cars were relatively new (4,000/6,000 miles). Corey's car was as delivered except for the addition of 1 1/2 inch lowering blocks (on the rear springs) and dual mufflers. Stewart's car was tested with an air scoop on the right hand hood-side adjacent to the carburetors. The TD dual mufflers had no noticeable effect on performance, and the air scoop on the TDC was installed to maintain peak performance in hot weather. Since the tests were run on a cool night, performance figures are as stock.

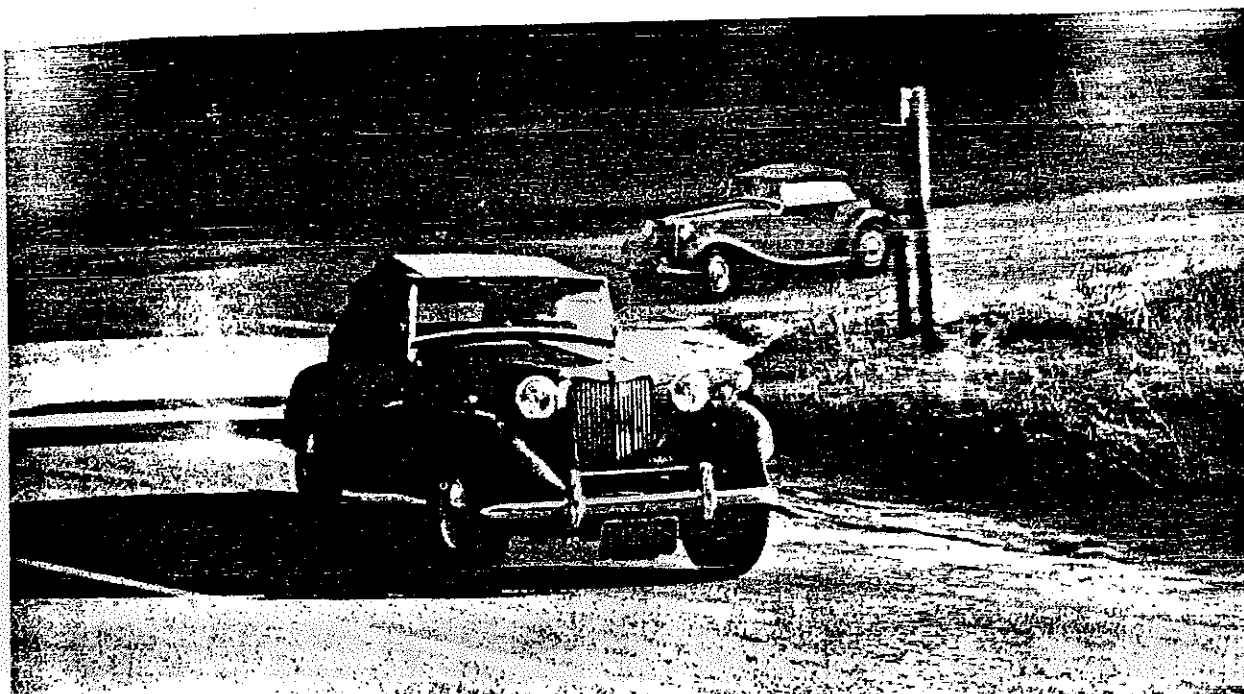
Performance...

Both cars made their timed top speeds

with the side curtains in place and the tops erected. Since there was only a light wind at the time, the averages were but little different from fastest one way runs. One timed run on the TDC was made with the top down and the windshield folded flat (but without benefit of a full length tonneau cover). The top speed was exactly the same as before.

Normally the TDC can be expected to have 5 extra mph over the stock TD on a timed maximum speed check. In this case Corey's TD had been given a valve grind after the breaking-in period (as recommended in the factory manual), while Stewart's TDC had not—which may account for the difference of only 2.3 to 3.3 mph.

A study of the engine torque curves, gear ratios and acceleration characteristics of the two cars brings out some interesting points. The TDC axle ratio reduces the acceleration potential by almost 5% in comparison to the stock TD axle ratio. This loss is not offset by the increased torque of the TDC engine until its revolutions reach approximately 3500. At engine speeds above this rate, the TDC torque advantage over the TD is more pronounced. In fact at 5000 rpm the TDC has



Long and loud has been the controversy. Which is the better car . . . MG TD or Mk II?

MG Model TDC (Mark II) Performance Data

TAPLEY READINGS

Pulling Power	Gear	mph
455 lbs per ton	1st	26
362 lbs per ton	2nd	39
243 lbs per ton	3rd	41
165 lbs per ton	4th	39
Deceleration Rate (Coasting)		
10 lbs per ton at		10 mph
30 lbs per ton at		30 mph
103 lbs per ton at		10 mph

ACCELERATION

0-30 mph	5.2 secs.
0-40 mph	7.5 secs.
0-50 mph	11.1 secs.
0-60 mph	16.5 secs.
0-70 mph	24.4 secs.
Standing 1/4 mile	20.85 secs.

SHIFTING POINTS

From	At
1st gear	28 mph
2nd gear	43 mph
3rd gear	66 mph

SPEEDOMETER ERROR

Speedometer	Actual
20 mph	19.2
30 mph	27.7
40 mph	36.5
50 mph	45.9
60 mph	55.5
70 mph	64.2
80 mph	73.2

PERFORMANCE

Test conditions: 30 ft. below sea level; temp. 50°F; clear night, light breeze; driver, passenger, equipment wt. 440 lbs.
Flying 1/4 mile.....81.25 mph
Fastest one way.....82.9 mph

FUEL CONSUMPTION

Actual testing and 50/70 mph highway cruising
(184 miles).....21.9 mpg
City.....16/19 mpg
Country.....20/23 mpg

an 8.5% advantage which increases to 13% at 5500 rpm.

The result is that in any gear the stock TD is livelier than the TC, so long as the engine speed remains under 3500 rpm. This characteristic shows up on the acceleration comparison curves in first gear only. Note how the TDC lags behind the stock TD initially but catches the TD at about 25 mph, and then goes way out in front as successive gears are engaged. If we plotted acceleration in each gear, starting at, say, 1000 rpm in each case, the low end performance disadvantage of the TDC would show up more prominently.

In any event, the performance tables and curves show not only the comparison between the two MG models, but also point up the fact that a TD is "quicker" than many American cars. The TDC will hold its own on get-away with any but the most powerful models.

Handling Characteristics . . .

Judgment of ride, steering, and handling qualities is not an exact science, but the MG in either model comes awfully close to being the best (and safest) consolidation of these qualities that can be bought.

By sports car standards, the MG rides very well. Rough roads at low speeds do not give the slow motion characteristic of most family cars—in fact, under these conditions some people would say the bumps were very noticeable. On the other hand, the ride is certainly flat and free from pitch or kick. At high speeds the driver and passenger are very comfortable and the car takes rough surfaces, dips, and "thank-you-ma'ams" in a safe and exemplary manner.

The rack and pinion steering is almost ideal, and only falls short of being perfect because of occasional kick-back over certain types of road surfaces. This "feel of the road" is not objectionable, or tiring, but it is there at times.

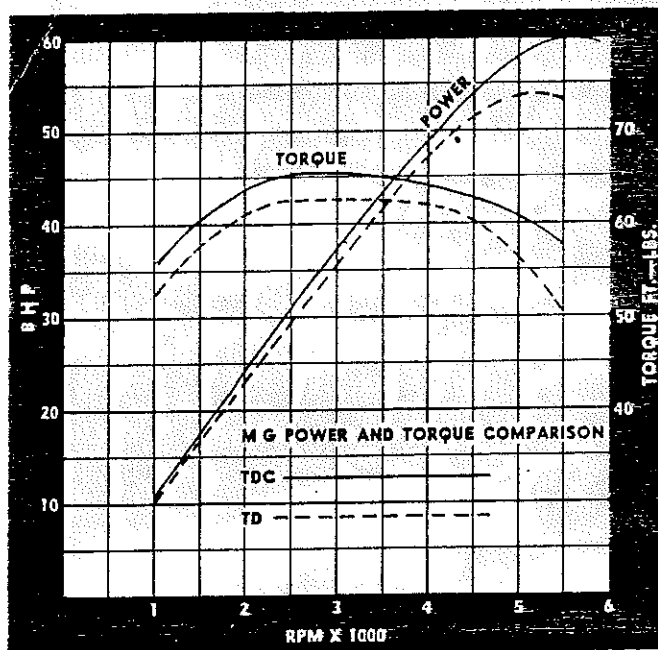
The actual steering ratio is an excellent compromise between parking requirements and safe handling. Two and two-thirds turns of the wheel take you from a full left to a full right turn, and whether in city traffic, or on winding mountain roads, the driving of this car is sheer pleasure.

Owners will notice that the handbook furnished with the car recommends 18 psi tire pressures all around. One must assume that this idea is directed toward the well-known

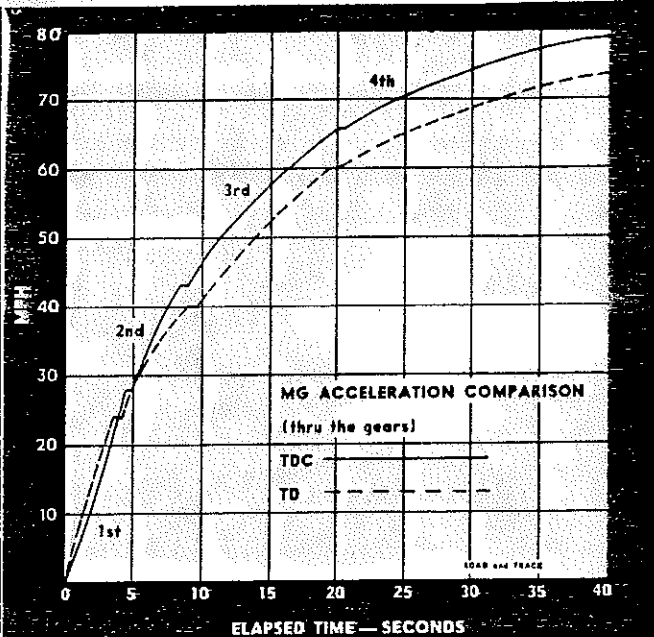
American predilection for a soft ride. Actually 18 psi seems far too low for taking best advantage of the MG's maneuverability. Both cars tested at this inflation pressure exhibited the same characteristic while cornering—a tendency for the rear end to become "mushy", and as you went faster the rear end would begin to "walk" outward to such an extent that "back-rudder" had to be used to hold the curve. This condition is, of course, oversteer, and interesting enough, increasing tire pressure to 24-26 psi made a complete change in handling. At 26-28 psi tire howl is very difficult to produce, and 30 psi seemed optimum for best handling with a small but definite amount of desirable understeer.

While the cars do oversteer in a turn with recommended pressures, it must also be recorded that the ride is more comfortable (at 18 psi), and there is no directional instability or steering problem of any kind when cruising in the seventies on straight stretches of highway. For those owners who prefer to run on soft tires, and do not like oversteer, it is possible to install the anti-roll bar used as standard equipment on the

(Continued on next page)



The torque and horsepower of the TDC show substantial improvement over the TD. Torque increase of TDC is a notable achievement in view of better provisions for breathing—normally some loss in torque is expected in order to get higher peak horsepower.



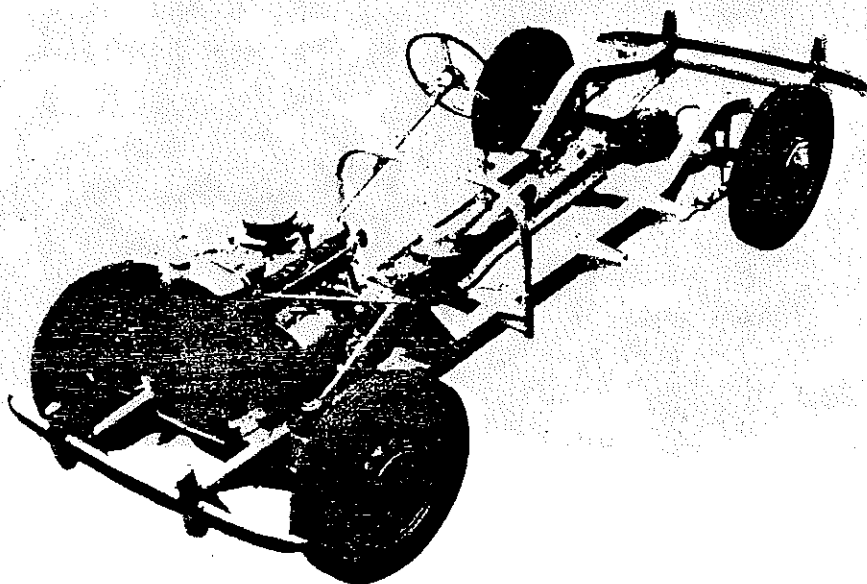
Horizontal jogs in curves indicate gear changes which require approximately one-half second for each shift. Definite superiority of the Mark II when using the gears to best advantage is apparent in this comparison—which also shows both cars equal up to 30 mph.

MG 1½ litre Series Y sedan. This bar counteracts and reduces the roll angle, produces understeer, and will help to keep the inside rear wheel on the ground for more rapid acceleration out of corners—a desirable condition if you are "going in" for competitions.

The supplementary shock absorbers supplied with the model TDC are adjustable to four positions from "off" to "very firm". Stewart's car's shock absorbers were set at "¾" producing a less comfortable ride than the stock TD model. It was noticeable that with the above setting there was less roll in corners than on the TD and the car felt more secure at high speed.

Special Features . . .

Both the TD and TDC offer the owner excellent value. The leather in MG seats has always been top quality and the seating position is comfortable, providing plenty of elbow room for the passenger and driver. Foot room for the passenger is ample, but the driver's left foot must be held in one of two positions: on the clutch (not recommended), or pulled back and crooked to the side. This may prove disconcerting to the sports car initiate, but the old hand is used to it. The top folds away in a one-man operation and a neat fitting tonneau cover is provided. The side curtains fit well, making the occupants comfortable and snug in all but really severe weather. Some wind turbulence around the windshield is noticed with the top folded back, but whether this is any greater than the average convertible with its windows rolled down is a question for debate. Electric windshield wipers are a boon to those annoyed by the slowing down of the vacuum type when the car is accelerating, and the horn button is on the dash at finger-tip length from the steering wheel. In the past year and a half a number of improvements have been made such as an oil pickup mounted in the center of the sump (previous MG's had a tendency for the oil to pile up on the side of the sump when making a fast left hand bend). The instruments (tachometer and speedometer) have been changed for better visibility, a water temperature gauge has been



The rugged MG TD chassis' box section, side-rails are larger than those of many American cars. The tubular cowl support, used for stiffening the chassis, is an integral part of the frame.

added, and all panel lights are dimmable by rheostat. Other recent changes: a floor dimmer switch; a redesigned water pump seal; a new head with revised ports and longer reach (NA-8) spark plugs; a new rocker arm assembly; new tappets, with special surface treatment; an 8 inch clutch (formerly 7¼ inch); a larger sump; and a new, more accessible oil filter. A 1.55:1 rear axle ratio is an optional extra for the TDC. Along with American specialty houses, MG offers as factory optional equipment: badge bars, driving lights, luggage racks and a 12-volt compartment radio.

Conclusions . . .

In deciding which of the two models to buy, readers should realize that the extra equipment of the TDC (larger carburetors,

extra shock absorbers, higher compression ratio, "faster" rear axle ratio, twin fuel pumps, etc.) cannot be purchased for the same amount of money as the difference in the price of the two cars when new. However, many readers may not care about the greater acceleration available. Conversely, many MG fans will be grateful for the extra equipment—either because they want peak performance or they intend to modify their cars still further.

Remember, the MG is a genuine sports car, with a gearbox designed to be used. If you want maximum performance the TDC will give it, and stand up under extremely hard usage. If you want better tractability, less gear shifting, and somewhat smoother running—better buy the stock TD model. ●

MELTING POT OF BRITAIN'S MOTOR INDUSTRY

In 1968, the final piece of a giant motoring jigsaw fell into place and the British Leyland Motor Corporation was born amidst a flourish of flashbulbs and signatures



LIKE THE HISTORY of a large family, the growth of British Leyland is studded with births, deaths and marriages. Each and every one forms a separate landmark in the company's history by which one can trace the unending development of what is now the UK's largest motor manufacturer. Again, like many families, major decisions have almost always been made or influenced by single, strong-willed individuals who have shaped the destiny of its various branches.

However, it was not just as a result of growing pains that British Leyland was formed. The coming together of the various companies operating within the British motor industry was also brought about by enormous political and economic pressures which forced many concerns to merge with others in their own interests, to be taken over by more powerful and aggressive firms, or to go to the wall in times of economic stress.

In essence, British Leyland was formed by the coming together of three separate strands of UK motoring history: the Spurrier family, William Morris (who later became Lord Nuffield) and Herbert Austin.

It was the Spurrier family who provided the money and the brainpower behind the Leyland side of the business. Originally formed in the 1890s at the instigation of a Lancashire blacksmith, James Sumner, and called the Lancashire Steam Motor Company, the first efforts of the firm were concentrated on producing steam-powered transport vehicles. Three Spurriers were on the original board: Henry Spurrier, his son Henry II and the Reverend Arthur Spurrier. Another founding father was Basil Nixon, who eventually became Chairman of Leyland and who held that position until 1956.

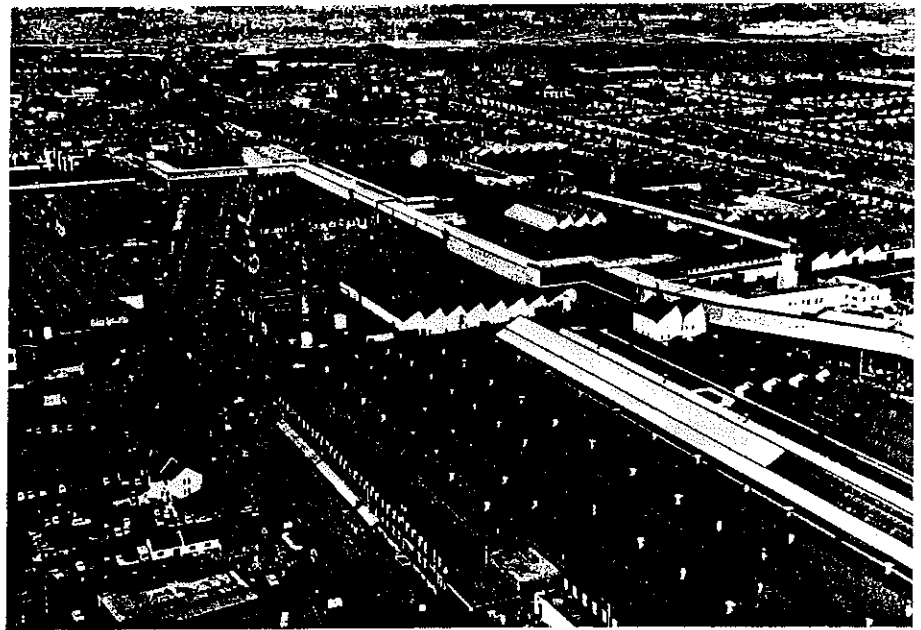
It was not until 1907 that the company came to be called Leyland Motors. By the outbreak of World War I, it had a turnover of £½m and annual profits of £100,000. The war did not curtail the firm's progress. It built trucks, ambulances and travelling workshops and almost trebled its turnover. With a comfortable future before them, the directors had already planned on moving into the private car field at the end of the war and had designed and built the Leyland Eight, a luxury passenger car aimed directly at the Rolls-Royce market.

But fate, in the form of the Inland Revenue, had other ideas. An enormous amount was owed to the Exchequer in the form of various back taxes. The company was also beset by the problem of thousands of ex-military vehicles which they thought would flood onto the market at a very cheap price and therefore undercut their own products.

It was at this time that the thought of a merger with other firms first raised itself amongst the members of a by now expanded board of directors. Talks were held with Daimler, which led to nothing, and the board therefore decided to expand the financial base of the company by instituting a scheme dreamed up by Clarence Hatrey, a director of Leyland who later went to jail for financial offences. The basis of this scheme

involved the company changing its name. This was duly done and the new concern raised £½m from a new shares issue.

Leyland then embarked upon using this cash to buy vast stocks of ex-WD vehicles with a view to re-fitting them before offering them for sale. This was an error



in judgement, compounded by the fact that the 1920s witnessed a slump and vehicle prices plummeted. The net result was that the share price slumped from 70 shillings to 2 shillings and, by 1923, Leyland was trading under a £1m deficit.

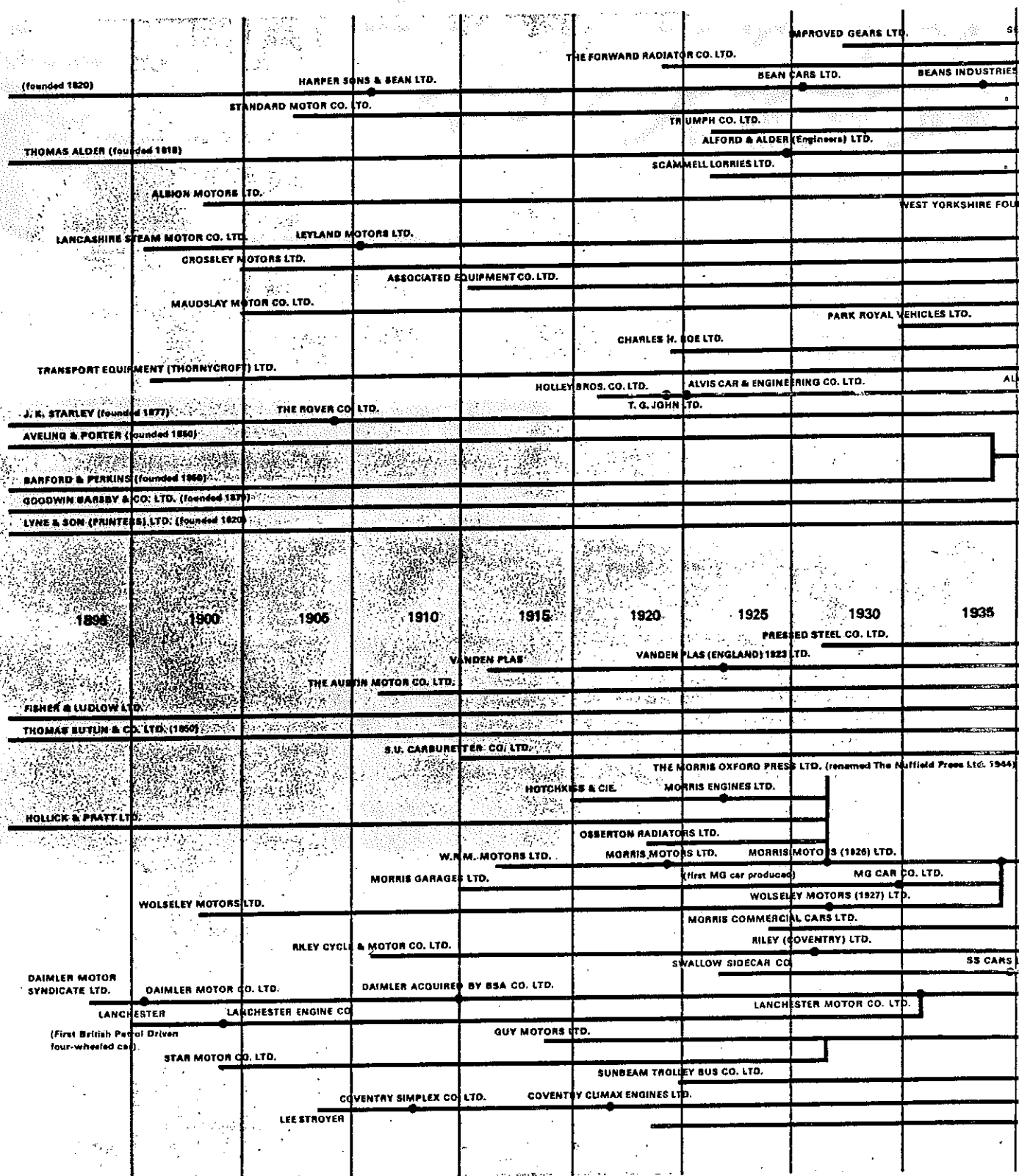
Leyland's saviour came in the shape of Arthur Liardet, who was appointed General Manager. Taking the Leyland operation by the scruff of the neck, he quickly and ruthlessly went through the more moribund sections of the company and established a firm, disciplined management structure and a system of financial accountability and accountability which was to be a major factor in Leyland's regeneration and future success. He was helped by a resurgence in the home market for buses and an upswing in export markets. By 1929, Leyland was free from debt.

The traumas had their effect on Henry Spurrier III, the youngest board member, who was later to be the inspiration of Leyland—he was knighted for this.

By the end of the decade, Leyland was once more a healthy, vigorous concern and attracted the attention of Lord Ashfield, who was chairman of a group of companies, including the AEC bus company which had a virtual monopoly on the supply of vehicles to London Transport. A merger was proposed and investigated by both sides, but in the end nothing came

Top: Lord Stokes, the 'father' of the family that is British Leyland

Above: the massive British Leyland works at Cowley near Oxford. The plant combines the main car-assembly works and the Pressed Steel Fisher body shops. The Cowley complex features a conveyer system, between the separate buildings, so that the car bodies can roll straight from the body works to the final assembly line, without having to be moved by road

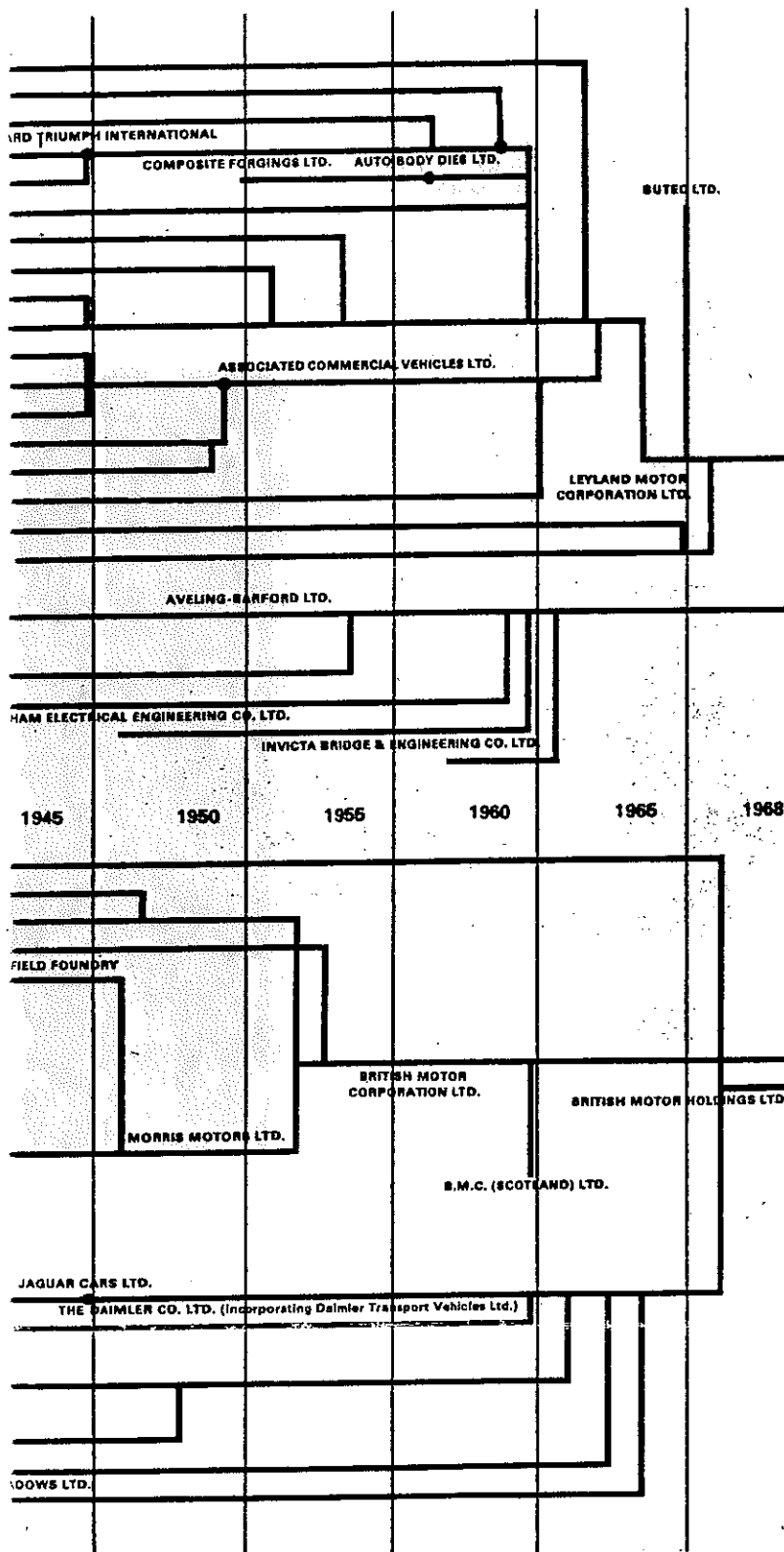


of it and both concerns carried on with increasing prosperity towards the outbreak of World War II.

As in the previous war, Leyland did as well as any other company, supplying equipment and material to the armed forces, with the net result that it emerged in 1945 full of good prospects and with a healthy outlook, partly engendered by a bright young ex-apprentice of Leyland called Donald Stokes. He had prepared a report on ways in which Leyland could expect to develop once the war was over.

But other manufacturers were feeling quite perky too and at an historic meeting at the Dorchester Hotel, London, five of the major commercial vehicle producing companies in the UK—Albion, AEC, Dennis, Leyland and Thornycroft—discussed a 'Grand Design' for commercial vehicle manufacture in the future. Despite the good intentions of everyone concerned, little of immediate impact or importance came about from this meeting.

Part of the Stokes philosophy was that Leyland



bought the Crossley and Maudsley concerns shortly after the war and changed the company's name to ACV. For a time, Rolls-Royce and ACV held discussions with a view to a merger of some type or another. Just as Leyland had its Spurrier and its Stokes, so ACV had William Black, one time head of the sales office who was appointed Managing Director in 1957, and a young financial wizard called Jim Slater. Slater proposed that ACV buy into J.H. Plane (Africa) Limited and then inject ACV's Rhodesian interests into it. This was a technique which Slater was to use to make himself a millionaire several times over when he branched into business on his own account. It was as successful then as it is now. Slater later joined the board of British Leyland and Jack Plane, a very tough, no-nonsense businessman, was to play an extremely important role in the eventual formation of British Leyland and also to hold a seat on the board.

However, in broad terms, this common style of



management, with its emphasis on power being concentrated in very few hands, was eventually to lead to many of the difficulties experienced by both Leyland and ACV.

But long before this situation became apparent, Spurrier was also set on an expansionist course. He wanted to build cars and to form a complete automotive company with a product range covering the whole spectrum of mechanised transport; he was determined to get it. Of the companies then operating in the UK, Spurrier decided that Standard-Triumph was the operation most suited to his plans.

Before Spurrier was to get even close to making a deal, Standard-Triumph were to talk to a wide variety of people, all of which showed the increasing restlessness of the post-war industry, world-wide, as the benefits of bigger and more powerful operations began to make economic sense. Standard was originally formed in 1903 and had taken over Triumph in 1945, buying it from the Official Receiver in whose hands it had been since 1939. Again autocratic management, this time under Sir John Black (no relation to the Black at ACV), led to eventual friction and he was removed by a boardroom coup in 1954, his place as Managing Director being taken by Alan Dick, then very much a motor industry whizz-kid. It didn't take Dick long to realise that the only long-term hope of salvation for Standard-Triumph was a merger of some sort and his opinion was further strengthened after a

Above: the giant British Leyland family tree. Many of the smaller companies, at the beginning of the tree, have long since been swallowed up or faded into obscurity

should make every effort to increase its penetration or exploitation of the booming export markets. He was right. Appointed to head the export office in 1946, he completely revitalised the structure and methods of the sales force. So successful was he that, by 1957, Leyland Africa alone was contributing one seventh of the total profits. In fact the whole concern was enjoying a boom time, culminating in the achievement of £1m profit in 1954, one year after Stokes was appointed to the board.

But other companies were equally active. AEC

disastrous budget in 1960 and a very tough credit squeeze immediately afterwards. Cash raised by selling Standard-Triumph's tractor manufacturing interests to Massey Ferguson was frittered away in bad deals and the operation gradually drifted towards financial and economic disaster.

It came as no surprise, therefore, that Henry Spurrier's approach in 1960 should be welcomed by the board of Standard-Triumph. But even during the opening rounds of what was to be a fairly quick courtship, culminating in Standard-Triumph becoming part of Leyland in 1961, Leyland was still looking at other people—particularly ACV.

The still emergent BMC, formed basically by a fusion of Austin and Morris interests, was also holding talks with ACV and at one point a joint venture of the two companies—together with Rolls-Royce—was seriously considered.

Following the breakdown of those particular negotiations, Spurrier approached ACV and Leyland itself was approached by Chrysler in what was by now a very fluid situation within the motor industry. It was also around this time that the Rover Company bought Guy Motors, a truck manufacturing concern, to form yet another piece in the massive jigsaw.

However, Spurrier's proposals were the ones that made economic sense to ACV. The bringing together of the two commercial giants meant that much harmful and expensive duplication and commercial in-fighting could now be avoided. So, in June 1962, the two companies merged their interests.

A comparatively short while after successfully completing the negotiations for the merger, Sir Henry was afflicted by a very serious illness. His first decision was to make Donald Stokes Managing Director of the Leyland group and to appoint Sir William Black (as he had become) Deputy Chairman.

Despite this set-back, business boomed. By 1964, Leyland was selling everything it could produce and order books were full for months in advance. One could suppose it was natural therefore for management to be complacent, but it received an abrupt shock when the recently elected Labour Government brought in a vicious credit squeeze, the first impact of which meant that the Standard-Triumph works had to go on a four-day week. But even this economic set-back could not slow the inexorable progression of Leyland towards a confrontation with BMC. By now, each industrial giant was wary of the other and, in 1967, Leyland was forced to buy Rover in order to stop BMC taking it over.

Even so, the logic of a tie-up between the two giants was plain to see and the Labour Government made the first tentative steps in the right direction by asking Leyland and BMC to mount a joint rescue operation on the Rootes Group, in partnership with a recently formed, Government-sponsored organization called the Industrial Re-organisation Corporation. Despite the fact that the Government was deadly serious in its efforts, no proposal put to either of the two companies made commercial sense and the project was shelved, Rootes then falling into the hands of the American Chrysler Corporation.

BMC was, in many ways, suffering from exactly the same problems as Leyland, problems brought about in exactly the same way. It was a product of the merging of Austin and Morris, two original constituent companies which had been the surrogate children of men who were heirless and who became very rich, old and increasingly autocratic—especially William Morris. By 1929, the two companies shared 60% of the British market. They had also both ignored the danger from the infant Ford operation being set up in the

South of England. Along the way to massive success Morris had bought Wolseley, Riley, MG and SU Carburettors. More an assembly operation than a production engineering set-up, the Morris share of the market had slumped to 27% by 1933. Following the appointment of Leonard Lord, later Lord Lambury, who had successfully re-organized Wolseley, to the post of General Manager, things started to improve and, by 1935, Lord had brought the Morris stake in the market back to 33%.

Herbert Austin himself had seen the benefit of co-operation very early on in his career with his own company: in 1924 he favoured a merger with both Morris and Wolseley, but nothing came of his approaches. Revitalization for the flagging fortunes of Austin came when Lord left Morris, after a dispute over money, and joined the Austin operation. Determined to succeed again, Lord brought his very special talents to bear on Austin. Helped by a profitable World War II, Lord planned to get back into car production very early on and even announced the first post-war Austin before VE Day. Virtually from that day on, Austin had the competitive edge over Morris.

The end result of two such similar operations being at each others throats was inevitable: they had to get together or commit commercial suicide. It was a great day for Leonard Lord when he went back to the Morris works at Cowley as the undisputed master of what was to become BMC. But he couldn't resist the temptation to crow over his victory and many people in the industry feel that Leonard Lord created breaches between the Austin and Morris branches of BMC which have still not been repaired.

Even so, the company prospered in the boom markets of the late fifties and early sixties. This prosperity still masked the fact that basically little was done to reorganize the two companies into a cohesive unit and little or no attention was paid to correct financial control procedures. Management could not, at any one time, say how much a car cost to produce.

Yet another personality enters the stage at this point in British Leyland's developing story: Joe Edwards. One of the most successful production engineers in the history of the motor industry, Edwards was sacked from his position as a director of BMC by Lord in a particularly brutal manner over an insignificant incident. Appointed Managing Director of Pressed Steel, at that time the UK's biggest producer of car bodies, Edwards found himself once more working with Lord when BMC took over Pressed Steel in 1965. The experience of his sacking still rankled and Edwards was determined to kowtow to no one from that moment on.

Edwards was intent on re-organising BMC into a viable production entity, with effective control over its own destiny, and he quickly realized that a merger with the still growing Leyland group was inevitable. Talks between Sir William Black, Stokes and Sir George Harriman—who had succeeded Lord as Managing Director of BMC—began as early as 1954. In comparison, the differences between the companies was quite marked. Leyland was comparatively little known, especially in the sophisticated South of England, while BMC was considered to be very important in the UK's still-booming economy. Talks petered out after a disagreement over share values.

However, moves on the Continent, where the industry was coalescing after a series of mergers, take-overs and alliances, meant that it was obvious that the two companies would have to get together if the UK was to have one single entity large enough to compete against the European giants and the European-based off-



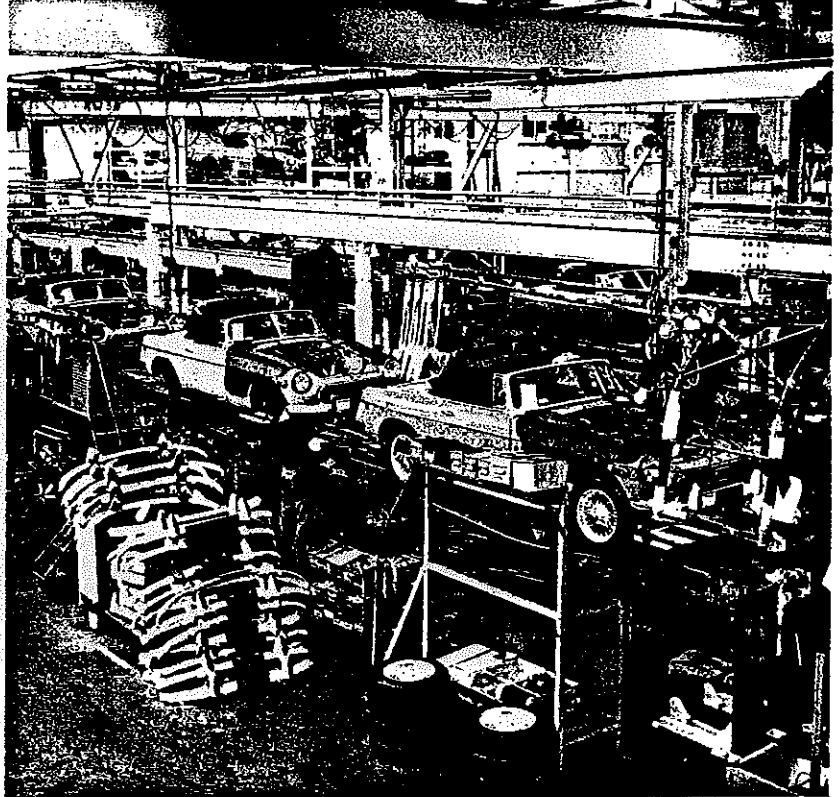
Above: workers pour steel during the early stages of producing a motor car. British Leyland is the largest motor car manufacturer in the UK. Since its formation in 1968, it has undertaken a massive reconstruction programme, resulting in the 40 UK companies and 70 operative overseas companies being integrated into five major divisions. British Leyland's total sales for the year ending September 1972 amounted to £1,281 million

springs of General Motors and Ford. So, in 1966, talks between Leyland and the British Motor Corporation were resumed, despite the fact that the share value and profits forecast of each company remained a problem.

Meanwhile, another significant piece of the drama unfolded. Jaguar, again very much a one-man band under the direction of its founder, Sir William Lyons, had been pursuing a policy of protection by expansion through take-overs and had bought Daimler in 1960, Coventry-Climax in 1963 and Henry Meadows in 1964. Fat with profits, yet lacking the kind of commercial power to expand much further, Jaguar was ripe for plucking. BMC couldn't resist it and, after

It also lost Joe Edwards, who refused to work under the authority of Donald Stokes.

The rationalisation of the company's production facilities is also still in progress and, to aid this, the organisational structure of British Leyland is divisional. The main production arm is that of the Austin-Morris Division which is now free to concentrate on the volume production of cars for those markets which Ford has attacked so brilliantly since World War II. The Jaguar, Rover and Triumph branches have been put into a separate division and this arm of the company is intended to supply the more specialised, smaller volume, but higher profitability, sectors of the market. All of the truck and bus producing facilities now come



some discussion with Sir William, Jaguar passed into the BMC camp, although Sir William retained effective control over his company.

During all these manoeuvres, the Industrial Reorganisation Corporation had been trying to get the two giant protagonists to agree. Initially the IRC tried to get the two involved in a Third World project using the talents of both concerns. This failed, but the Government was determined.

It got its way eventually but not without some tough bargaining on both sides. In February 1967, the British Leyland Motor Corporation was formed. The new company had twelve directors, six from Leyland and six from BMC, plus a chairman without a casting vote. Chief Executive of the whole operation was Donald (now Lord) Stokes, who is now Chairman too.

Of course, the signing of the merger document was only the first step in an almost superhuman reorganizational job which is still progressing. Leyland brought to British Leyland new techniques in cost accountancy and rationalisation, while the injection of bright people from Ford, led by John Barber, now number two in British Leyland, has meant that the organisation now has a much clearer idea of where it is going and why.

under a separate divisional structure and here too Leyland has great hopes for the future once a proper policy for road transport has been formalised by the Common Market countries.

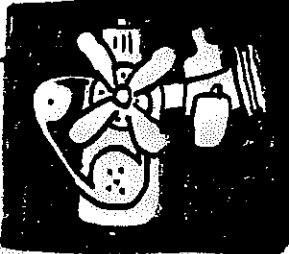
Of course, the company is not simply an organization which produces solely cars, trucks and buses. The ramifications of British Leyland are such that it now has interests in virtually every form of land transport. It makes the machines which make the roads, it can smelt metals, it has its own foundries and specialist companies which make axles, fuel pumps, carburettors etc. It also has subsidiaries throughout the world and is particularly strong in several Common Market countries.

The story of British Leyland and its evolution has by no means ended at the time of writing. There are still management disputes and the volatility of its labour force still means that the company has not, as yet, enjoyed the benefits of uninterrupted production from all its component units.

However, the coming together of so many separate yet interdependent units into one unified structure should ensure that, in the future, the UK has an industrial giant which is capable of competing with those of any other country on at least level terms. TN

Above: the MGB, one of Britain's most popular sports cars, is produced at Abingdon in Berkshire. The Abingdon plant specialises in sports cars and produces more than 50,000 units a year, the world's largest output of sports cars. 85 per cent of MG production is exported to the United States

WANTED ALIVE!



ENGINE FOR '79 MIDGET

ANY PERSON HAVING KNOWLEDGE
OF THE WHEREABOUTS OF THIS
"VARMINT" PLEASE CONTACT
PETE BRYANT 544-0825



VICTOR-FARMINGTON VOLUNTEER Ambulance Corps President Barbara Years receives an award check on behalf of the ambulance corps from Lion Gary Underwood, right, and Robert and Annibelle Tescione, center, of Western New York MG Car Club. The Tesciones' are co-chairpersons of the MG car show held in June of each year at Victor Central School. Lion Gary Underwood is co-chairperson of the car show for Victor Lions Club.

Lions recognize fund-raiser help

Gerry Shallcross and his wife, Theresa, were speakers of the evening at the January 20 meeting of the Victor Lions Club held at the Whistlestop Restaurant in Victor.

Gerry is a black belt instructor in the Kang Kuk Won Karate Association. He is instructor for the Canandaigua YMCA Karate program, and the Doran School of Dance and Arts in Fairport.

Theresa holds a brown belt with six years of experience in the martial arts. The Victor Lions Club, in cooperation with the MG Car Club of Western New York presented cash awards to the Victor-Farmington Volunteer Ambulance Corps, the Ontario County Sheriff's Department, and New York State Police and the Victor Fire Department in appreciation for their cooperation at the

annual car show put on by the MG Car Club and Victor Lions Club each June.

Recipients of the awards for each organization were Barbara Years, president of Victor Farmington Volunteer Ambulance Corps, Sheriff Gary Stewart for the sheriff's department, Acting Commander of Troop E of New York State Police Captain Howard Michelson, and Gerry Sandburg, vice president of Victor Fire Department.

6th Annual BRITISH SPORTS CAR FESTIVAL & CAR SHOW

Snack Bar
Prize for Best Club Display

ADMISSION:

Adults: \$3.00.
Under 12: Free
Vendors: \$15.00/table
Club Members: \$10.00/table
Outside: \$10.00/space

HOURS:

Public: 10 - 4
Vendors: 8 - 6

FOR INFO. CALL:

HAMILTON

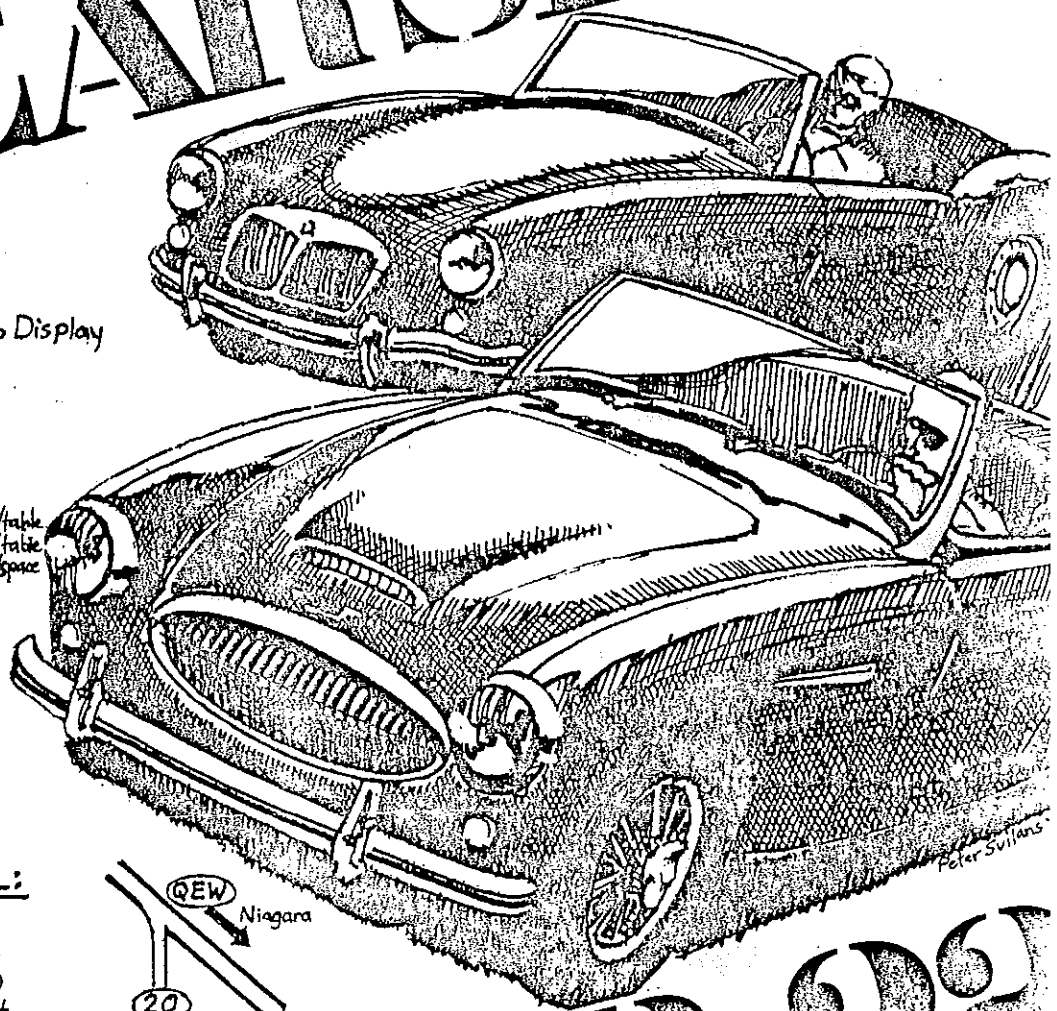
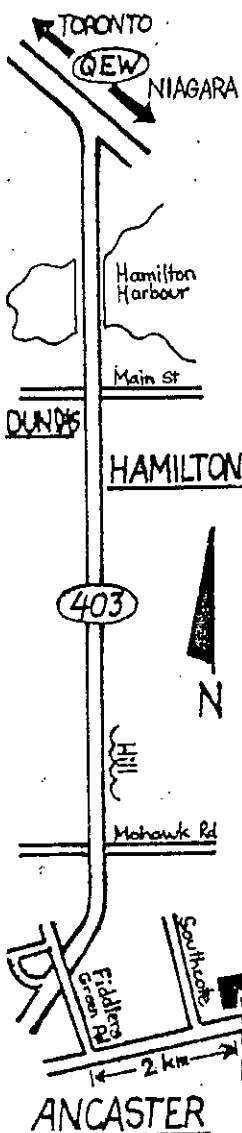
Derek Fletcher
B. 416 627-9840
H. 416 529-3934

MISSISSAUGA

Bob Guenther
B. 416 624-1675
H. 416 634-7378

TORONTO

Peter + Liz Svilians
H. 416 731-1261



WAR 22

Now at MARRITT HALL, Hwy 53, Ancaster

THE
BRITISH
SPORTSCAR
CLUB





The American MGB Association IN CONVENTION

SARATOGA SPRINGS, NY

JULY 23, 24, 25 & 26

1987

TENTATIVE SCHEDULE OF EVENTS

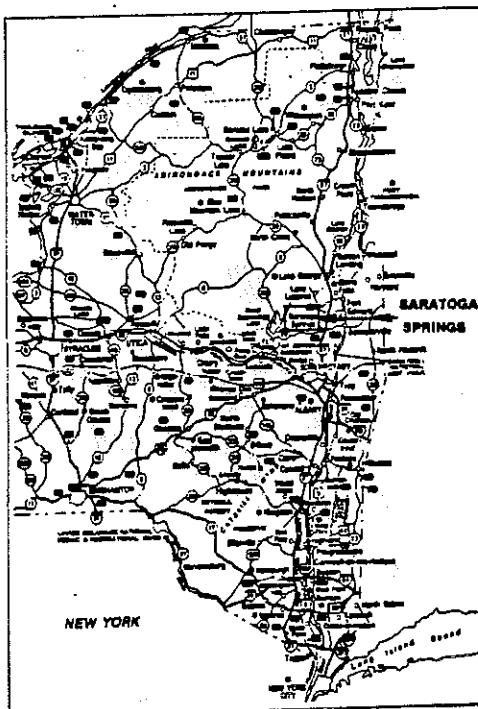
Where to Stay

HOTEL ACCOMODATIONS WILL BE LEFT UP TO THE INDIVIDUAL. THE OFFICIAL HOTEL WILL BE THE HOLIDAY INN AT BROADWAY & CIRCULAR ST., SARATOGA SPRINGS, NY 12866. PH.: 518-584-4550

A BLOCK OF ROOMS HAS BEEN RESERVED FOR AMGBA MEMBERS A SPECIAL PRICE MENTION THE AMGBA WHEN MAKING YOUR ROOM RESERVATIONS. REGISTER EARLY TO INSURE YOURSELF A ROOM AT THE BASE HOTEL.

HOLIDAY INN - SARATOGA SPRINGS

Broadway at Circular Street - Saratoga Springs, New York 12866 - 518-584-4550



From

NEW YORK CITY - NEW YORK STATE THRUWAY TO EXIT 24 - 147 NORTH TO EXIT 13N
BOSTON - MASS PIKE TO NEW YORK STATE THRUWAY NORTH ON THRUWAY TO EXIT 24 - 147 NORTH TO EXIT 13N
MONTREAL - 147 SOUTH TO EXIT 15
BUFFALO - SOUTH ON NEW YORK STATE THRUWAY TO EXIT 26 - AT 26 EAST TO CITY



THURSDAY, JULY 23

5:00 PM - 8:00 PM
8:00 PM - ?

REGISTRATION, CHECK-IN & REGALIA SALES
WELCOMING PARTY IN HOSPITALITY ROOM

FRIDAY, JULY 24

10:00 AM - 12 NOON
12 NOON - 3:00 PM
3:00 PM - 5:00 PM
8:00 PM - 11:00 PM

REGISTRATION, CHECK-IN & REGALIA SALES
RALLYE/TOUR OF AREA SITES
LUNCH/PICNIC
CASH BAR, KEYNOTE SPEAKER, MC TRIVIA CONTEST & AUCTION

SATURDAY, JULY 25

10:00 AM - 1:00 PM
2:00 PM - 5:00 PM
7:00 PM - 8:00 PM
8:00 PM - 11:00 PM

CONCOURS, POPULAR VOTE CAR SHOW & SWAP MEET
FUNKHANA
BANQUET CASH BAR
AWARDS BANQUET - DINNER WILL BE SERVED, GUEST SPEAKER, PRESENTATION OF AWARDS AND RAFFLE

SUNDAY, JULY 26

10:00 AM - 12 NOON
12 NOON

CONTINENTAL BREAKFAST
GROUP PHOTOS & GOODBYES

NOTE:

THE REGISTRATION FEE INCLUDES THE BANQUET MEAL ON SATURDAY, THE LUNCH ON FRIDAY, THE CONTINENTAL BREAKFAST ON SUNDAY, WELCOMING PARTY AND HOSPITALITY ROOM BEVERAGES, COMMEMORATIVE DASH PLAQUE AND CONVENTION PATCH, PROGRAM AND PARTICIPATION IN ALL EVENTS.

PRE-REGISTRATION FORM

NAMES OF ALL IN PARTY _____

ADDRESS _____

PHONE () _____ AMGBA Membership # _____ Expiration _____

Years & Types of M.G.'s coming to Convention _____

Local Chapter (if any): _____

CONVENTION COSTS: \$45.00 PER PERSON, PRE-REGISTERED ON OR BEFORE JULY 15
\$55.00 PER PERSON AFTER JULY 15, 1987
USA FUNDS ONLY, MASTERCARD AND VISA ACCEPTED
NON AMGBA MEMBERS - ADD \$10.00 TO ABOVE COSTS

Enclosed is my check for _____ pre-registrations
Total amount enclosed \$ _____

Please charge my Visa/MasterCard/Discover account for \$ _____ for _____ pre-registrations.
Account # _____ Expiration date _____ All other raised print on card
Signature _____

RELEASE AND WAIVER:

In consideration for the right to pay the event fee and participate in the AMGBA National Convention, the undersigned hereby releases the American MGB Association, AMGBA local chapters, any other M.G. clubs, and event sponsors from any and all liability resulting in damage to my car or property and to the property of others, and all injuries not limited to but including death, while participating in, or traveling to or from the AMGBA National Convention.

Signed _____

Date _____

Mail to: AMGBA CONVENTION
P.O. Box 11401
Chicago, IL 60611 U.S.A.

Make checks payable to:
AMGBA CONVENTION



American MGB Association

P.O. BOX 11401
CHICAGO, ILLINOIS 60611-0401 U.S.A.
Tel: (312) 843-3897

Contact: Frank Ochal 312-843-3897 or Jim Robinson 518-370-0120

The American MGB Association's 1987 National Convention - an international event for the MGB, MGB-GT and MG Midget - Saratoga Springs, New York from July 23-26, 1987

MG sports car production was discontinued in 1980, with the closing of the famed Abingdon-On-Thames works in the United Kingdom. Yet these modern day classics are being preserved forever, here in the USA by members of the American MGB Association. Headquartered in Chicago, the AMGBA serves some 2,000 enthusiastic MGB, MGB-GT and MG Midget owners throughout the USA, Canada and throughout the world. Each year, the AMGBA holds its National Convention. This year's event, the tenth is scheduled for July 23 through July 26, 1987 at the Holiday Inn in Saratoga Springs, New York.

The 1978 initial gathering was held in Chicago. In 1979 and 1980 the AMGBA National Convention was held in New York state, in Ithaca and Glens Falls, New York. The organization's growth and success led to renting the world famous Indianapolis 500 Motor Speedway in 1981 for that year's AMGBA National Convention. In 1982, the AMGBA held its first National Convention outside the USA, in Kingston, Ontario, Canada. In the years 1983 & 1984, we went west for the first time in Lake Tahoe, California and Boulder, Colorado. In 1985, we held two conventions in Santa Monica, California and Abingdon, Illinois. In 1986 we visited Texas during its 150 year anniversary in San Antonio, Texas. For 1987, we visit Saratoga Springs area of beautiful upstate New York.

Many famous MG personalities are scheduled to be in attendance. AMGBA's many local chapters will also be represented at the meet. These local chapters are located throughout the North American continent. AMGBA's membership in New York and New England is especially looking forward to this event. Events scheduled include the Concours D'Elegance, a rallye/tour of the picturesque area along with the other usual convention events.

One of the convention highlights is always the awards banquet when the winners in the various events are presented their awards.

It promises to be a great time and a memorable experience for all that attend. For more information contact the above or write to the American MGB Association, P.O. Box 11401, Chicago, IL 60611. (312) 843-3897

SARATOGA SPRINGS

Saratoga Springs is famous for the beauty of its setting, the reputed health-giving properties of its waters and the gaiety of its summer life. The resort is also gaining popularity as a year-round sports and convention center.

Saratoga Springs is host to the Eastern States Speed Skating Championships each January. The Winter Sports Festival is held here on weekends in January and the first weekend in February. Festival events include stock car, motorcycle, cross-country ski and snowshoe races. Thoroughbred races are held at Saratoga Race Course on Union Avenue during August. Harness races are held Monday-Saturday nights mid-April to mid-November at Saratoga Harness Racing off Neilson Avenue.

Self-guiding tours: Brochures with maps detailing the points of interest downtown and in the surrounding area are available at the chamber of commerce, 494 Broadway; phone (518) 584-2255.

CASINO AND CONGRESS PARK off Broadway (US 9), is a former gambling casino in a landscaped park. The Italian gardens contain sculpture by Daniel Chester French and Bertel Thorvaldsen. The Casino, built in 1870 by boxing champion John Morrissey, houses the Walworth Memorial Museum and the Historical Society of Saratoga Springs Museum, which trace the Victorian era in Saratoga Springs. Both open daily 9:30-4:30, July 1-Aug. 31; Mon.-Sat. 10-4, Sun. 1-4, May 30-June 30 and Sept. 1-Oct. 31; Wed.-Sun. 1-4, rest of year. Adults \$1; students and senior citizens 50c; under 12, 10c (free with adult).

NATIONAL MUSEUM OF THOROUGHBRED RACING, Union Ave. and Ludlow St., contains racing mementos and paintings. Daily 9:30-7, A. 1-31, Mon.-Fri. 9:30-5, Sat.-Sun. noon-5, July 15-July 31 and Sept. 1-15; Mon.-Fri. 9:30-5, Sat. noon-5, May 1-June 14 and Sept. 16-Dec. 31; Mon.-Fri. 10-4, rest of year. Free.

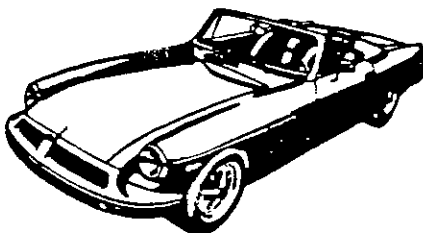
SARATOGA SPA STATE PARK, 2,002 acres, is n. of I-87 via exit 13N. It includes the Saratoga Performing Arts Center, the July home of the New York City Ballet and the August home of the Philadelphia Orchestra. It has Spa Summer Theatre; bathhouses of the famous spa; and the Hall of Springs. Vehicle use fee Memorial Day to Labor Day. Phone (518) 584-2000 or 587-3330 for program and ticket information. See Recreation Chart.

YADDO, Union Ave., is a private estate made available as a working community for visual artists, writers and composers. Only the rose gardens are open to visitors; they may be visited during daylight hours. Free. Phone (518) 584-0746.



American MGB Association

P.O. BOX 11401
CHICAGO, IL 60611



Fazio

AGENCY, INC.

JOSEPH T. FAZIO, Pres.

1036 SIBLEY TOWER, ROCHESTER, NEW YORK
14604
(716) 454-3830

INSURANCE

HIGH QUALITY SPEAKERS

AT LOW COST



DANISH AMERICAN LIMITED INC.

CALL

DICK POWERS

716-323-2687

TIRE MOUNTING AND BALANCING

GEORGE HAYNES
(716) 244-4204



•• BATTERIES ••

For club discounts

call

Dick Powers
323-2687

GLASS READ BLASTING

small parts, wheels, cylinder
heads, suspension components...
anything that will fit in my
cabinet. REASONABLE PRICES.

BOB TESCIONE (716) 442-7080

716-554-6062

R. J. Miller

LANDSCAPE PAINTING
ANTIQUE CAR ILLUSTRATIONS

P.O. BOX 155

MIDDLESEX, NY 14507

CANAM

INTERNATIONAL LTD.

CANAM INTERNATIONAL LIMITED, INC.

"The British Car Specialists"

Two Edyth Street

East Rochester, NY 14445

Complete Services

"The Complete Lubrication"

Weber Conversions

Engine & Trans. Rebuild

NYS Inspections

Club Member Discounts

On ALL Parts

FREE Shipping/Post Orders

385-1331 or 385-1380



AUTHORIZED
REGIONAL
MORGAN
DEALER

RON'S METAL STRIPPING
AND DERUSTING

101 Heinz Street
Hilton, NY 14468
(716) 392-5010

Formerly KMW Metal Stripping

PAUL OSBORNE
624-3473

PERSONAL SERVICE

BY APPOINTMENT

10 Yrs. Experience

Service/Rebuilding/Machine
Shop



(716) 265-0851

Wolfe Tire

MICHELIN, DEAN, WEBSTER RECAPS

WAYNE & DOT
Co-Owners

175 COUNTY LINE RD.
ONTARIO, NEW YORK 14519

ENGINE & SMALL COMPONENT
REBUILD / OVERHAUL

DAVE GELABERT

(716) 436-9484

BEGY'S TOWING: Rt. 104
ONTARIO. (716) 265-1922
CONSIDERATE TO SPORTS CARS.

The yearly membership price is \$12.00.

For this we offer you:

A one year membership in the INTERNATIONAL MG CAR CLUB,
Western New York Centre.

12 issues of "SPOKES," our Centre's internationally
famous newsletter.

Fun, fellowship, entertainment, car talk, refreshments,
and door prizes at our monthly meetings.

A variety of events, such as; rallys, picnics, tours, car
competitions, and parties, many of which are partially
subsidized by the club.

WE INVITE YOU TO JOIN US AT ANY MEETING OR EVENT.

PLEASE FILL OUT THE FORM BELOW AND SEND IT WITH A \$12.00 CHECK
OR MONEY ORDER PAYABLE TO THE "WESTERN N.Y. MG CAR CLUB" to:

ANNABELLE TESCIONE
62 WILMINGTON ST.
ROCHESTER, N.Y.
14620

OR BRING IT TO THE NEXT MEETING.

XX

MEMBERSHIP APPLICATION

NAME _____ BIRTHDAY _____ DATE _____

SPOUSE'S NAME & BIRTHDAY _____ ANNIV. _____

CHILDREN'S NAMES & BIRTHDAY _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

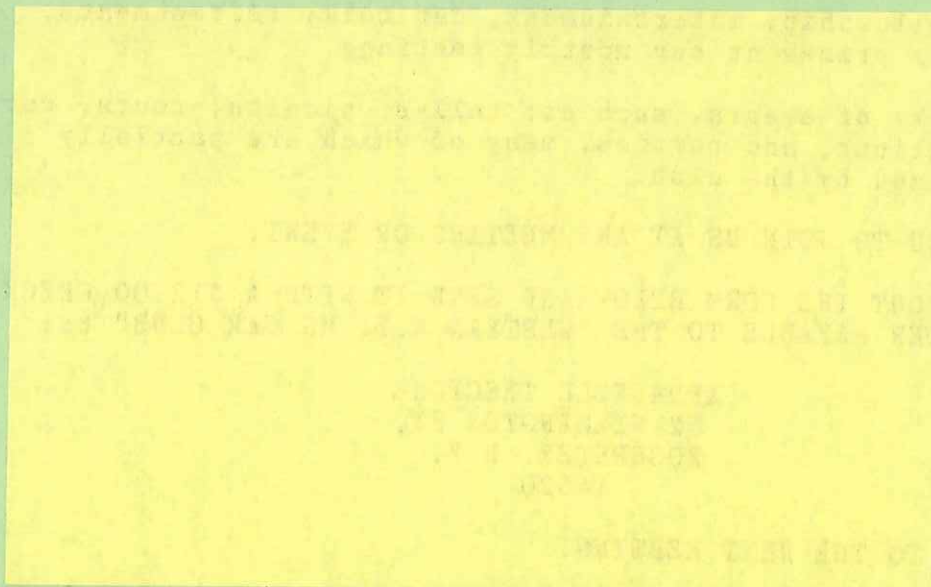
PHONE () _____ CAR(S) OWNED _____

INTERESTS: RACING _____ MG SERIES CARS _____ AUTOCROSS _____ RALLYING _____

RESTORATION _____ CONCOURS D'ELEGANCE _____ OTHER _____

MISCELLANEOUS (hobbies, occupation, etc.): _____

SPOKES
 89 Durand Dr.
 Rochester, NY
 14622



1987

Western New York Centre MGCC Calender of Events

1987

January	February	March 22 WINTER STEAK ROAST	April PUT IN YOUR RESERVATION FOR EARLY MAY
MEETING 15	MEETING 19	MEETING 19	MEETING 16
May 23, 17 23 NIAGARA ON THE LAKE 17 SPRING RALLY	June 7, 28 7 AUTO FESTIVAL 28 OVERNIGHT TO TORONTO	July 19 GYMKAHNA & PICNIC	August 30 RALLY & STEAK ROAST
MEETING 21	MEETING 18	MEETING 16	MEETING 20
September 11, 12, 13 VINTAGE RACES AT WATKINS GLEN	October 24 HALLOWEEN RALLY	November APPLE GROVE BRUNCH	December 5 YEAR END PARTY
MEETING 17	MEETING 15	MEETING 19	RELAX! (...OH SURE)