

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 49 No. 8

August 2007



“Our MG”

Multi-Club Picnic, Queenston, Ontario

Pre-Meeting Picnic August 16th 6:30 PM

Meeting August 16th 7:30 PM

Burgundy Basin Inn

1361 Marsh Road, Pittsford, NY



Founded 1958

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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Contents

Cover: George and Peggi Heissenberger and a couple from Canada share the same license plate

From the Chairman	4
The Herald.	5
Activities.	5
August Picnic Meeting	5
Minutes of the Meeting	6
Attendance	7
Canandaigua Car Show	8
Glanville Memorial Cup	9
Multi-Club Picnic, Queenston, Ontario	10
MG (S)Miles and A Story of Three Bs Part LXXII.	14
Euro Car Show Winners	16
Autocross II Results	17
Autocross III	17
Classifieds	19
Bury Me in an Old MOWOG Parts Box	21
Sunshine Page	22
Regalia and Membership Form	23
Calendar of Events	Back cover

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From the Chairman

Leon Zak

AUGUST IS COMING MUCH QUICKER THAN I'D LIKE IT — too many things to do, not enough days to do it in. The August meeting will be a picnic in the pavillion in back of the Burgundy Basin Inn, starting at 6:30 with a buffet. The cost is \$5 per person to be collected at the “door”. There will be hamburgers and chicken accompanied with salad, salt potatoes and other picnic items. As long as I'll have you there eating at 7:30 the regular meeting will start and we'll present the almost yearly budget overview.

We've donated an additional \$500 to Mercy Flight, we're doing very well now and the board thought it would be a good idea to share some with a place that does great work in our area.

The “garage” — it's painted. We we're going to go with white or off white, but that would be normal and it just didn't feel right. So, we decided we should each paint “our” garage the colors we wanted.

I took the handle from my toolbox down to the paint deparment and had them scan the color in so I could paint

one wall “toolbox” red. The trim is “Stanley Screwdriver Handle” yellow. I wanted “Dewalt Sawzall” yellow, but Barb picked it up and liked the Stanley yellow better.

For her garage, Barb thought “Why does a garage have to be boring each day you have to look at it?” So imagine one of the plastic cup sets you buy for your patio, if you live in Miami, that remind you of a combination of the 50's, flamingos, the beach, sand in your . . . toes. Solid teal blue on a couple walls and light and dark pink strips on a couple walls. You drive in and you'll swear you heard a steel drum!

The middle room, the office, is all business: Coffee, light on the cream for the bottom four feet and heavy on the cream for the top. And give me a piece of that pumkin pie for the trim will ya?

To truly get the effect, check out the picture in color on the web version of the Spokes.

— V8



“... flamingos, the beach, sand in your . . . toes.” [I'll bring the limes.]

The Herald

Allen Hess

The trip to the Thousand Islands was a lot of fun as you will see and read next month. The only complaint was that our speedy little cars caught up with the rain that went through Rochester Thursday night. But we were rewarded with *spectacular* weather on Saturday.

There was one other issue on the way up—I was beginning to get the feeling that my brake lights weren't coming on unless I braked really hard. At our first rest stop I asked Tom LeStrange (he had a front row seat) if my brake lights were working. He said that he was surprised that I used my brakes so little, but they did work, every so often . . . hmmm.

Now this bit of technical insight for those of you who have **hydraulic brake switches**. The brake switch and lights did work but as Tom verified, I could drive around all day and not brake hard enough to turn them on. So on Monday I bought a new switch; installed it on Friday and the lights are back on with moderate pedal pressure. I have since found out that there is a "low pressure, silicone fluid capatible" hydraulic brake switch (SW32, \$27) available from www.ronfrancis.com a specialty wiring company for the hot rod builder.

A (favorable) comment about the Spokes prompts me to say something about submissions. There is a new e-mail address for PHOTOS. If you want to submit photos to both the web site and Spokes at the same time, send them to **photos@mgcarclub.com**. Text articles can be written in your E-Mail program with no additional formatting beyond paragraphs (and spelling). If you send an attached file, use .rtf or .doc for the file format and again, no fancy formatting is necessary. I don't mean to muddy the waters for those who have been regular contributors, just keep doing what you have been doing. Thanks to all of you.

—TRIUMPH!

Activities

Brooks Schneider

It's hard to believe it is August already. July was a busy month, starting with Autocross 2 at MCC on July 8th. Despite some pretty nasty weather on July 20th, several club members braved the elements and drove their LBC's to the 1000 Islands. They were rewarded with fabulous weather on Saturday and Sunday – perfect for a picnic, a raucous game of croquet, go-karts on a mile-long road course, and a tour boat ride and castle tours on the St. Lawrence River. Although there was no formal award, Jeff Kath also won the admiration of his friends following his graceful water landing in Clear Lake while climbing out of our pedal boat. The last club gathering in that area was 25 years ago, but I suspect the next one will come much sooner.

The GVACS show at RIT is on July 29th. As I am writing this, it's still in the future, but I'm sure it will be well-attended by MG Car Club members, as always. [four winners]

August 5th will be (or was, depending on when you read this) the annual Steak Roast and Rallye at the Rush Firemen's Field. At this time, we have nearly 60 people signed up, so I'm sure it will be (or was) a great time. The rallye/poker run organized by the Krons is sure to be a lot of fun.

August 12th is Autocross 3, and there is a picnic at the Burgundy Basin Inn prior to the August 16th meeting.

As September approaches, we are looking forward to the annual gathering at Watkins Glen for the Vintage Race weekend on Sept. 7th – 9th. If you are there, remember to stop in for the annual pizza party at the Seneca Lodge log cabin on Saturday evening. The final Autocross of the season on Sept. 16th, so go for it! You'll have all winter to make repairs.

There are still opportunities for additional activities in 2007 and there's always a desire for new ideas for upcoming years. Please give us a call with your suggestions.

—MGA

August Picnic Meeting

Thursday August 16, 2007

6:30 PM Picnic Dinner

7:30 PM MGCC Meeting

Cost - \$5 per person, payable at the door
Hamburgers and chicken with salad, salt potatoes and other picnic items.

In the Pavillion at the rear of the
Burgundy Basin Inn
BYO Bug Spray

Pizza Party

Saturday September 8th

around 6 PM

Seneca Lodge Log Cabin

Watkins Glen, New York

Vintage Race Weekend

MGCC Minutes of the Meeting

Marlene Rzepkowski

July 19, 2007

Call to order-7:35 PM

Minutes of last meeting accepted as written and printed in SPOKES. Thanks to Joe DeBlaere for taking notes at the June meeting.

New members and guests- There were no new members or guests in attendance.

Treasurer Report- All accounts are doing well. Specific details can be obtained from Joeanna DeBlaere, our treasurer. Details of car show proceeds will be available soon.

Membership- Dues for next year has already started to come in. New memberships always welcome.

Librarian- Al Costich reported that many tapes are available and a list can be viewed at the club's website. If you would like a specific tape added to the library please contact Al so it may be considered.

SPOKES- Articles for the next issue are due next Thursday, July 26, 2007. Articles on recent events that have been held are needed. It was noted that an event coordinator is needed for the Halloween Rallye.

Regalia- No report.

England- George Herschell reported that he sent a letter to the MGCC in England and he will give details on that at next month's meeting. It was noted that the board discussed MGCC membership to club in England. Issue was tabled as we have already paid dues for the upcoming year. However, it was suggested this evening that George Herschell should remind us one month before dues is due next year so the discussion can be held again. Also, it was recommended that an article on our 50th Anniversary celebration be written and sent to them to be included in there publication.

Trustee Report- Bob Tescione reminded everyone that the deposit for 50th Anniversary car badges is now due- \$10 per badge ordered. Orders are still being taken for badges (\$20/badge) and pins (\$3/pin). These orders should be delivered starting at the October MGCC meeting.

Activities- No official report. See the Activities Report in SPOKES for a detailed list of future events. Help is needed for the Autocross events and an event coordinator is needed for the Halloween Rallye. See Brooks if you are able to help out with these events. Dave Wild reported on the events being held at the Zippo Watkins Glen Race Weekend in

September. Volunteers for this event should get there special staff shirt orders in by July 25. Due to problems incurred last year the "race reenactment" on the old course will now be called "Tribute Laps".

Car Show- Dick Powers reported that the car show did very well this year and based on the numbers coming in our portion of the proceeds will be greater than last year. He also thanked everyone that helped with this event to make it such a success.

Web Site- No report.

Vice Chair- Dan Suter reported that the MGCC 50th Anniversary Celebration will be held September 27, 2008 in the Great Hall at the Genesee Country Museum. It will be an all day event with a dinner, free admission to the Museum, parking on the green on site, plus other activities still being planned.

Old Business- Leon Zak reminded those present that there will be a picnic dinner at the MGCC August meeting starting at 6:30 with a regular business meeting to follow at 7:30. The cost to members will be \$5 a person with the meat selection to be hamburgers (veggie burgers as well) and BBQ chicken.

Leon Zak reported that the board voted to donate an additional \$500 to Mercy Flight this year. This was previously suggested at a prior MGCC meeting and it was agreed that it was a worthy car related cause (possible automobile accident related injuries).

A motion was made and seconded to fulfill the required dollar amount in the MGCC Endowment Fund at MCC so that the scholarship awarding program will begin. It will take one year from when it is paid up to start the paying out of scholarship awards. This will in no way affect the other scholarship that is given out by the MGCC, which is a separate entity. Also, the membership was reminded that private donations and monies from club events can still be made to this Endowment Fund.

The motion was voted on and passed by unanimous vote.

Leon Zak is asking for suggestions for other areas where charitable donations can be made. Preferably it would be to agencies that deal with some form of automobile/transportation related needs. Some ideas might be a child car seat give away program as we have done in the past. Ideas can be given to any board member.

Dick Rzepkowski spoke on the Bill Glanville Memorial Cup that had been voted on by the club membership. He was able

Attendance

July 19, 2007

Betty Langswager
Gil Langswager
Bob Tescione
Leroy Hokenson
Carl Prouty
John Thompson
John MacDonald
Dick Giambra
Beverly Swarts
Chuck Swarts
Alan Costich
Jeff Kath
Tom LeStrange
Anne Faust
Gene Faust
Dave Wild
Barb Wild
Bob Abels
Georgian Abels

Allen Hess
Elaine Hess
Lyn Smith
Roger Gunther
Mike Harrison
Sue Harrison
George Herschell
Nancy Herschell
Dave Asmuth
Brian Fallon
Mike Goodwin
John Murray
Mary Murray
Allyn Wagner
Frank Stepanik
Dan Suter
Dawn Priestley
Jim Priestley
David Engdahl

Laurie Scribner
Doug Scribner
Joeanna DeBlaere
Joe DeBlaere
George Heissenberger
Marlene Rzepkowski
Dick Rzepkowski
Bill Bethune
Linda Bethune
Jeff Langswager
Nick Zuck
Mark Gibson
Dick Powers
Sue Keppler
Chris Baum
John Baum
Wally Roworth
Al Fink

to show those present the actual trophy that will be awarded by Suzanne Glanville at the finish of the Collier Cup Race at the Zippo Watkins Glen Race Weekend in September

New Business- No Report.

Cars and Parts- For Sale:

1997 Volvo-under \$3000, contact Leon Zak for details.

1967 MGBGT- red, reportedly nice shape, around \$6,000 or \$7,000, contact Mike Goodwin for details.

Door Prizes – Awarded

Miscellaneous Comments- George Herschell was given a package of back issues of SPOKES and if anyone wants some please contact him.

Motion to adjourn and seconded at 8:40 PM.

— MG Midget



A “Heluva Good” Fall Foliage Car Tour is Coming !

Sunday October 9th

Save the Date !



“Guess Who”

ANWSER: Vince and
Cindy Capaccio.
Age 16. From their
high school yearbook





Canandaigua Car Show

—George Heissenberger



—George Heissenberger



Roger Gunther's MGA

—George Heissenberger



Dawn & Jim Priestley, "Cleanest Engine"

—George Heissenberger

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Bill Glanville Memorial Cup

MG Vintage Racers

A NEW ANNUAL AWARD WILL BE PRESENTED TO THE top finishing MG Midget racer in SVRA's MG Collier Cup Race at Watkins Glen this September at the Zippo US Vintage Grand Prix. Officially called the "Bill Glanville Memorial Cup for MG Midget Racers", it is sponsored by the MG Car Club Western New York Center, and is supported by Sportscar Vintage Racing Association and the MG Vintage Racers. Bill and his wife Suzanne were long time MG enthusiasts, very active in the MG Car Club Western New York Centre. Bill competed with his MG Midget in autocrosses and vintage racing. In honing his skills, he even took a racing school with his daughter Julie. He was an accomplished mechanic and racer, who always was helpful

to other MG enthusiasts and racers, with his vast MG and racing knowledge. He had a genuine beaming smile, which complimented his great sense of humor. Right up to his end in January 2004—even though he was battling cancer and few knew it—he kept vintage racing. In his last race of 2003, he raced at VIR with his brother Tom where Bill finished 2nd in SVRA's Edlebrock Sprint Series, living out his dream. For 2007 Bill's wife Suzanne will make the award's initial presentation to honor Bill's spirit, MG enthusiasm, and many friendships, as we are inspired by his life.

—Greg Prehodka

MG Vintage Racers on the web: www.MGVR.org



Multi-Club Picnic, Queenston Park, Ontario

Susan Goodwin

ON SATURDAY, JUNE 23, MANY MEMBERS OF OUR MG CAR Club joined clubs from Canada, Buffalo and (I think) one car from Ohio for a full-of-fun multi-club picnic in Queenston, Ontario. What could be better than a country drive as a group to Canada in our classy autos? We all did look cool (even us old geezers)!

At the border, the Canadian guard asked if something special was going on, with all the nifty cars going through. We said we were having a good old-fashioned picnic here in Canada.

Western New York was represented well in the events, with prizewinners in the Valve Cover races (Brooks Schneider was 2nd and Dan Suter 3rd). Betty and Gil Langswager, funkhana organizers extraordinaire, staged an event enjoyed by all who participated. As the funkhana went on, more and more cars joined in. Maybe I should hand over to Betty and Gil my Associate's and Bachelor's degrees in Recreation and Leisure (yes, you can get degrees in this field!), since I no longer use them. Outstanding job, Betty and Gil!

Have a look at the pictures (under Club Event Pictures) on the website. Join in next year for a fun time, and like a good neighbor, meet our northern border friends at this multi-club social event.

We're looking forward to next year! —Susan Goodwin

George Heissenberger

OUR MG JOINED 14 CARS IN A CARAVAN FROM THE MG Car Club Western NY Centre to attend the first annual multi-club picnic at Queenston Heights, Ontario Canada hosted by the MG Car Club Toronto.

It was a beautiful day— clear and sunny. There were approximately 100 British cars at the picnic and events such as best car on the lot, valve cover races and a funkhana. Clubs in attendance were the Toronto MGCC, Western New York MGCC, Ontario MGT Register, Niagara (Canada) British Car Club, Emerald Necklace MG Register (Ohio), Buffalo Octagon Association. We met loads of new people and had a blast all day. We even met a couple from Ontario, Canada driving a Midget that had the identical "OUR MG" license plate as ours so we got plenty of pictures and made new friends!

Brooks Schneider Valve cover racer came in second place giving a good showing in the first international valve cover races- even though the Canadian rules allow cars up to 35 LBS! compared to our rules. Western NY Centre members gathered together for a picnic lunch and then made preparations for the gymkhana put on by our club led by Gil and Betty Langswager with help from several club members. After the gymkhana there was more time to look over the cars, which included some very nice T series, lots of A's and B's, a few C's, Midgets, Triumphs, Jaguars, a Rolls and a Magnette.

The only ripple was the nearly one hour wait at customs to enter the border to the US on the way home. Imagine dozens of MG's sitting in traffic barely moving for one hour. Other than that we had a great time. A delightful ride home top-down with several club members via route 104 capped off the fun day. —George Heissenberger



Early morning departure

—George Heissenberger



Gorgeous day for a drive

—Susan Goodwin



Beautiful Queenston Park

—Mike Goodwin



Magnette

—Mike Goodwin



What you can't see in the previous picture

—Allen Hess



TCs, TDs and TFs

—George Heissenberger



MGAs

—Allen Hess



MGBs

—George Heissenberger



Taking it easy . . .

—Allen Hess



Susan Goodwin's "Love Boat"

—Allen Hess



. . . and down the track they come!

—Allen Hess



The final match . . .

—Mike Goodwin



and it was pretty close! (with a 20 lb. advantage)

—Doug Jack



The winners

—Mike Goodwin



Blow up the rubber glove (here's the car from Ohio)

—Doug Jack

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Mike Goodwin

—Doug Jack



I don't think he sees that cone . . .

—Allen Hess



Timing chain cover toss — “show them how it’s done!” —Allen Hess



Pat Sangster and the eventual funkanha winners

—Allen Hess

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MG (S)Miles and A Story of Three B's Part LXXII (72)

George Herschell

Way back in the year 1966, the MG factory at Abingdon turned out three very special MGB's. I guess from the factory's standpoint there as nothing too special about these three cars. They were just another group of three MG B's being built lovingly by the workers at Abingdon. But to three specific people (and later a couple more) these cars became very special indeed.

In the November 2006 issue of Spokes Dick Powers did a very interesting article about buying his MGB new. He also did an article about a conversation with the late Ruth and Bob Philip (dear friends to both of us) about their MGB. This month I would like to take that article a bit forward and add some things and also some impressions and some very interesting historical facts out those cars and one more.

In August of 1965 three MGB's were built with the following serial numbers. GHN 3L 70751, GHN 3L 70799, and GHN 3L 70821. There were 48 cars between the first two numbers and 22 cars between the last two numbers and a total of only 70 cars between these three B's. Two of those cars were sold to Bob and Dick and the third was sold to a William Junker. All three cars were sold in the Rochester area. It is curious to wonder how three cars that close together all came to be sent to Rochester and that all three are BRG with black interiors Bob and Dick's car have wire wheels and Mr. Junker's car had disc wheels. Other than that all three cars are identical to each other. And all three are still around in the Rochester area. But I'm getting ahead of myself a bit.

Dick still owns his B although it has not been on the road for a few years as he described in his article. When Bob passed away his car collection was sold and his MGB went to Chris Sardone. It wasn't too long after that, that I lost track of the car and what had happened to it.

Now we have to back up to mid 60's. I bought my TD in 1959 and became friends with Bob a few years later. He had a couple of TD's one he was driving and one he was restoring. We became friends with MG as the bond and that friendship lasted until his death. We traveled with he and Ruth many times and in 1966 when Bob bought the B he was most proud of that car and made sure I had one of the first rides in it. Needless to say I did fall in love with it and even though he was most persuasive that I get one, the financial climate at that time was not conducive to that kind of an expenditure. I did have a young family and we were in the process of building our new home in Webster. But I did love that car and looked lovingly at it whenever we traveled together to T Register Events. Bob was always a little cautious of driving his TD great distances but the B was on the road all the time and all over as you will remember from Dick's article. About this time I met Dick Powers and I would always look at the cars and had to think which one had the Plate number RBP. It was both of their initials.

We move now to the early 80's when on a club trip to Niagara on the Lake in our TD, we met up with a group from Canada and many of them had MGB's. It had been a cold drive up that weekend and Nancy made the comment, "we ought to have a B". (Which was another mistake, her first two telling me if I wanted the TD to buy it and the second letting me buy the TF) Oops, did I hear right? I smiled but didn't think too much more about it right then.

In 1984, Bill Junker (one of our salesmen at Great Lakes Press and the person that bought the third B in this story) was getting ready to retire. He bought the MGB new originally because at 6' 2" with twin sons that were 6' 4", it was the only sports car that they were comfortable in. Bill knew that I was interested in MG's and B's in particular, so he asked me if I would like to buy the car to solve his dilemma of how to divide it between his two sons. Needless to say (after checking with Nancy) I jumped at the chance. The price was right and the car was in pretty good shape. Bill never drove the car in the winter but it was in daily use during the summer months. It even had it's own parking spot at Oak Hill Country Club where Bill was a member. We bought the car in 1984 and have never looked back. The only problem with the car was that Bill used to store it in a barn for the winter months and that barn had a dirt floor. Needless to say that was not the best thing for the car. We started driving it in the spring of 84 and put many great fun miles on that car. We did travel with Ruth and Bob on a number of occasions and one in particular was our trip to Kingston Ontario. There was supposed to be an MG event there but it had been cancelled which we were not aware of at the time. We drove to Cape Vincent and took the ferry over to Wolfe Island and then the second ferry to Kingston. The twin B's did get many stares and smiles from onlookers as we drove around and were almost taken from us at our motel. There was a wedding party there and the bride came out, looked at the cars and gleefully said, "oh what a wonderful wedding present his and her's sports cars". It took some doing to convince her that they were not, and although we did wish them well, I think she was really disappointed that it was not a wedding gift after all.

In 1988 the car had that dreaded bad brown lace syndrome so we had the body refurbished. I had been in contact with Bill Richards from the MG Parts center in NJ and his contact in the UK Ken Smith who was a good friend. Thanks to Ken I got the last two original factory front fenders for the B and also a brand new Coventry top. The car was stripped down and taken to the body shop in December of 87 and was finished and ready for the 88 season in March. It did get new leather seat covers, and new carpets but the rest of the interior is all original. I did manage to get an after market steering wheel (period correct accessory)



George Herschell's MGB, Desi Bennett's Morgan, Dick Powers' MGB

—George Herschell

that I installed and it is still on the car today. Since then we've just been driving it and enjoying it. A few years ago we developed a really bad and expensive sounding noise and found that the clutch had given up the ghost. Warren Riter did the repair and although the engine was out of the car it was fine and no work had to be done to it. Again this work was done during the "winter hibernation period". To date the car has 98,000 + miles on it and is still running as strong as ever.

Now we fast forward to the present. I had a call about a month ago from Chris Sardone. He told me that the MGB (the ex Bob Philip car) had been off the road for some time and that he would like to get it running again. He asked if I did any work like that. I told him no, but suggested he contact George Haynes and Gil Langswager. A few days later I got a call from George asking me if I would like to visit an old friend. Sure enough there was Bob's B in George's shop getting ready for the road again. They got it sorted out and it now is the pride and joy of Chris's wife Beth. So once again it is back on the road giving another family a lot of MG Smiles and fun. It's just too bad it wasn't finished in 06 because it could have joined my B, Dick's B, and Desi's 66 Morgan for their 40th Birthday party. (Cars have birthday party's?)

All this got me seriously thinking about my car. It was purchased new by Bill, and I bought it in 1984. It has been on the road every single year (summer) since it was new. It has

never been off the road for any summer driving season. It has taken us all over the east coast and is still running as well as ever on the original engine and as the old phrase goes, IIABDFI. (If it ain't broke don't fix it) We've been driving it for the past 23 years every summer on all our trips including all five New England Mountain Adventures starting in 1991, plus the yearly trips to the show at Hildene, (at least 15 times) and the fall British Invasion's at Stowe. (at least 15 times) Just this past June it did not bring us home under its own power. The original voltage regulator finally succumbed and we had to be towed the last 14 miles to our house. But when it was needed, as you remember from last month's article, it performed very well when it had to.

Do I love that car? You bet I do and I wouldn't trade it for anything. It has been probably one of the most trouble free cars I've ever owned. And it has been doing that for forty one years.

Now Dick, Let's get your B back on the road again so all three can play in the sun again.

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Available now or soon – call to discuss

1971 Jaguar XKE Coupe – Mint, true 45K, bare metal show dark blue repaint, perfect original red leather and chrome.

1969 Porsche 912 Targa – Exceptional, 83K, fresh engine, original pan, red/black

1988 Porsche 944 Turbo-S – Rare very fast driver, silver rosa/burgundy, new clutch, tensioner service, etc.

1971 Porsche 911T Targa – Very nice driver, could be show. Dark gold/black. Rare Mahle wheels and sport seats

1972 Porsche 911T – Older white repaint in good shape, 93K original, 10K on engine, new brakes, webers. original pan.

1991 Audi Avant 20V Turbo Quattro – 300 HP, 5-speed AWD station wagon – the first of the S spec Audis –very rare.

114K, original paint. Refined driving, excitement on tap. Has some needs, being addressed – my car for 10 years

In Restoration

1968 Porsche 911T – Beautiful black body and interior, engine rebuilt with webers, needs floor pan work

1958 Alfa Romeo Giulietta Normale –never rusted – available completed in your choice of colors and performance specs

1963 Jaguar Mk II 3.8 – show restoration now being done to virtually rust free car.

Autocross II Results July 8, 2007

Wally Roworth

CLASS	BEST	FIRST	SECOND	THIRD
MGB				
Mike Goodwin	2.10.0	2.13.0	2.10.0	Engine quit

Under 2 Liter Prepared

Ben Barlow	2.00.0	2.01.0	2.00.0	2.15.0
Beverly Haynes	2.01.0	2.36.0 oc	2.03.0	2.01.0
George Haynes	1.52.0	1.56.0	1.52.0	no run
Jeff Kyle	1.54.0	2.03.0 cc	2.02.0	1.54.0
Alex Rossini	2.16.0	2.45.0	2.25.0	2.16.0
Steve Rossini	1.59.0 c	2.03 cc	1.59.0 c	2.02.0 c

Modified

Matt Handy	1.54.0 cc	1.54.0 cc	2.00.0 c	1.54.0 cc
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Overall Times

First	George Haynes	'68 Triumph	1.52.0
Second	Jeff Kyle	'66 Lotus	1.54.0
Third	Matt Handy	'71 Home built	1.54.0 c
Fourth	Steve Rossini	'05 Mini Cooper	1.59.0
Fifth	Ben Barlow	'62 Mini Cooper	2.00.0
Sixth	Beverly Haynes	'68 Triumph	2.01.0
Seventh	Mike Goodwin	'78 MGB	2.10.0
Eighth	Alex Rossini	'05 Mini Cooper	2.16.0

WE HAD A PATCH OF RAIN—probably because Phil wasn't there.

We have been wondering why the turnout has been slipping. We sure would like to see the next meet as full as the previous ones. We really miss some of the old timers who can't come.

If you have any good suggestions please let us know: Wally@mgcarclub.com.

2007 Autocross Series

Sunday! Sundaay! Sundaay!

June 10 Novice School

July 8

August 12

September 16

Course and Technical Inspection 9:30 – 10:15 AM

First car off at 10:30 AM



Monroe Community College

Park in Parking lot M-1, Course on lot G

(the big one!)

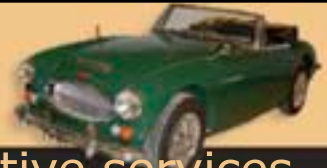
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WANTED: Rose colored sunvisor for MGT series. and Wind blocker for an MGB (goes behind the seats). Bob Joslyn (585) 671-1712

WANTED: MGB in good driving condition; need not be perfect, but not a major project, either. Chrome-bumper roadster preferred but will consider all. Call Hollis Hames at 585-271-7754.

FOR SALE: 1949 MG TC TC #6976 Clipper Blue. 1970's restoration by Doug Redmond. 2001-professional work on brakes, steering and engine. Low mileage reproduction tires new from Barry Walker in England. Wheels trued at California Wire Wheel-2001. New steering wheel 2001-original three-spoke wheel available with car. Extra wheel. Tonneau cover, original MG owner's manual, tool roll, English style license plates (TC 6976), side curtains w/case, many spares. Current NYS registration and inspection-a driver! Contact owner Geoffrey A. Briggs (585) 344-0834

FOR SALE: 1951 MG-TD. A complete car with solid body but incorrect instruments and bumpers. Owner has given up on this project after working on it in early 1970's. Asking \$3,500, but offers welcomed. Call Frank Burtzell at 334-2673.



FOR SALE: 1958 MGA 1500 Roadster. Complete frame off restoration, deep green, tan leather interior, burlwood dash. 4,300 miles on engine. MGA manuals and books. \$17,500. Bill Clicquennoi (585) 202-5992.

FOR SALE: 1979 Triumph Spitfire. Green with tan interior. Completely restored five years ago; few carefully-driven miles since. A nice trouble-free car. Call Bill Rampe at 585-671-6519 or 585-330-1661 (cell) for more details.

FOR SALE: 1980 TR8, "the wedge", 3.8L, V6 Buick conversion, excellent new red paint, undercoated, only 36K miles, VGC in & out, asking \$6500, OBO call Dan @ 585-734-6233 evenings.

FOR SALE: Set of factory 17 inch Mini Cooper rims with Yokohama ES100 205/45ZR17 tires. Asking \$440.00. Steve Stewart 585-586-9152

FOR SALE: 1934 Duesenberg model with a bottle of Scotch in the base. 18" long x 6" wide. Blue with white top. 40 years old. \$125.00 Call Joe Fazio (585) 248-8117

FOR SALE: 1998 Chevy Pick-up, 2 wheel drive, V-6, auto, CC, A/C, ext. cab. bed liner, class 3 hitch, remote start, new brakes, rotors, 117K, good condition, \$4900/BO Jim 334-6081

FOR SALE: Pair of SU HS6 1 1/4" carburetors with chrome pots and throttle linkage \$200.00 Dave Asmuth 315-587-2117

FOR SALE: Hard top for 1961-'80 MG Midget convertible. This is an aftermarket 1976 Midget hard top in excellent condition. Asking \$650.00. Jim 585-943-6353.

FOR SALE: I have found a line of **165R15** tyres suitable for MG-T's, MGA's and other British cars. Don't pay Coker's price for Michelins (about \$125. each). Call me first! George 585-872-6536

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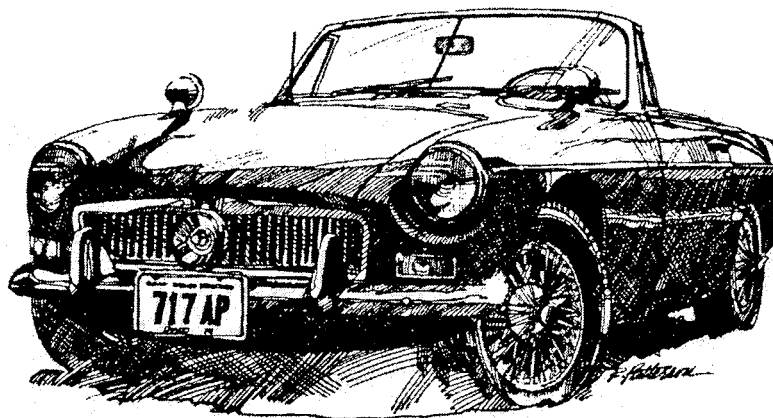
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Jay Lockrow



JUST RETURNED FROM PARIS ON SATURDAY AFTERNOON around four o'clock. It was a good warm...huh? What? You mean I have to clarify where Paris is? All right, all right. It was Paris Ontario. For those of you not tuned in it is east of Hamilton and if it has a claim to fame I don't know what it is except it does have a pretty good size fairgrounds and is the home of the Canadian Vintage Motorcycle Group annual show and swap meet. Now I am not that tuned into motorcycles but I am learning. A few years ago I went and for about three or four days was actually a part owner of an Ariel motorcycle engine. You know the story...Went with a friend, he was a little short of cash, loaned him some money and for those few days was a part owner of an Ariel motorcycle engine.

Anyway we went again this year but came home empty handed. There were, however, some beautiful motorcycles there and some unusual ones at that. All day we looked at mostly British bikes with a scattering of Japanese, Italian, Spanish and you name it including the occasional Hardly Davidson. I have to admit I have a soft spot for the British bikes like the Ariel, Royal Enfield, Vincent, BSA and others. There was a freshly restored Morgan Trike there that was nicely done, a few mistakes but still a nice piece. What I really need to do is win the lottery and the problems of space and expense could be shelved.

Looking at the big picture this is three shows in a span of three weeks. On Sunday I stayed home and painted the picnic table. Car shows and related events (motorcycles, boats, hot rods etc.) are becoming more numerous so there are obviously more shows to choose from and also shows that are slotted more to your taste. The quality of the show cars in some respects are improving and in some respect not. I believe there are fewer cars showing up but that could also be the age and interest factor. Remember the cars most people are interested in are the cars they couldn't have in their youth. The age of the big sellers (read muscle cars of 60's and 70's) is around 25 to 30 years old. Those of us who like the earlier stuff are starting to disappear so there is more of it around and do not sell as rapidly. There is just the cycle of things. It is only those like yours truly, and others that have a curiosity about all this old trash who will keep the whole affair alive. For example you could put something like a Mercer Raceabout, Simplex Speedster or a London to Edinburgh model Rolls Royce in front of a group of muscle car owners and they would not know what they are looking at. I would, Jay Leno would and many others would. That is because we have read and made the effort to read about and recognize the rare, valuable and wonderful. Last year at the Antique and Classic boat show I mentioned to a group... "You guys see the Miller?" one reply was "What's a Miller?" Of the four or five sitting there only Howard Koch knew

what a Miller was and he got up to go look. You have to pay attention to these things and make the effort. You are not going to see this sort of coverage on TV, in the movies, or on radio. This sort of information you have to dig out on your own and the people who have dug this information out and written the books and magazine articles and put it on the internet should be commended. My book on Miller is now out of print and worth half again what I bought it for.

The Auto Festival on June 3rd put on by the Western New York MG Car Club and Victor Lions club has started to make a come back. The weather this year was a little threatening but it never rained until late in the day. The venue is delightful and relatively easy to get to but a bit more publicity is needed to get vehicles out and back around the 800 to 1000 numbers. There was a most interesting Indian motorcycle there this year a 1911 I believe in the condition as found. New tyres had been installed and the tank cleaned but it was there and operating. I just love seeing things like this. There was one of roughly the same vintage at the Paris show fully restored and so beautiful but I'd be afraid to ride it.



Euro Car day on June 10th was a large success. There were around 150 cars (anyone know the exact number?) and we had some pretty interesting machines. For once the T series M.G.s were out in force but surprisingly no TDs. Gary Dryer showed up with his beautiful Mark V Jaguar saloon complete with picnic basket and all. There was a most interesting Berkeley with the excelsior engine and several nice early 356 Porsches. There was a plethora of Lotus's (or is it Loti?) and a wonderful attendance. [see page 16 for MGCC winners]

Several people came up to me at both shows and complimented me on the Grand Island Grand Prix column and I even asked Dave Wild if I could retire? He answered with an emphatic, NO! I'll be back again here next month and any ideas for a column are appreciated. ◀

AUGUST BIRTHDAYS

6 David Engdahl
 7 Wes Pittenger
 7 Sherry Corcoran
 7 Mary Costich
 7 Patricia Richter
 8 Mary Isselhard
 9 Jeffrey Kath
 10 Ann Glanton
 14 Elaine Hess
 14 Marlene Rzepkowski
 16 Wendy Dakin
 16 Ron Orchard
 17 Patti Schulz
 19 Gail Schipper
 22 Jay Lockrow
 23 Jeffery Baker
 23 Linda Stewart
 25 Linda McConnell
 25 Julie Paulsen
 27 Doris Roworth
 29 Joe Tierno
 29 Anne Faust

HAPPY BIRTHDAY EVERYONE!!

AUGUST ANNIVERSARIES

4 Tom & Mary LeStrange
 5 Al & Mary Isselhard
 7 Jay & Beverly Lockrow
 7 John & Patricia MacDonald
 9 Gregg & Grace Gleba
 10 Bill Clicquenois & Donna Pritchard
 16 George & Peggy Heissenberger
 17 Harold & Christine Rodman
 18 Richard & Ann Coleman
 18 Peggy & Ed Haefner
 21 Jim & Pat Dix
 23 Wes & Sue Pittenger
 26 Bob & Kay Johnson
 29 Lane & Kathy Boughton
 29 Tim & Rhonda Rizzo
 30 Ned & Julie Paulsen

CONGRATULATIONS!

SEPTEMBER BIRTHDAYS

2 Vivienne Rizzo
 5 George Leopard
 5 Gary Newman
 7 Irving Black
 7 Daniel Goodwin
 7 Michael Goodwin
 7 Leon Todaro
 12 Richard Shineman
 13 Gayle Gibson
 13 Nancy Herschell, Jr.
 14 Irene Searles
 15 Kathleen Greer
 16 John Borycki
 17 Susan Avery
 19 Linda Fazio
 20 Wendy Miller
 23 David Avery
 23 Gayle Schneider
 25 Allyn Wagner
 25 Jessica Seeley
 27 Lia Glanville
 27 Christine Rodman
 28 Rhonda Rizzo
 29 Beverly Mack
 30 Joseph Cameron III

HAPPY BIRTHDAY EVERYONE!!

SEPTEMBER ANNIVERSARIES

2 Paul & Joan Heaney
 2 John & Valerie Zoltner
 5 Suzanne & John Cordeiro
 7 Al & Liz Colquhoun
 9 Richard & Bethel Powers
 10 Don & Madeline Moodie
 12 Allen & Elaine Hess
 12 Peter & Joyce Pegoni
 13 Dan & Mary Ellen Suter
 13 Nicholas & Michele Zuck
 15 Leon & Barbara Zak
 16 Bob & Kathryn Joslyn
 19 Ben & Carolyn Barlow
 25 Joseph & Joeanna DeBlaere
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 29 Robert & Terry Welch

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Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

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State _____ Zip+4 _____ Today's Date _____ New ☐ or Renewal ☐

Cars owned & Year _____

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Other hobbies, etc. _____

Occupation _____ E-mail address _____

Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

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MG Car Club Western New York Centre Calendar of Events 2007

For the latest information visit our web site mgcarclub.com

January 4 Board Meeting 18 Meeting 20 Wine & Cheese, Valve Cover Races	February 11 Go Kart Races 15 Meeting	March 1 Board Meeting 4 Steak Roast & Auction 15 Meeting 25 Swing Into Spring	April 19 Meeting
May 3 Board Meeting 12 Tune-up Clinic 17 Meeting / Carlisle 30 Stuffing Party	June 3 Vintage Auto Festival 10 Autocross & Novice Sch. 9-10 Hildene Car Show 21 Meeting 23 Multi-club meet, Canada	July 12 Board Meeting 8 Autocross 2 19 Meeting 20-22 1000 Islands Weekend 29 GVACS Car Show (RIT)	August 5 Steak Roast and Rallye 12 Autocross 3 16 Meeting
September 6 Board Meeting 7-9 Watkins Glen 16 Autocross 4 21 Meeting	October 7 Fall Foliage Tour 14 Garage Tour 18 Meeting 27 Halloween Rallye	November 1 Board Meeting 11 Yacht Club Brunch 15 Meeting — Elections	December 8 Holiday Party No Meeting

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