

Spokes

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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

John Baum
1212 Stockbridge Rd
Webster, NY 14580
(585) 752-6153
john77577@aol.com

VICE CHAIRMAN

Rod Rodman
140 w Foster St
Palmyra, NY 14522
(315) 597-6501
rod@rochester.rr.com

SECRETARY

Arthur Salo
11 Foxpointe Circle
Fairport, NY 14450
(585) 944-6131
arthur.salo@rochester.edu

TREASURER

Mike Goodwin.
8 Harmony Circle
Rochester, NY 14624
(585) 889-2646
mrgoodwin@frontiernet.net

ACTIVITIES DIRECTOR

Mike & Maggie Robinson
2968 Graney Rd.
Caledonia, NY 14423
(585) 748-9901
mr1057@frontiernet.net

TRUSTEES

Leon Zak
2467 Westside Dr
North Chili, NY 14514
(585) 594-9140
leon@mgcarclub.com

TRUSTEES

Dave Chase
689 Erie Station Rd
West Henrietta, NY 14586
(585) 334-6826
davechase@mgcarclub.com

MEMBERSHIP

Paul Osborne
7379 East Main St
Lima, NY 14485
(585) 255-0531
paul@ece.rochester.edu

HOSPITALITY

Betty Langswager and Barb Wild
46 Stonington Drive
Pittsford, NY 14534
(585) 385-9956

CARDS AND LETTERS

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
(585) 334-6826

CLUB REGALIA

Laurie & Doug Scribner
& Carl Prouty
799 Holt Road
Webster, NY 14580
(585) 872-5133
minicityus@aol.com

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065
wagonjack@mgcarclub.com

SPOKES EDITOR

Don McConnell
45 Eileen Circle
Rochester, NY 14616
(585) 865-8738
spokes@mgcarclub.com

WEB MASTER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9150
leon@mgcarclub.com

LIBRARIAN

Alan Costich
870 Culver Road
Rochester, NY 14609
(585) 482-2695
alcostich@mgcarclub.com

SPOKES Staff

Advertising: AL Fink alcycle@hotmail.com (585)342-0625
Address Changes: Paul Osbourne (585)255-0531
Mailing: John Baum (585)752-6153
Send Photos to SPOKES & Web: photos@mgcarclub.com
Web Page Photos: Gary Sandusky gary@sandusky.cc

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Eighth Page	3.6 x 2.3	\$11.00	\$44.00

SUBMISSIONS ARE WELCOME

DEADLINE: One week after a general meeting.
Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, N.Y. 14616 or deliver by hand at the meeting .

MEETINGS

Meetings are held the third Thursday of each month, except December, at the Knights of Columbus, 70 Barrett Dr, Webster, N.Y. 14580. Board meetings are held the first Thursday of every odd number month and are open to all members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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Cover photos by Dick Powers from Stowe Vt
British Invasion Weekend

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Chairman's Corner

John Baum

Chris and I are wishing all, a Great Christmas and Happy Holiday Season!

We just finished up a visit to our Daughter and Son-in-law's in Western North Carolina for Thanksgiving. They live in the Appalachians, and every time I visit them I wish I had the MG with us. The twisty mountain roads are perfect for sports cars. I find it odd that you don't see any driving around. The season is about 10 months long, with only a little snow in between. The majority of the vehicles one sees driving around are Pick-ups. Over the winter I am going to get the MG ready for a road trip there this spring. With a little luck and a lot of confidence, we can do it.

Mike and Maggie have planned a really nice Christmas party for us at Mr. Dominics in Fairport on the 17th of December. Perfect time to cap off the year and celebrate the holidays. Looking forward to a good time with all the club members.

I enjoyed my tenure as Club Chairman and wish all the best to Mike Robinson and the new board members!

John Baum

MGBruce

By Don McConell

I again like to say a thank you to all who have submitted stories and photos over this past year. With out you the Spokes would be blank. I look forward to another fun year and lost of fun stories.

We are at the point of saying goodbye to 2016. Along with that is time for looking back on the trips and experiences that happened during the past year. The driving season for thoes sports cars was an extends one. That is something that doesn't happen often so hope you enjoyed it. One of the benefits of that is having more time to show then off. By showing your sports car off you let people see how much fun you can have in a sports car, even without all thoes electronics gagets.

I would like to take this time to wish everyone a Merry Christmas, Happy Holiday. Enjoy your Holiday with family and friends. Maybe Santa will bring you that needed part or special modification for your LBC. I will see everyone at the January Meeting. As a phrase used by MG'ers SAFETY FAST during the holiday time.

Happy Top Down
Don

If you need Help , Hollis Hames is coordinating a "Helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise. Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience

Contact Hollis: (585) 271-7754

Activities

By Mike & Maggie Robinson

September 2016 Activities Report

1. Saturday October 22nd we ran the annual Fall Foliage tour – “The Hills Are Alive with the Sound of MG”, and by all accounts everyone enjoyed themselves. 51 people attended, and we had about 12 sports cars on the tour, and considering the weather that’s a pretty decent turnout. This year’s Sign Game was won by none other than the Birthday Boy himself and his Better Half, George and Peggi Heissenberger. Two microbrews, a fascinating pottery demonstration at Wizard of Clay, a Winery, and a fabulous lunch at Bob and Ruth’s Vineyard Restaurant in Naples rounded out the day of good company.
2. November 6th we had a really nice brunch at Basil’s on Empire Boulevard. Barbara Wilder put this together on a moment’s notice and really did a great job of organizing it and finding a place we could have it where the food was good but didn’t require a second mortgage. Thanks Barb.
3. December 17th is the annual Christmas Party at Mr. Dominick’s in Fairport, formerly known as The Green Lantern. It will be Buffet style, cash bar and we will have the entire downstairs to ourselves. Cash Bar and hors d’oeuvres at 6, followed by Dinner at 7. The Buffet will consist of:
 - a. Three meat selections, Roasted Chicken, Roast Beef and Glazed Ham
 - b. Baked Ziti
 - c. Mashed potatoes
 - d. Tossed Salad
 - e. Italian Bread and Butter
 - f. Coffee, and tea
 - g. Cheese and Crackers, Meatballs and Prosciutto Wrapped Mozzarella

I have posted this same information on the Event Calendar on the website as well. The Guest Speaker this year is Bill Green, historian for the International Motor Racing Research Center in Watkins Glen. Bill will be presenting a history of the MG Marque through the years at Watkins Glen.

I have the Sign up sheet on the back table, and will also bring it to the November meeting. Last day to sign up and to pay will be December 11th. The cost is \$20.00 per person all-inclusive, except cash bar. Once again the club has stepped up to subsidize the event to bring the cost down from \$36.00 per person to a more reasonable \$20.00. There’s not many places you can go anymore and get a nice meal for 20 dollars.

4. This will be our last activity report, as we will be turning the duties over to Kristi and Bud Briggs. Maggie and I thank you all, Its been fun, and you’ve all been very supportive to Maggie and I. I have no doubt Kristi and Bud will do a fine job. Here is to a busy and active 2017.

Respectfully submitted - Mike and Maggie Robinson

MGCC Minutes of the Meeting

By Art Salo

Member Meeting 11-17-16

Chairman, John Baum, called the meeting to order at 7:36 PM

Dan Suter moved to accept the minutes from 10-20-16 and Dan Suter seconded the motion.

New Members and Guests:

Guests: Doug Green who recently bought back a 1963MG B that he owned and sold years ago.

Birthdays and Anniversaries: Al Costich 11-19-16; Barb Zak 11-?-16; Julie Salo 11-18-16

Activities Report: Mike and Maggie Robinson

Mike said the Fall Tour named "The Hills Are Alive With The Sound Of MGs" (with apologies to Jule Andrews) had twelve sports cars on what started out as a somewhat nasty day. The tour included stops at a winery, two microbreweries, a pottery demo and a great dinner at Bob and Ruth's in Naples. George Heisenberg won the road game and received a free dinner.

A delicious brunch was arranged by Barb Wild at Basil's Restaurant at the end of Irondequoit Bay on Sunday 11-13-16.

The 17th MG Car Club Christmas Party will be held on December 17th at Mr. Dominics in Fairport. The restaurant is in the building which used to house The Green Lantern. It is on the northeast corner of Main Street and Church Street behind the Fairport Brewery. The cost will be subsidized by the Club and, therefore, will be \$20 per member. The speaker will be Bill Greene, the Historian at the International Racing Museum. Annabelle had asked at the previous meeting if the Christmas mittens and hats would be done again and it was agreed that it was a great idea and should be added to the occasion.

Treasurer's Report: Mike Goodwin

Mike reported that there is over \$6400 in the Club's checking account and he had just received about \$1000 in Spokes advertising sales thanks to Al Fink and membership dues from Paul Osborne.

Membership: Paul Osborne

Paul reported that one new member had joined the Club.

Regalia: Doug Scribner

Doug brought many items with him to the meeting. They included, what Doug described as cruise wear, and sweatshirts, all with the Club's logo, as well as mugs, badges etc.

Spokes: Don McConnell

Don started his report by thanking all those who have been contributing articles and pictures to the Spokes. He said that articles and pictures for the next Spokes would need to be sent to him by the Monday after Thanksgiving. He asked that he be informed of dates for future events. Last he reminded everyone that he needs photos for the MG Car Club calendar. The photos might be in a setting reflecting the season of the year.

Watkins Glen: Dave Wild

Dave reported on the Jean S. Argetsinger symposium at the International Motor Racing Research Center on Friday and Saturday, November 11th and 12th. This academic forum included eleven fascinating paper presentations ranging from racing in Cuba, racing by early electric vehicles, 1962 and 1963 NASCAR Grand National Champion Joe Weatherly, the 1923 Italian and European Grand Prix and NASCAR and its TV ratings. One of the more unusual topics was "Goodbye Four Hooves, Hello Four Wheels: Automobile Polo, the Forgotten Motorsports Pastime." Dave also noted that John Fitch's family had contributed records to the Center.

Library Report: Al Costich

Al had no report for the library.

Website: Leon Zak

Leon had no report.

Old Business:

Al Fink thanked those who had sent money for their ads in Spokes. He also added that Wire Wheel has been bought and has been moved to Railroad Street. When Al approached the new owner, he told him all his advertising money had already been spent. Mike Goodwin said he was putting together a slide show for the upcoming Christmas Party. He asked that anyone having pictures from the following events please contact him: Swing Into Spring, Hammondsport Tour, Beer Tasting at Abels, Brunch at Basil's.

New Business:

John Baum asked for a vote for new board members. Al Costich made a motion that the sitting secretary cast a vote for the new board. The sitting secretary

Minutes Continued

did so and the new board and appointees are as follows:

Board Members:

Trustees: John Baum and Al Wagner

Chairman: Mike Robinson

Vice Chairman: Art Salo

Treasurer: John Suter

Secretary: Maggie Robinson

Appointees:

Activities: Kristi and Buddy Briggs

Membership: Paul Osborne

Spokes: Don McConnell

Library: Al Costich

Website: Leon Zak

Projects:

Guest and recent MG B owner, Doug Green reported that he managed to start his new acquisition and blew mice out of the tailpipe.

Mike Goodwin reported that he recently collected five more counties and several pictures for the Moss Motoring Challenge.

Al Costich reported that his MGB GT race car lost oil when his oil pan developed a crack. He and George Haynes managed to repair the crack. Al also replaced bake pads and replaced a plastic seat with a more

durable and acceptable metal seat. He also said he still needs a windshield wiper and attached hardware for his car. He thanked Paul Osborne for his offer, but the one he offered would not fit his car. He needs windshield wiper and hardware from an MGB that is 1968 and newer.

Cars and Parts:

Al Costich reported that a lady wishes to sell her MG Midget. Al said it is blue in color and in excellent shape. He also said he knows a man who wishes to sell his MGB for \$300. It needs a lot of work, but has a rebuilt motor.

Door Prizes:

Vice Chairman, Rod Rodman, thanked the members for allowing him his two years of service. He said he enjoyed his time as Vice Chairman. He then officiated at his last door prize event.

Chairman, John Baum, adjourned the meeting at 8:18 PM.

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Meeting Attendance

November 17, 2016

Gil Lanswager	Buddy Briggs	John Fowler	Dan Suter
Alan Costich	Dan Goodwin	Mike Robinson	John Suter
Betty Lanswager	Annabelle Tescione	Maggie Robinson	Al Fink
Martin Ippolito	Don McConnell	Sue Harrison	
Walter Genther	Chris Baum	Mike Harrison	Doug Green (guest)
Karen Davis	John Baum	Frank Stepanik	
Colleen Evenstad	Paul Osborne	Chris Russell	
Jim Davis	Mike Goodwin	Cheryl Baldwin	
George Haynes	Susan Goodwin	Bill Baldwin	
Dick Giambra	Dick Rzepkowski	Hollis Hames	
Rod Rodman	Marlene Rzepkowski	John Suter	
Bob Welch	Art Salo	Allyn Wagner	
Dave Wild	Lane Boughton	Doug Scribner	
Alexander Briggs	Dan Suter	Leon Zak	
Kristi Briggs	Ginny Fowler	Barb Zak	



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IMRRC Author to Tell the Story of the Ford GT40

Dec. 10, 2016

WATKINS GLEN, N.Y. (Nov. 21, 2016) - On June 19, 1966, the Ford GT40 Mk. II swept the podium at the 24 Hours of Le Mans, considered by many to be the greatest American triumph in international motorsports.

That accomplishment of 50 years ago, sealed by a follow-up victory in 1967, still fascinates racing fans. Award-winning journalist and author Preston Lerner will tell the intriguing story of the GT40 on Dec. 10 at the International Motor Racing Research Center.

Lerner, author of "Ford GT: How Ford Silenced the Critics, Humbled Ferrari and Conquered Le Mans," will speak at 1 p.m. at the Racing Research Center at 610 S. Decatur St., Watkins Glen.

The Watkins Glen Area Chamber of Commerce is a sponsor of the talk, which is free and open to all. The talk will be live-streamed at www.youtube.com/user/IMRRC/live or via the Center's website at www.racingarchives.org/stream/. The talk also will be archived on the Center's You Tube channel to watch in the future.

Chamber of Commerce President Rebekah Carroll will kick off the gathering when she draws the winning ticket for the IMRRC's raffle of a Mazda MX-5 Miata. The car was generously donated by Mazda North American Operations.

Lerner, a California resident, has written about racing and a wide variety of other subjects for magazines ranging from Sports Illustrated to Smithsonian to Wired to The New York Times Magazine. A contributing writer at Automobile Magazine for nearly 25 years, he recently moved to a new position as a contributing editor at Road & Track. Besides "Ford GT," he is the author of three other books about racing and one novel, "Fools on the Hill," which has absolutely nothing to do with motorsports.

Lerner also is a longtime SCCA club racer, "though, alas, far less talented than the drivers he's written about," Lerner said.

"I'm thrilled to be visiting the International Motor Racing Research Center at Watkins Glen, the spiritual home of American road racing, and getting an opportunity to tell the story of the Ford GT," Lerner said. "I'm biased here, but I believe Ford's victories at Le Mans in 1966 and 1967 are the greatest American accomplishments in international motorsports, and I'm eager to share the backstory behind them."

Lerner teamed with photographer Dave Friedman for "Ford GT," which in August won a Silver Award from the International Automotive Media Competition. Friedman was Shelby American's official photographer in the 1960s.

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December 17th

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University Motors Gets New Tires

Here is a letter from the latest University Motors news letter. Visit the University Motors Web site at www.universitymotorsltd.com or more information

Dear Fellow Enthusiast!

All good things must come to an end.

After nearly 42 years in full time business at three locations, I am ceasing repair and restoration operations as University Motors in Grand Rapids, Michigan, at the end of this month, November, 2016. The remaining workload will be transferred to Forrest Johnson's "Rusty Moose Garage" which will continue out of the Patterson Avenue location for now but will move to Grand Haven, Michigan, in the next several months. I am not so much "re-tiring" as "re-treading." I will retain the name of University Motors but no longer operate as a brick-and-mortar automotive repair facility. My plan is to continue to write technical articles, offer technical seminars and workshops, produce technical videos, and enter the lecture circuit.

Forrest, who has worked for University Motors for about five years, will keep Curt Saunier in his employ. Curt has worked for UML for about 23 years. Mike Blackport will continue throughout the transition.

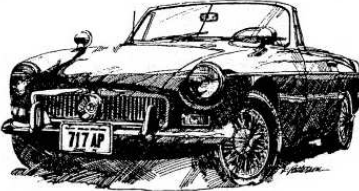
The University Motors website will remain active. You will always be able to contact me there. I will keep you apprised of changes in locations and telephone numbers.

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John Twist

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Holiday Party

December 17th

Mr Dominics

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Hors d'oeuvres 6:00 pm

Dinner 7:00 pm

Appetizers

Cheese & Crackers, Meatballs, Prosciutto wrapped Mozzarella

Dinner

Roasted Chicken, Roast Beef, Glazed Ham

Baked ziti, Mashed Potatoes, Tossed Salad, Italian Bread, Coffee, Tea

Cash Bar

\$20.00 per person

Guest Speaker Bill Green from the

*** Racing Research Center Watkins Glen.

British Invasion at Stowe – The Second Time Around

By Dick Powers

Some of you may remember the song “The Second Time Around” (Cahn/VanHeusen from the 1960 movie *High Time*). In a way, that sort of relates to this 26th British Invasion for Bethel and me as it was our second British Invasion. Also, there’s a line in it: “like a friendly home the second time you call” that describes the feeling we had at this British Invasion. Last year, we entered our ’57 Healey and did well taking 1st in its Concours class. But that kept us away from most of the cars and enthusiasts for 4 hours, while many judges scrutinized the Healey. For 2016 we entered our ’58 Morgan Plus 4 in the regular class and it was great being there with most of the 600+ cars and enthusiasts. This year, the featured cars were Aston Martin and Mini.

As in the past, some of us decided to break up the trip by spending Thursday night (and Sunday coming back) at Art Devlin’s motel in Lake Placid. Those staying there were **Scribner, Chase, Carl Prouty**, all in new Minis, **Doug Jack** and son **David** driving their ’76 TR-6, and the **Powers** trailering the Morgan. Also attending, but coming on Friday, were the **Heisenbergers** in a Mini and **Langswagers** joining us after attending the 100th New England MGT Register GOF.

On Friday we drove to Essex, NY and took the ferry across Lake Champlain to Charlotte, VT. Always a nice crossing and Stowe isn’t that far away. Before getting to Stowe, a “mandatory” stop is at Ben & Jerry’s. It’s not far from Stowe and we all made it to the Friday afternoon registration and evening festivities in plenty of time. As many know, the evening festivities happen in Stowe where they close Main Street so the show cars can be parked diagonally. That event is lots of fun and once again, they had a Great Band for all to enjoy.

We parked our Morgan on the street and had fun hanging out with the folks there and waving to the King and Queen. My fun got me into a little trouble, as **Laurie Scribner** had again made 6PM dinner reservations on the side porch at Harri-



son’s Restaurant and I lingered a little long with the car guys. While at Harrison’s, George and Peggy Heissenberger, joined us for dinner.

Saturday turned out to be a really nice day. We all got to our show classes in time for the popular voting by entrants to begin. Most of our MGCC group was parked with the new Minis, while Doug Jack was in the TR-6 class and Bethel and I with all the Morgans. The Morgan classes had a nice location not far from the Singer Club display and the awards area.

As you would expect there are classes for all MGs (15 in 2016) and just about every LBC you can imagine. One MG that was of special interest was an **All Original 1959 MGA**

Twin Cam still owned by the original owner, Morley Smith. This car won the Concours “Preservation Class” and it should have because the paint, top, interior, motor



etc. and even the tires were just as they came from the factory! I had a nice conversation with Morley and it seems this car was a wedding present to his wife from his father. I asked if his wife wanted an MGA Twin Cam, he said no, *but he wanted one!* Until ’72 the car was driven, then stored on blocks. It still runs fine.

In the Morgan Classes, the **Powers ’58 Plus 4** did well taking **Second in class**. We never thought it would win a prize, as it was restored seven years ago by **Gil Langswager** and **George Haynes** and painted by Chris Wirth.

Their work has withstood the test of time very well.



On Saturday, there’s also a competition for **Ladies Hats**. **Betty Langswager** entered and this year took home the **Queen’s Choice Award**.

As you know, car clubs travel on their stomachs and ours is no exception. So Saturday night, we all got together for dinner at the Stowe Inn.

There are also events on Sunday. That's when they have the **Tailgate** and **Color Competitions**. **Betty and Gil** entered the Tailgate Competition using **Laurie Scribner's** Mini convertible, as they didn't drive a British car this year. For their efforts, they won the **Most Creative** prize.

Then something unusual happened in the Color Competition. Bethel and I didn't think our "Powers" Racing Green with Black wings Morgan was entered and on Sunday it was already in the trailer. We went under the big tent to say "Hi" to the folks at The Little British Car Company and when we came out, Doug Scribner came up to us and said: "did you get your trophy for Best Rainbow Color". I looked at him like he was from Mars, but went to the officials to find out what this was all about. They told me that our Morgan had definitely won that award. We discussed this for 10 minutes, as I was sure our Morgan couldn't have won it. They even showed me vote counts, so like good Morgan owners, the Powers accepted the Rainbow Color Award.

In checking things in preparation for this article, I found an awards listing for the 2016 British Invasion. Under BEST BRITISH RAINBOW MOTORCAR our little Morgan Plus 4 isn't listed, but Bill & Steve Rule's 1954 MG TF, 1500 is shown as the winner. I can see where there could be some confusion as a TF MG does look a little like a Morgan. Wonder if I have to give it back? Well, it could be a lot worse if, as part of the award, Ben & Jerry's named an ice cream flavor after the winner (**Plus 4 Rainbow?**) and gave a year's supply of ice cream too.

All in all, our second British Invasion at Stowe, was "like a friendly home the second time you call". And

while sitting in our low Morgan, Bethel had a little boy come up to her who said, "I really like your car". Possibly there is hope for the future of our Little British Car hobby.

The British Invasion at Stowe is a great event and I hope some of you will join us next year.



Photos from Stowe Vt by Dick Powers



BURY ME IN AN OLD MOWOG PARTS BOX

By Jay Lockrow

How it really all began!

For some time I have thought of writing a column on this subject but several times I have talked myself out of it because I didn't want to antagonize those in the muscle car fraternity or those too young to realize what really happened. On the other hand if someone like myself does not tell them, how will they ever know? In a way it's a lot like political parties, they tell you only what they want you to hear not the whole true story.

Over the last fifty years or so I have been to countless car shows, races, rallies and other forms of motorsport. My main interest has always been in sports cars and performance cars. I also like antique and classics but those cars have now become almost untouchable because of value. Also the use of the term "Classics" has been over used and abused to the point we might as well forget it, just say "old cars."

In these many appearances I have taken my MG TC on many occasions. Many times I was sandwiched between things like Mustang's, Barracuda's, Camaro's or any of a dozen types of muscle cars. Right where I should be, right? Not according to many of these owners, I have a piece of foreign "junk" and why don't you go somewhere else. "Why would you want that old relic anyway?"

First and foremost they always seem to take the entrance fee without a problem but it's after you are parked then you get the aggravation. Aggravation can be as little as "isn't it cute" type comments to "Never could understand why people liked that stuff." What they are missing is the beginning of the whole scenario.

First you should know that sports cars were not always here in large numbers. Yes, there were some early imports but unless you went to some of the "Old Money" cities like Boston, New York, Philadelphia and such you just didn't see this type of machine. If you were interested in automobiles or performance there was oval track racing but if you wanted a performance car you either made it yourself or paid someone to build it. Yes, there were manufacturers of performance equipment, like for the model T or model A but nothing like what happened after the end of WWII. That's another whole story. However, if you were of the moneyed gentry possibly you could afford an Auburn speedster, Cord or maybe a Duesenberg or something like an Alfa Romeo or Mercedes or other foreign

exotic. Performance cars did not exist for people like you or me.

The first post war sports car race in the states was held in 1948 at Watkins Glen New York. There were MG TCs by the dozens and many pre-war entrants of various makes. Looking at pictures of this event you would be amazed at the number of interesting cars. Forward a couple of years say to 1950 and the number of entrants was short of amazing. There were of course the TC in almost countless numbers but now the TD and the addition of the Jaguar XK120 and the still present pre-war cars. Forward a few more years and you get the Austin Healey, Triumph, Porsche, Mercedes, Fiat, Ferrari and others I could bore you with for several hours. The die had been cast and thankfully, spirited automobiles were here to stay. The MG TC was the car that filled the field in these early races and made people realize that driving could be fun. If you have ever driven a late 1940s or early 1950s car you will know what I'm talking about. Some were fast yes (Ford V8) but handling was something else. The MG TC changed all that and people liked the challenge of a car with spirited handling and performance although the TC was never really considered fast unless it had been warmed over by talented engine builders.

About 1952 or so the American car companies must have noticed the appeal of the sports car and figured they needed to get on the bandwagon as they were missing a good chunk of business to the sports car market. Myself, I can recall several one off concept cars that were not bad to look at but never went anywhere. (Remember the Buick Wildcat?) In 1953 the first Chevrolet Corvette was put on the market. About all I can say about this car is it was a start and let's leave it at that. My dad about this point was a volunteer officer in the SCCA. (Contest Secretary) He told me one time he was approached by someone from General Motors and was offered a brand new 1953 Corvette at a much reduced price. He quietly told them respectively "he was not interested" and they were flabbergasted. He told them "it really wasn't a sports car." They said "they did not want to build a sports car." And he quickly replied "That's where you made your mistake." This was well over 60 years ago and I guess they got the message. It took a few more years but they finally got it right.

So now we have the Corvette as a performance car and it wasn't long after that when we started to get performance cars like the Mustangs, Barracudas, Camaros and SS Chevrolets, and all sorts of so called

Cont on Page 17

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For Sale: 1974 ½ JENSEN HEALEY, California car, 53,000. Mi. Runs great, no rust, never seen salt, undercoated, Recent tires and tonue cover. As is \$ 6,000.00, Located in Clayton, NY 13624. We have lots of pictures, my3crows@hughes.net or 1-315-408-1836



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For Sale: Special frame designed for all MGB components. This frame was originally designed for the TF 1800 that was made in Farmington. All MGB mechanical components fit the frame and I was going to make a "Special" with all the extra MGB parts I have and fabricate a Lotus 7 type body around it. Asking \$150.
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Call Dave at 315-879-4041

For Sale: Completely restored 1973 MGB Tourer. Black Tulip exterior with light grey interior and top.
This MG has a Borg-Warner automatic transmission like the factory produced in the 1972-1974 period.
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For Sale: Ex Steve Fitch MG-TD
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Call Fran McAllister 750-4674

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

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Ads will run for 3 issues then removed unless you want it to remain.

Mowog from page 16

economy cars fitted with big V8 engines, nicer interiors and better suspensions. These were considered "Family sports cars" Look at the lineage it all slowly works back to the ancient relic MG TC. It started the whole movement and thankfully it continues.

One last interesting point I would like to make. When Lee Iacocca was with Ford he was the one that got in touch with Carroll Shelby and asked him to make the Mustang into a performance sports car which he of course did, in a big way. Magnificent, fast and good

looking. Do you know what Carroll Shelby started his racing career in? Yep, the MG TC as did Phil Hill the USAs only world Formula one champion. There are others out there but enough said.



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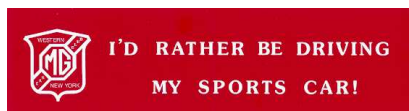
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For the Latest information visit our Web site mgcarclub.com

January 8 Board Meeting 20 MGCC Meeting	February 17 MGCC Meeting 28 Wine / Cheese & Valve Cover Racing	March 3 Board Meeting 13 Steak Roast & Auction 17 MGCC Meeting 18 Pancake Breakfast	April 21 MGCC Meeting/ Basket Auction 24 Swing into Spring
May 5 Board Meeting 7&8 Tour Hammondsport 14 Tue-up Clinic 19-22 Carlisle Import & Kit 19 MGCC Meeting TBD Garage Tasting Party	June 13-17 NAMGBR MG 2016 13-17 NAMGAR GT41 16 MGCC Meeting 26 Deer Crossing Rally	July 7 Board Meeting 21 MGCC Meeting 24 Sports Car Festival 31 Multi Club Picnic	August 7 UK Car Day 14 Not Quite October Fest 18 MGCC Meeting
September 1 Board Meeting 9-11 Grand Prix Festival 15 MGCC Meeting 16-18 Brit Invasion Stowe 18 Bronte Park	October 20 MGCC Meeting 22 Fall Foliage Tour ??	November 3 Board meeting 17 MGCC Meeting	December 17 Holiday Party No Meeting

Next Meeting
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