

The ***SPOKES***

Founded 1958



Volume 45 Number 4

April 2003

Official Publication of the MG Car Club Western New York Centre



**Racing at Sebring when you turn 60,
the Hawaiian Tropic Girls,
Sometimes you just have to tough it out**



**Next Meeting -
April 17, at the Burgundy Basin Inn 7:30 PM
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"The SPOKES" is the official publication of the MG Car Club-Western New York Centre, a not for profit New York Corporation. It is distributed monthly to MGCC members, other clubs, and club event participants.

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Articles, anecdotes, stories, pictures, jokes, etc. are welcome from all readers. Materials must be submitted by the last week of the month prior to publication. Contact the editor directly for additional information. Send all correspondence and material to:

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SEND TO Leon Zak, EDITOR, 2467 Westside Drive, N. Chili, New York 14514, (585) 594-9150

PREFERABLY – Email to spokes@mgcarclub.com

Copies of "The SPOKES" are sometimes available, please write the editor with your request. "The SPOKES" is included with membership in the MG Car Club-Western New York Centre. An application is included inside back cover. "The SPOKES" is also available electronically to non members for \$10 per year. Contact Spokes@mgcarclub.com for more information.

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Courtesy of Allen Hess

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BRUDNO AWARD/LIFE MEMBERS

Desi Benet	George Haynes	Dave Chase	Alex Kopen	Joe Tierno	George & Nancy
Herschell	Gil & Betty Langswager	Richard & Bethel Powers	Dave & Barb Wild	Steve Fitch	Jim & Wendy Priestley

MEETINGS

Membership meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Rd., Pittsford, NY 14534 Board meetings are held the first Thursday of every odd numbered month, please contact the chairman for the location of the next board meeting and to arrange to get your item on the agenda.

From Your Editor

Leon Zak

So I've figured out that a large 125 pound German Shepard can carry 0.5 lbs of mud on each foot, what a mess. The lawn guy called today - good news: we'll be one of the first, bad news: it'll be in May.

Volvetta may be on the road by the next meeting, it's primed, body work done, new rubber moldings are in and now it's paint time. Rough decision was the color - but - 57 Lincoln turquoise and 60 Lincoln off white are the winners. I'm anxious to get it on the road.

This season of the year, pre-spring, wouldn't get my vote for the best season of the year. I've got a ton of things I'd like to do, but you can't count on the weather to cooperate. It does make some things a bit more 'exciting'. Carlisle for instance, it could be nice, but then again, maybe only for the fish. I'm not able to go to Carlisle this year. Why? Gees, I'm glad you asked. My band is playing at the Jazz Festival at the Apple Grove Inn in Medina, on May 18th. What time? Starts at 2 and goes to 8:30. There'll be 4 different groups, we're the last ones. We're a Blues/Motown mix with a horn section. (that was a smooth plug....)

Having just finished up the poster and brochure and tickets and a couple other things for the car show, I've been made more aware of what it takes, behind the scenes, to keep the club going at the level it's at. This being our 45th year, I'd like to thank those members that have been doing the behind the scenes things. No payment, no reward and often not thanked.

Hand me that soap box for a second please.

Let's walk through a meeting - who visited and then picked out our meeting place, negotiated the contract? Who brings the big yellow MG sign to each meeting? Hands out the tickets? Arranges the events? Rents the shelters for the picnics? Lay out the routes for rallies? Arrange the restaurants to expect 40-100 people? Write the articles for Spokes, some steadily for over a dozen years? Take the Spokes to the Post Office? Put on the damn little piece of tape to hold it closed? Print the labels? Collect the dues? Track the Dues? Keep the checking account? Do the minutes? Get the raffle items? Update the web pages? Arrange for the MCC tuneup clinics? Get the coffee, the cider, the soda, the napkins?

And the payment? A club worth being a part of. The fact that if you do your one small part, the rest of the year you can coast and others will do their part. Then it will run like a Lucas, no make that a GM, alternator. Mile after mile after mile. So ask any board member what you can do, no matter how small or large, to help out. So thanks to all of you for your help. We members appreciate it. Ok, help me down off of this box...

The trip to Vans was great. They know what they're doing over there. I put some of the pictures sent in by Al Costich, John Baum and Bill Glanville.

So I screwed up last month and put the wrong date in for the calls to reserve the rooms at the Glenn. The date changed a couple times and I fell out of the loop. My apologies. The real date is April 26. I'm pretty sure.

I'm always suprised at myself when I get to this part - I can't believe I've found enough to write about to fill this whole culumn. Problem is, I'm out of stuff now and there's still a bit more room. So, now I've got to think of something to fill this space. What should I put here? I just don't know.

Later, Leon

MGCC Meeting Minutes March 20, 2003

Meeting called to order 7:35 PM

Previous months minutes accepted

New members & guests-none.

Treasurers Report, John Baum says we are in "Good shape".

Regalia, Dave Chase, has the name tags folks ordered in the past. He also has a few MGCC jackets left at \$21 (its a steal). He will also be the contact if you want a room for the Carlisle weekend (5/15-18). 585-334-6826. Let him know NOW or he will have to relinquish the remaining rooms.

SPOKES, Leon Zak, articles due 3/30. DUES IS DUE!!!, \$30 for year. If unpaid March will be your last SPOKES issue.

Activities, Joan Heaney, details elsewhere in this

SPOKES: Next couple of months look like:

3/30, Old Toad

4/12, Brunch Run (Mt. Morris), money due 4/4 to Tim & Rhonda Rizzo. 585-621-5693.

4/26, Day to call for rooms at the Glen for Sept. Calls to start at noon. For REAL this time. Dezi Benet 585-271-8178.

5/3, Rally, Poker Run, \$10/person, Brockport. Call Henry Kron 585-637-2896.

5/10 Tune up clinic at MCC, 10-4 PM. George Haynes. 585-872-6536.

5/15-18 Carlisle weekend. Dave Chase for rooms.

5/25, Autocross

6/1, Car Show at Fingerlakes racetrack. First Sunday in June (as always).

7/17 45th MGCC ANNIVERSARY Party. Joan Heaney. 585-624-8182.

Car Show, John Baum, tickets are available now 2 for \$5 (half price-all proceeds of advanced sales go to MGCC.

Posters are available now. Thank Leon Zak for the artwork.

Webmaster, Scott Perry, has new home page operational. mgcarclub.com Articles you may have for SPOKES can also be put up on the web site, send them to Scott.

Watkins Glen update from Dave Wild. Corvette will be the theme car this year. Concourse competition will be held in Lafayette Park, a treed lot on Fourth St. near the bandstand (also where the "Legends Speak" will be held). A sporting roadster tour will be added along with a Corvette tour.

Old business, none.

New business, none.

Car & Parts for sale:

'63 Volvo, 2 motors, Call Al Costich, 585-482-2695, for details.

'59 Chevy P/U, partially restored, all there. Call Dick Rzepkowski, 585-381-3180 for details.

'73 MG Midget w/ spare parts & spare motor. Call George Shetterly, 585-243-0950 or 585-530-8463.

Carlisle weekend, 5/15-18, George Haynes noted if you have parts for sale or you want to buy particular items please let him know. 585-872-6536. Rooms will be reserved by Dave Chase 585-334-6826.

Prizes awarded.

Meeting closed 8:30ish.

Respectfully submitted,
Joe De Blaere, Secretary.

Dave Chase	Beverly Mack	Chris Baum
Betty Langswager	Charlie Searles	John Baum
Gil Langswager	Paul Heaney	Chuck Edan
Barb Wild	Joan Heaney	Joeanna DeBlaere
Dave Wild	Bob Harris	Joe DeBlaere
Wally Roworth	Alan Costich	Marlene
Joe Fazio	Tom LeStrange	Rzepkowski
Linda Fazio	Jeff Kath	Dick Rzepkowski
Rhonda Rizzo	George Shetterly	Joe Schultz
Tim Rizzo	George Haynes	Mary Wiley
Norm Wright	Ken Heusler	Jeff Wiley
Clay Wright	Henry Kron	Laurie Scribner
Geo. Herschell	Doug Jack	Doug Scribner
Nancy Herschell	Cindy Jack	Sharon Perry
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Jim Priestley	Dan Suter	
Lane Boughton	Bill Bethune	
John MacDonald	David Engdahl	
Michael Mack	Don McConnell	

Spring is finally here and it is time to take the cars out, dust off the cobwebs and go for a ride. Yes!!! Spring has finally come to Rochester. Tim and Rhonda Rizzo have planned a fantastic opening for the driving season with the ride to Brunch and then a Tour of the Letchworth Dam. It promises to be a exciting time.

Then we have the basket event for the endowment fund. I have seen some of the baskets and this looks like it will be a very interesting night. This is after the business meeting April 17.

Then next on the agenda is the Poker Run Road Rally. Henry Kron has planned something very special for his event.

A committee for the 45th Anniversary Celebration has been working diligently to plan a very interesting party. There will be time for socializing, dining and enjoying the program that has been planned for you. Please save the date of August 17.

The rest of the year is full of activities. We are actually into activities for 2004. Anyone with an idea for an event they would like to have or anyone wishing to plan an activity please contact either Joan or Paul Heaney.

The Heaney's

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It seems that whenever car folk get together and talk cars we always seem to gravitate to the subject of favorite cars. These are cars that we have had in the past or possibly at the present. We all have had cars that we liked and cars that were just plain awful. There are even cars that we try to forget but there is usually someone out there that helps you remember. One time a good number of years ago I went to the formation meeting of a . Once things were well under way someone came up to me and asked "Did you ever attend Buff State and drive a blue Plymouth with red racing stripes?" I felt like crawling under the nearest table but unfortunately I had to say yes. That was as much as I can remember about the conversation. The truth is I did have a 1951 light blue Plymouth fastback with bright red racing stripes. After several years I had to junk the "LeMans" Plymouth as it had been in an accident and it chewed tires off the front in no time at all. Try as I might I wanted to forget that car but it kept coming back. My dad even said he saw the hood on another car years later still sporting the racing stripes. Ah the foolish things we do in our youth.

There is a car however that was one of my favorites. Oddly enough the Midget was almost the same color as the Plymouth as the car had been repainted. The car was a 1955 MG ZA saloon more commonly called the Midget and was powered by the Austin A40 engine except it was fitted with twin 1 1/4" SU's. This was a wonderful little British Saloon and was fitted out with real leather upholstery, wine red carpets and even a radio. It certainly was not the fastest car I ever owned but one of the most luxurious. You were surrounded with burl walnut on the fascia and along under the window frames. It sported a four speed gearbox and the handling was quite sporty. It would carry five people comfortably and a few more squeezed in if need be. It had a large boot for luggage and something a lot of cars don't have today a spare tire. It was equipped with a wonderful tool kit complete with tire pump, jack and all the bits. In a way it was like driving a miniature Jaguar or Rolls. I was always impressed with the car and many times regretted selling it. The car was not without its problems however and I imagine that was why it had been traded in. Shortly after I got it the car developed a terrible oil leak that kept me guessing for quite a while. I finally traced it to a gasket that was on the back of the engine behind a mounting plate. Once the gasket was replaced the leak went away and everything was fine. I pulled the engine out myself and did all the bull work. This was my first engine R&R.

Another problem at first was a funny vibration at about 55 or 60 mph. I never did find the cause of this but after doing various jobs on the car it went away. The stickiest problem I had with the car was with the front brakes. The front wheel brake cylinders would slowly build up pressure, the brakes would come on and the car would virtually stop with the front brakes locked. I would jump out, pop open a bleed screw on the right front brake and I would be fine for another five or six days. This was eventually traced to incorrectly adjusted master brake cylinder that did not let the fluid return to the master cylinder. Once solved the car ran faultlessly for several years. This is how you learn and I have used every one of those experiences later

on in life diagnosing problems on other cars. One night for example, we were delivering a MG TC my dad had sold and it came to a halt up on North Forrest Rd in Williamsville. My dad was driving the TC and I was following. I got out of my car and asked what the problem was and he said " the brakes were seized up." I thought for a few minutes and popped open one of the front bleeder screws and away we went. He wanted to know how I knew what to do and I reminded him of the experiences with the Midget.

The Midget was eventually sold to the guy that I now use as a mechanic for my daily drivers. It wound up with a Chevy V8 stuffed in it and later was turned into a dragster powered with a 400hp Pontiac engine. After that I lost track of the car but I have often thought of finding another. This however will have to wait until my daughter is through with school and/or I win the lottery. At any rate remember these little British saloons can be great fun and with a few exceptions the Midget parts are the same as the MG A or some other British orphan. So keep your eyes open there may be one in a barn right down the road.

CARLISLE IMPORT CAR WEEKEND

The Carlisle Import Flea market and Car Show in Carlisle, PA will be held May 16 thru 18, 2003. As usual, MGCC members have reserved vendor spaces for selling surplus British car parts (well, OK, we'll even sell non-British parts). If you have parts to sell (or buy!) and cannot attend the weekend event, call George at 872-6536 or Alan at 482-2695 and arrange to get your parts to us by the weekend before (May 10-11) so they can be loaded prior to our departure early Thursday, May 15. We request that anything for sale be free of rust and grease and that you give us some idea of what price you will accept.

If you would like to join us at Carlisle and need a motel room, please call room coordinator Dave Chase at 334-6826 or email him at DFChase@Frontiernet.net. Rooms fill quickly, so call soon!

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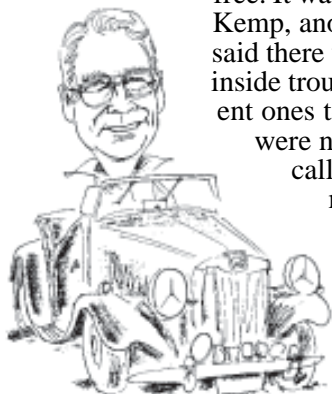
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Bill Hackman, in his "Chairman's Corner", reported on the March rallye. It was called "Spring Cleaning", guaranteed to leave your plugs and valves carbon free. It was laid out by Bill himself and Al Kemp, another enthusiastic member. He said there was no need of telling all the inside troubles, there were enough apparent ones to keep the entrants busy. There were no fist fights afterward, no name calling or walkouts so he guessed most of them were happy. There were 34 teams entered, 25 of them guests! But he did say that steps were already being taken to convert the 25 to members. Unfortunately, the results were not published, so I can't tell you who won what.



Bill said that he had been in touch with Shell and that we would have the first of four films to show at the April meeting. This is a series of four films compiled from actual racing events covering the years 1902 to 1939. Highlighted are famous racing drivers and the great variety of cars they drove in many of the International Grands Prix in Europe. The first film is "The Historic Days", a story of motor car racing from the 1902 Paris to Vienna event to the 1914 French Grand Prix. (I wonder if those films are still around?)

Bill closed by reporting on the newest special to hit the

race tracks. It's an NSU with an engine from a Chrysler compact. What else would it be called but a "Prinz Valiant"? (Did anybody besides Dave Wild get it?)

Moving on, there was a big add for the upcoming third annual "Western NY Invitational Rallye" to be held May 19th. It was called "May at Midtown". There was more "Scuttlebutt" on it plus the elaborate flyer in "SPOKES". (There'll be a complete report in the May issue.)

There was also a report from Sebring. MG owners will have to grin and bear it. The factory-entered team of three Triumph TR4 sports cars finished first, second, and fourth in class in the 13th annual running of the 12 hour endurance race. It was an all-American entry and carried the U.S. racing colors, white with a central blue stripe. Preparation was by "Kas" Kastner of Los Angeles. The winning drivers were Peter Bolton and Mike Rothschild who won the team prize at Le Mans in 1961. Second went to Charlie Gates, Ed Diehl, and Robert Cole. Gates and Diehl were regional SCCA class E champs. The third place car was driven by Bob Tullius, national SCCA class E champ, along with Bruce Kellner and James Spencer. George Waltman drove the entire 12 hours by himself in a privately entered TR4 to win the sportsmanship trophy. (George Herschell and I were acquainted with Waltman but that's another story.)

Another racing story. Olivier Gendebien will drive a Volvo 122S in the 1963 Shell 4000 rallye. It starts April 20 in Vancouver and ends April 26 in Montreal.

So that's about all there was in "SPOKES" for April 1963, forty years ago.

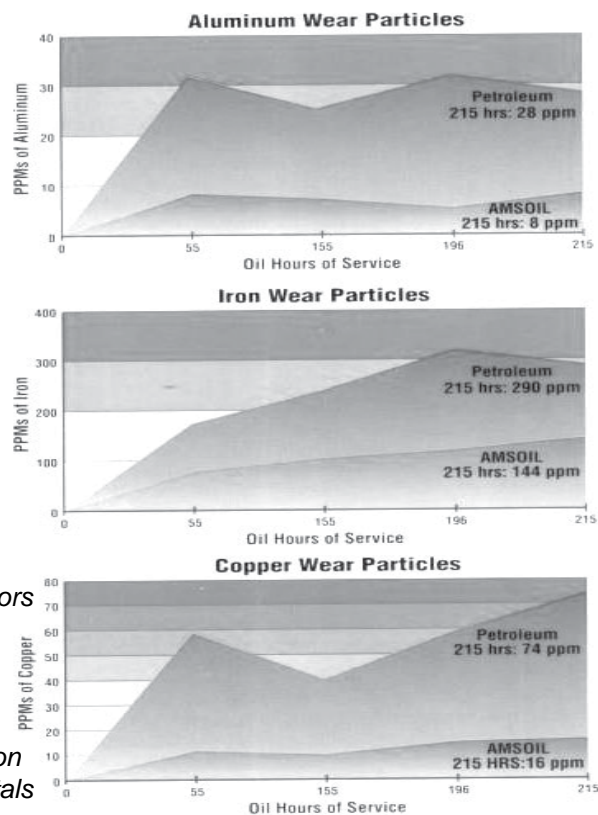


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“Well, I’ve taken the First Steps down the Primrose Path.” My Father was heading up the dinner table in his usual seat at a family dinner some time in the ‘50’s. I was maybe all of 10 or so. What prompted this announcement was that he’d stopped off at a tackle shop on his way home and ordered some fishing rods, a tackle box, some fresh tackle and other accoutrements associated with the serious pastime of Fishing.

The motivation for this rash act was a scheduled Family Vacation to a fishing resort in Wisconsin, where we would spend a week in pursuit of the wily Walleye and otherwise lose ourselves doing things that “weren’t on the regular schedule.” In my Father’s mind, I’m sure he also thought he’d identified one possible pastime for a still somewhat distant retirement.

History will show that ultimately, Fishing was not high on his retirement list. For some reason, though, the words stuck in my head, and now there’s an analogy I can draw on, which is that quite possibly I’ve taken the first steps down the path to working (again) on the B, and ultimately “out shopping” it to make room for something else, like the Healey. Not that this means that progress will be continuous, mind you, but at least the “next first step” has been taken.

When last touched, the B had been “almost driven” into the Marion shop from the shop in Macedon. I actually towed it out on a dolly, prior to the 2001 Garage Tour, but had the immensely entertaining experience of having to jump it to get it off the tow dolly, and having a lot of difficulty keeping it running long enough to get it up the slope from the unloading area into the shop. Much of this difficulty was, understandably, due to the fact that the car has a manual choke with no choke cable attached. This would be one of the “issues” I’ll resolve as I bring it back. The car did reward me for my efforts, however, by quietly leaking most of the oil left in the galleries past the rear seal while nobody was looking. Likely this is a perverse form of “B Humor” which we’ll also address. Shoved up against one of the walls in the shop but already sitting on “roller stands,” it’s been patiently waiting its turn in the queue as we’ve worked our way through a plethora of broken, neglected or simply dysfunctional yard and garden machinery and daily drivers, and survived a “serious” plowing season.

Since I moved the car in, however, I’ve acquired a pair of additional front fenders from Jeff Kath, had a new rear exhaust pipe bent up at the muffler shop, and discovered that the B is really a convenient place to stack a number of things that don’t otherwise have “homes” yet. It was actually the stacking problem that I chose to address first, with a classic “indirection play,” wherein one first does something seemingly not connected at all with the project at hand, only to have this turn out to be a key enabler which absolutely must be done first. To make this “perfectly clear,” let the record show that a couple of weekends ago, I began work on the B again by beginning work on the shop. My first “enabling act” was to install a set of pull down attic stairs in the shop area.

OK, this may take just a little explanation. Remember back before Christmas, when I declared that it was time to begin planning and executing the next phase of the shop? One of the problems that seems to plague all garages and shops, but particularly mine, is that there’s a lot of “stuff” which takes up space, and too much of the space, if nothing

else is done, turns into floor space. One of the first decisions I’ve made about the new shop space is that I’m going to convert what will become attic space over the shop into a full blown “high cube, low density” storage area, or a place to put big things that don’t weigh much. With that decision made, I quickly came to the conclusion that reaching this area using ladders, as is the case in Macedon, is just “no kind of an idea,” so the attic stairs, as the saying goes, became “ordained.”

A fair amount of thinking has gone into the shop planning so far. A key reason for the high cube, low density specification is that after this past Winter, I have an appreciation for “snow load,” and the stories coming out of Colorado make me think that keeping the overall weight supported by the roof structure to a minimum is a really good idea. On the other hand, there are a lot of bulky, relatively lightweight things found in this hobby, like fenders, seats, maybe boxes of weather-stripping and what have you. Suitably reinforced, I suspect I’d be OK putting some weight up there.

“Some,” however, is the operative term. One of the things which gives me pause for thought is that when the “truss plant” made up the trusses which form the roof structure over the garage and shop, they saw fit to put a really nice spliced joint, using the standard punched metal spike plates, in the lower chord of each truss, about 1/3 of the way across the bottom span. I hold the belief that these joints are fine for holding the ends in alignment, but maybe not so fine for adding vertical instead of linear stresses. (When these joints are “working” under normal conditions they’re subject primarily to compression or tension. If I had a truss design program, which I don’t, I could be a bit more specific, although my hunch is that where these joints were placed by the design program used by the shop, they’re in compression, or being squeezed together instead of pulling apart.)

My concern is that when I “deck out” the lower chords of these trusses, I’ll be adding new stress to joints which weren’t designed for that stress. The solution to this, in my mind, is to use an additional piece of 2 by 4 on one side of each splice, about 4-5 feet long, held in place by 4 very tight 3/8 inch carriage bolts. Set flush with the top of the existing lower chords, these re-inforcing 2 X 4s should be sufficient to ensure that the weight of the deck is carried evenly across the splice joint and distributed uniformly to the “web” members of the trusses. This would also mitigate the effect of any specific loads, like fenders, seats and boxes of “stuff,” re-distributing the forces in any one truss so as to convert the stress on the splice from compression or light tension to “unbearable” tension.

I suppose one could argue that I’d get some, and maybe “enough” benefit from the deck structure alone, particularly if I used lag bolts to hold the deck in place either side of the splices, but I tend to be pretty conservative, particularly when it involves things that can fall on my head suddenly. Some old saw about “ounces of prevention” keeps running through my head. I also have another issue to deal with on the deck structure, which is that the construction electrician, and also the Generator Installation Electrician (who I see in the mirror pretty near every day) saw fit to run wiring along the tops of the lower chords in days when a storage area was not on the “radar screen.” This will clearly interfere with a deck

structure unless I do something. I see two alternatives here. I could move the wiring, which would involve some junction boxes to enable the installation of "wire stretchers," or I could "fur up" the lower chords with 1 X 2, and then nail the deck to the 1 X 2s. I think my bias is to use the 1 X 2 approach, simply because it will go together a lot faster, and involves a lot less "delicate" work crouched on trusses I can fall through.

It would be easy to install the reinforcing 2 X 4s and 1 X 2 furring strips from a ladder, or maybe even from the bed of one of the pickups. Well, it would be easy, except that I've already stapled plastic in place to help hold heat in the shop over the Winter, and I'm just a tad loath to take this down and then put it up again. When I installed the stairs, I found that while working above or "inside" the trusses is a bit awkward, but it's "not that bad," and I have no problem making up some small working platforms that could be moved around to span trusses as needed and provide a bit more comfort while preparing the trusses for the decking. I'm thinking that 5/8 inch OSB is likely going to be the deck surface. This is a compromise between what I'd prefer from a strength standpoint, which is 3/4 inch OSB, and what I'd prefer from a "static load" or weight perspective, which is 1/8 inch balsa wood. Once again, the World is not perfect. And oh yeah – I'll also need to plan to haul the Shop Vac around in the overhead to pick up all the chips from drilling through the 2 X 4s. Maybe taking the plastic down temporarily, at least at one end, isn't such a bad idea after all.

Hokay – so much for the structural plans. I'll need to put lights up there, of course. I'm thinking of maybe four 100-Watt bare bulbs in porcelain sockets, or maybe six 60s,

but definitely with some cages around them, in case I get a little clumsy carrying things near the lights. I've never been a big fan of sticking something that I'm hanging onto, particularly metal, "through" a burning light bulb. For power, my inclination is to simply tap into the existing lighting circuit which handles the garage and shop space already. My construction electrician was good about labeling all the breakers, but maybe not quite so good as to getting everything the breaker supplies on the label. If the load proves to be excessive, which seems unlikely, there are two "future pipes" which run from the attic space over the garage down to the basement by the main panel, and I'll simply dedicate one of these to a new 110 Volt line served by a new breaker. (The other is reserved for telephone and cable connections.)

This would, of course, bring us back to the B. With the stairs installed, I can now clear off the B, and also stash a bunch of other "stuff" up overhead. Since there is a fair amount of work to do in terms of adding reinforcing 2 X 4s and decking, the plan is to stack things in ways they can't fall through at one end of the space, ultimately deck the other end, and then move the "stuff" and finish the deck.

With the B cleared off, work can begin. When loading it up on the dolly to tow it to Marion, it became painfully clear that the clutch slips badly. It's also painfully clear that the rear main seal "doesn't." Seems to me that the "right answer" in this case is to pull the engine and tear it down. There's some debate in my mind about whether to bore the engine or not, but the evidence is mounting that boring is likely a good idea. First off, the color of the oil that was in the car when I bought it suggested that the previous owner wasn't



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real dedicated to regular maintenance. I'd expect to find more wear on the cylinder walls with an engine minimally maintained than with one subjected to meticulously timely oil changes. Second, I plan to replace the pistons anyway with higher compression versions, and new "thirty over" pistons in new bores might make an attractive pairing. Finally, if the behavior of my old '84 4-Runner, now with 201,000 on the clock, is any indication, there are only so many times you can hone out a bore with complete impunity. The engine, while not smoking and likely still breaking in, does use a bit of oil, and after the tour of Van's I'm thinking that a mill that has been professionally bored, honed, decked and balanced would make a nice start for what I would want to build as a long-lived 3-season tourer. A rational approach to this would be to budget for boring, and have the dimensions, "straightness" and "roundness" actually checked when I get the block to Van's.

So hopefully I've take that first step down the path to actually turning the B out of the shop. There are a few realities which will intrude from time to time, such as some brakes on my Daughter's car that don't hold pressure when the car sits for a long time. This is likely a hard line quietly rusting through. My Daughter is still out of the country, doing her Semester Abroad, so I have until at least the end of April to address this one. I haven't quite gotten to complete the plumbing for the hose bibs yet, despite the best of intentions, largely due to a work schedule which is rapidly approaching "half days" again. That would be where one works from 7 to 7, and then needs to put in for a half day of vacation for the other "half day." This too will pass.

In the meantime, there are at least two days each week where I can honestly choose what I want to work on. I still

think choices are good. The list is still long, but we're making progress. We trust folks will notice a difference from last year at the party after the car show. Everyone have a great April!

TUNE UP CLINIC

Spring Tune-Up Clinic being held
Saturday, May 10 at the
MCC Technology Center on West
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It runs from 10 AM until 4 PM.
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Coffee and donuts will be provided.

Sign up at the April meeting or
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Pictures from our trip to Vans Machine Shop



He's got the shirt, but does he know his cranks ?



John was real excited to have more managers.



He really burnt a piston at the Glenn?



Hey - I could fit this in my B...

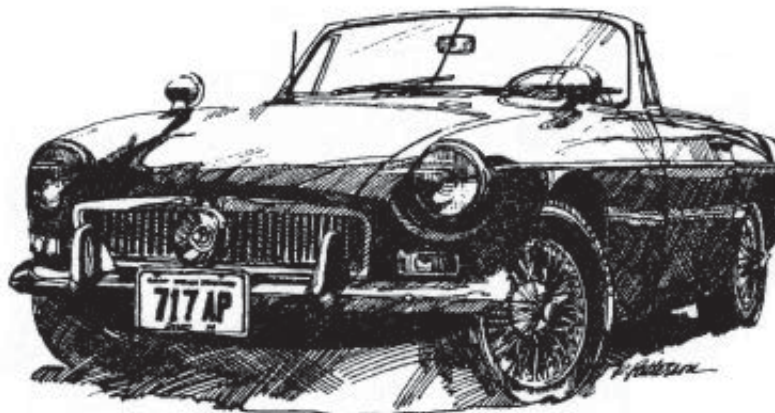
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To our members:

Thank you for the many cards from members regarding the passing of my dad. Rod Perry was a Michigan State University graduate in Chemical Engineering and worked for Kodak for 36 years. During part of that time one of his employees was a Mr. Leon Zak (small world). After his retirement in 1983 he and my mother moved to the Smoky Mountain region of North Carolina (Hendersonville). He enjoyed the mountain scenery, water falls, and many day trips which he captured using several different cameras. He was involved in the Boy Scout program and started two troops, one in Rochester (203) and one in Etowah (613), together producing over 100 Eagle Scouts. He leaves his wife, 3 children, 6 grand-children, and 1 great-grand-child.

Special Thanks.

This is a little awkward to write but I think you all will understand. I have worked with the passed board and also with the current one to support the Endowment fund so that young adults interested in automotive education at MCC could be financially assisted. To my surprise (but not beyond belief) Leon has contributed to the Endowment fund in my dad's name. This is greatly appreciated by Sharon, myself and my family! Thank you Leon and Barb for being so thoughtful. This is a great example of how to use the Endowment program.

Scott & Sharon Perry

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Last month I mentioned Great Lakes Motor Cars, and the Airline Coupe body I designed for them. It really wasn't my design but rather an adaptation of the original Airline body which I redesigned to fit a TF. The Airline Coupe body was originally designed to fit the MG PA and was probably one of the most beautiful designs that one could imagine. I have seen and photographed a number of them and they are absolutely gorgeous. The body was originally designed for the PA but was used also on, the PB along with a few on the NA, and ND and the MGTA models. There were a total of 51 original Airline coupes designed by H.W. Allingham and built by Whittingham and Mitchell, with a few later models built by Carbodies.

The Airline body came to life originally by Wolf Bernato former chairman of Bentley who had a special speed six chassis fitted with a streamlined body. It was the car that beat the famous French Blue Train from Cannes to Calis and later went on to London to beat two other records.

The "MG" Airline design used the existing body style of the PA fenders, and "bonnet" with the windscreen being now fixed instead of fold down. The doors were not swept down but had a straight line beneath the windows and the fixed top curved over the seating and took a beautiful slope down to the back of the car following the curve of the rear fenders. The spare tire was recessed in the sloping rear deck. The top had a "sun roof" with three (what was referred to as) "cathedral style" windows. The glass in the doors did not roll down but rather slid, back and forth in tracks, similar to the side curtains on the MGA and Midgets. The interior was as "plush" as one would want with beautiful wood trim and Wilton carpeting.

I said last month, I never saw the finished "TF 1800" car until many years later but another story happened in the meantime. Being a subscriber to numerous MG magazines I get a chance to see a lot of MG related material. I saw a photo of an MG TD with an Airline body in one of those magazines and was astounded. I knew that MG never made the Airline available on the TD chassis and was curious as to what this was and who did it. I found the name of the owner, which was another "wake up". The car was owned by Peter Dow Van Dine from Annapolis MD. Many years ago I worked with an E Dow Van Dine and wondered if there was any relationship between the two men. I called Peter and found him to be the son of the Dow Van Dine that I worked with. Dow (or rather Van as we knew him) had been an automobile stripper in the early days when even the wooden spoke wheels would be striped. He offered to, and did the striping on my new 1956 Ford at the time using a copper color stripe on the white car, and did an absolutely beautiful job.

In conversations with Peter, I found out that had designed and built the body himself. His background was in Navel Architecture and he had designed and built a number of racing yachts but had turned his talents to designing and building medi-vac helicopters through his company, Merganser Aircraft. Peter had perfected the carbon fiber manufacturing technique doing the yachts and the helicopters and used that knowledge to do the Airline Body. The car is something to behold and study and could be passed off as one that was done by the original manufacturer because it is that faithfully done. He used his stock TD as a mold and then created the body

from that basis. There were a total of 38 molds produced to form the carbon fiber into remarkably accurate reproductions of the original TD parts. Peter decided to use the carbon fiber to duplicate not only the shape and the thickness of the original parts but with the stiffness of the steel of the original car. The carbon fiber fender on Peters car weighs 5 pounds versus the 21 ½ pounds of the original steel fender. The body itself only weighs 28 ½ pounds and there is a photo of Peter holding the body over his head with one hand in a brochure he produced. The final weight of the finished car is 170 pounds lighter than a standard TD. With a straight through stainless steel exhaust you can hear the rumble inside the car but still manage to converse in a normal tone of voice.

But of all the wonderful things that Peter has done, the interior is the most amazing part of the whole car. It duplicates the interior of the original Airlines down to the last details. To begin with the car is British Racing Green with a beautiful shade of saddle tan leather for the interior. The seats are plush individual bucket seats, with the lower rear portions of the seats trimmed in brown carpeting as is used on the floor. The doors are again done in the saddle tan leather with "built in" arm rests and capped by a richly finished walnut trim. The walnut trim carries around the side windows and the windshield. The dash board is also walnut with an octagonal cluster re set and painted to contain the ignition, lighting and starter switch's, and warning lamps etc. The doors have tan leather "check straps" as did the original cars. The head liner and sun visors are mohair, matching the color of the saddle tan upholstery. The sliding "cathedral roof" is also the matching mohair material. Transmission tunnel, and gear lever are straight TD. But the single most impressive thing to me was the steering wheel. Peter took the original wheel, and removed all the "plastic" on the outer rim and then laminated walnut to match the wood in the interior. He then shaped that laminated walnut to an exact copy of the original shape and even matched the correct number of "finger grips" on the back side. The center hub and spokes were polished metal as was the "boss" used in the center. The wood was then given many coats of finish to match the finish of the walnut in the rest of the car. It was absolutely beautiful. The car has wire wheels (not normally available on TD's) but a proper addition, bringing the finished car into the theme that was used on the earlier cars with Airline bodies.

Peter brought the car to Watkins Glen where I saw it for the first time, and also to our car show the following year while we still held the show at the school in Victor. It did stand out and brought many favorable comments. This was an "after market" re-building of an MG TD but done with such attention to detail and finish that I for one didn't consider it an affront to the marque or the original design. It was done, as one would have had, a special factory one off body installed at the time, if it had been available. It was also a magnificent example of one mans ability and vision to create a car, that was a one of a kind personal car for his own enjoyment. He told me that he had no desire to increase the power of the car but rather felt the car had enough pep and comfort to be used on long distance travel. I did sit in the car and it was something to savor. I could only imagine

From The Chairman

how delightful it must have been to travel in that automobile. Peter did drive the car from his home in Annapolis MD to Watkins Glen and then the following year again drove it from home to Victor for our show. It was a car meant to be driven and enjoyed. I'm sure H.W. Allingham would have been proud of the result.

I did get a booklet from Peter later, and he was offering the body parts for anyone that would like to do this kind of car for themselves. The body parts are all listed and priced and if anyone is interested I would be glad to share that information with them. I thought of it myself but put it out of my mind. If I were 20 years younger.and many dollars richer, perhaps, but. I also knew I could never hope to achieve the perfection of detail that Peter was able to do. His workmanship was impeccable.

Peter has created a "one of a kind" automobile, in keeping with the classic period design, and a car that is every bit as attractive as one could ever hope to achieve.

It is in every way a true **MG Smile**.

Our club is blessed with an abundance of volunteers who give their time and resources as well as in many cases the resources of their profession and their businesses. Without their contributions this club would not be what it is. The events would not be possible, spokes would not be published, the web page would not exist, charitable giving would not occur, and the low dues would not be possible. (I know "low dues" is debatable but if you participate in only a few of the events you get an unbeatable value, in my opinion.) I would like to thank all the members in advance for their help with this year's car show; those whose energies provide us with the activities we enjoy; those who participate in the events and attend the meetings whose presence makes these activities enjoyable. I would especially like to thank the other members of the board who help with the operations and their spouses who support us. This attitude is the "glue" which makes our club as successful as it is.

Thanks. Steve

MG Car Club 45th Anniversary

August 17, 2003 12:30 p.m.

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\$24.00 per person all inclusive

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The chef has promised us a very exclusive buffet, one that promises to please everyone.

For the more adventurous, you could plan a boat cruise in the late afternoon, around the lake after completion of the anniversary festivities. If you have an Entertainment Booklet there is a coupon for Buy One Get One Free for the cruise.

Please save the date

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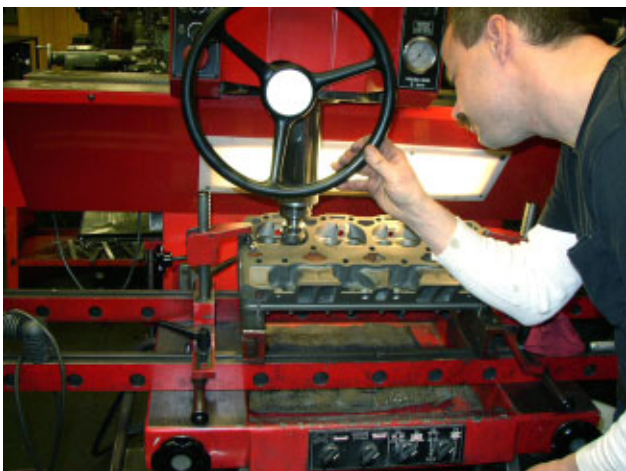
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I'm pretty sure it was "The piston goes in here,
then it goes round and round, whoa"

RESERVATIONS FOR WATKINS GLEN WEEKEND

To help facilitate room reservations in an equitable fashion for Seneca Lodge during Vintage Race Weekend, the following will be the procedure for year 2003.

Applications for the rooms will be taken starting Saturday at Noon on April 26. Any calls before then will not be accepted.

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Members only must occupy rooms that are allocated by Seneca Lodge to the MG Car Club. If any member is unable to occupy their room, the room should be turned back to Desi Benet, making the room available for club members on the waiting list.

Those not abiding by these requests will be unable to reserve rooms through the club allocation in the future.

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AT 60

*Friends, Fast Cars, History, Grouper, Groupies, An MGA Racing Into The Night,
Orange Blossoms and Brian Redman too!*

Ten years ago, I had a party and invited 50 of my “closest” friends. To start my 60th, I decided to go racing at Sebring in March. Please forgive this first person account, but **Sebring AT 60**, is just something I have to share.

Actually racing at Sebring started in December when I took olde 222 to my fellow vintage racer Tim Handy. Tim runs MG Matters in Goode VA. He went through the engine and checked over the suspension and other systems. Racing a fairly stock MGA, I haven’t had many problems since the last time I had the engine done, five years ago. Not much power, but really great reliability and lots of fun.

Picked up the car on March 7th, and headed for Lenoir NC to get former MGCC member and Alfa racer, Chuck Woodworth. Chuck has been along as crew since my first race at Shannonville, Ontario in 1994. Evidently Chuck doesn’t hear any snoring either. After a few days we headed for Sebring and historic Reed’s Motel, the place where the BMC Team used to stay.

The week’s events were sanctioned by two organizations. All the Vintage (up to 1962) and Historic cars were part of SVRA, while the feature 12 Hours of Sebring cars were sanctioned by IMSA.

This latter group was made up of cars that will be racing at the Le Mans 24 Hour in June. These cars included LMP 900 prototypes like the Audi R-8, Riley and Scott, Panoz and GTP Bentley Speed 8. Other cars included the LMP 675 class Dyson Lola EX 257 MG (my favorite) and GT class Corvettes (50th Anniversary), Ferrari Modina, Porsche 911 RS and Morgan. Unfortunately the Morgan just wasn’t competitive and was “For Sale”.



Lola MG in the turn 17

All in all, 61 cars were entered in the Sebring 12 Hour that started at 10:30 AM. on March 15th. Great watching this race as it starts in daylight and finishes at night. The different classes make for some interesting passing and racing. Seeing these cars streak by in the night at 200mph, rotors glowing cherry red and bouncing through turns 1 and 17, left me with a new level of respect for the drivers, machines and crews.

For the Vintage and Historic events, there were over 80 cars entered. SVRA had separate races for each group and many took part in a downtown festival similar to Watkins Glen. The town is built around a traffic circle or “round about” as the English would say. In the center is a lovely circular park and the vintage cars were parked in the round about.

Food vendors were everywhere and offered a variety of “A Taste of Sebring”. I had the fresh broiled Grouper. Just delicious and if that wasn’t enough, there was a swing band playing in the park. Many town folk turned out to mingle with we vintage types, have lunch and vote for their favorite car. What a lovely afternoon and Watkins Glen could learn a lesson or two from Sebring.

After getting back to the track, the Vintage One Hour Enduro was run. I have to say the “Enduro” was my favorite competitive Vintage event of the week. For me, it combined all the historic aspects of Sebring past, especially the BMC MGA’s and drivers racing into the night.

Our Vintage Enduro had everything. A 63 Corvette coup, Lotus 7’s & 23b, Lister Chevy, Morgan Plus 4 SS, Elva Courier 1800, Jag XK120 & D Type, Porsche 911’s, Mustangs, really fast Datsun 510’s, Sprites, 1275 Midgets, Mini Cooper –S, Turner and a Saab 93 with 850 cc 2-cycle engine. What a performance span, but all good drivers.

Ginny Gibbons was also there with her MGB and she and I formed a quasi MG team for the enduro. Chuck would be our “Team Manger” (he is looking a little like Marcus Chambers, BMC Team Manager), but unlike Chambers, Chuck signaled us with his orange raincoat. Our strategy was to run for about 30 minutes and then come in for the mandatory 5 minute stop.

The start went without a hitch and we raced the 17 turns and two straights for nearly 30 minutes. I did have one surprise, entering blind and bumpy Turn 1, taken in 4th at about 85, I found a the Turner “parked” diagonally across the exit. Hard braking and a line given me from *above*, got me safely past and on to the 2nd gear hard left.

Coming by the pits, Chuck “Chambers” was waving the

orange raincoat (that's really Shoe String Racing) and I came in for the 5 minute stop. Got things ready for refueling, but Ginny never showed. After a while, the guys from the Saab team helped me refuel and I went back out. Unfortunately Ginny had broken a crank and as I went through Gurney Bend, I saw her safely parked on the right next to a bunch of guys who had been drinking for a few days. They were nice to her and offered lots of "help".

The enduro is the closest I'll ever get to racing the 12 Hours and that spiritual and experiential tie to Team MG's racing at Sebring. The enduro started in daylight and as it proceeded we were racing into the night. Lights on, cars circulating in the dark and all the thrills of racing at night. One vivid memory I will always have is coming around the fast right hand sweeping Turn 17 and exiting with power through the bumps on to the front straight. As if a mirage, the super illuminated pit area and Sebring Bridge rise up out of the darkness. Flashing by the pits, you set up for Turn 1, plunge back into darkness and another lap of Sebring begins. All that and the lovely fragrance of orange blossoms in the air too.

Fortunately, some of our MGCC gang were at Sebring with me. Cheryl and Bill Baldwin were there all week and provided olde Riccardo much help, encouragement and humor, all in the Hesmith/Shoe String Racing style. Bob Able stopped by for a day too.

There were a few surprise visitors as well. First I was interviewed for Russian TV, *yes* Russian TV. That was fun, but for some reason they wanted to know how old the car and driver were. Next came more SSR "Groupies" in the form of the *Hawaiian Tropic Girls*. Now they will never take the place of Barb, Elaine and Laurie, but at my age Groupies are Groupies!

If all this "attention" wasn't enough, a truly great, world-class driver came along to offer advice. It was **Brian Redman**, a modest, humorous, self-effacing bloke who once had an MGA and started racing in a Morris Minor Traveler. He went on to race factory Porsches, Jags and Astons among other things. Brian was very kind to olde Riccardo d'slo.



Sebring AT 60: friends, fast cars, history, grouper, groupies, an MGA racing into the night, orange blossoms and Brian Redman too. God has blessed me real good.



Dick, Chuck, Cheryl and Bill.



Chuck and Dick at the famous REEDS Motel



Dick enters turn 1

APRIL BIRTHDAYS

1 Linda Spencer
 4 David Johns
 5 Nick Poulton
 7 John Thompson
 7 Tricia Lucchesi
 10 Elton Schultz
 11 Stephen Stewart
 13 Mary Louise Riter
 14 Jordan Emerson
 14 Phyllis Wagner
 15 Mark Gibson
 15 Kathy Walsh
 16 Bill Rampe
 17 Carolyn Barlow
 19 Bill Bethune
 19 Paul Schroeder
 21 George Haynes
 21 Robert Tescione
 21 Harriette Hokenson
 24 Paul Heaney
 24 Warren Riter
 25 Bob Johnson
 27 Billy Cates
 27 Mark Porter
 28 Joyce Pegoni
 30 Fia Lilley

HAPPY BIRTHDAY EVERYONE!!**APRIL ANNIVERSARIES**

3 Daniel & Latty Goodwin
 11 John & Gail Borycki
 12 Joseph Kozloski & Linda Perkins
 13 Gary & Carol Newman
 30 Al & Barb Fink
 30 Suzanne & Robert Keppeler

**CONGRATULATIONS
TO ALL!!****MAY ANNIVERSARIES**

1 Dick & Patricia Giambra
 1 Michael & Beverly Mack
 2 David & Cheryl Asmuth
 6 John & Sherry Corcoran
 6 Lloyd & Susan Potter
 13 Jeff & Wendy Miller
 14 Joe & Bridget Tierno
 15 Dennis Leipold & Jane Shear
 17 James & Sondra Franzen
 17 Bruce & Susan Krobusek
 20 Robert & Georgean Abels
 21 Jeffery & Jan Langswager
 23 Dale & Linda Masters
 23 George & Lyn Tennant
 24 John & Chris Baum
 25 Gene & Anne Faust
 27 Jeff & Linda Moulton
 29 William & Cheryl Baldwin
 29 Warren & Mary Louise Riter

**CONGRATULATIONS
TO ALL!!****MAY BIRTHDAYS**

4 Mary Ann Shetterly
 5 Kelly Fallon
 5 Paulette Schultz
 5 Laurie Simonson
 6 Linda Bethune
 6 Patricia Hogan
 7 George Herschell, Jr.
 7 David Ott
 7 Ann Palermo
 10 Lynne Colvin
 11 James Kingston
 11 Peter Pegoni
 12 Kathy Rampe
 12 Pamela Tojek
 14 Jessie Cates
 18 Lyn Tennant
 19 Joe Fazio
 21 Pamela Peck
 22 Barry Christ
 23 Bill Benet
 24 Robert Dupre
 25 Bill Clicquennoi
 25 Jan Langswager
 26 Rosemary Burke
 27 Harold Rodman
 28 Bessie Kopen
 28 Monica Maloney
 30 John Corcoran
 31 Kim Avery
 31 Julie Perry

HAPPY BIRTHDAY EVERYONE!!**WELCOME NEW MEMBERS**

Jim & Cheryl Duclos
 19 Boulder Creek Drive
 Rush, NY 14543
 585-533-1551
 2002 MAZDA MIATA MX5

Bill & Patricia Long
 36 Betwood Lane
 Rochester, NY 14612
 585-225-9149
 1973 TRIUMPH SPITFIRE 1500

WELCOME BACK

Donald & Lynne Colvin
 1400 Hogback Road
 PO Box 207
 Savannah, NY 13146
 315-365-2520
 1969 MGB, 1957 JEEP

TIME TO DUST THEM OFF!!!

The cover, an example of clipart, was black and green showing an MGTF.. CHAIRMAN, Tom Sergent wrote: The Green Lantern dinner meeting was a success. This was a beginning of dinners before the meetings while they were held at the Green Lantern.

There were 40 members present. The Spring Steak roast and Auction were held at Webster Park's Whitehouse. Anne Faust and crew did a great job for the 80 participants. Two new auctioneers, Ted Hershey and Jim Priestly, did themselves proud. (And still are.) Our club presented a wooden plaque to the Buffalo Octagon Association for its Tenth Anniversary. Have many more. There will be a joint meeting of MGCC and BOA at the Firehouse Restaurant. (Batavia, April 25).

SECRETARY'S MINUTES April 15.

Joe Tierno, Treasurer, reported 135 members. 48 names were eliminated. 53 members enjoyed the buffet, including 4 Lyons club members. The club is still in acceptable financial condition.

Co-chair Vince Capacio reported that the Rustler's Roost was lightly attended but a good time was had. Car Show chairman Bob Welch gave a rundown on the first meeting and listed the various area managers. He requested that the following be included in the minutes:

Chairman: Bob Welch Asst Chair: Dave Weiss

Registration: Dave Wild Field: George Casolari

Car Corral: Ted Hershey Flea Market: Jim Priestly

Tresury: Gene Faust Publicity: Desi Benet Chief

Judges: Steve Fitch, John Forrester and George Haynes

35th ANNIVERSARY: Chair Gil Langswager reported that the people at the Eastman House were "over joyed" with the MGCC plans. Possibly a Concourse de Elegance, In period regalia. MGCC cars will be on the semi circular drive all afternoon (Drippans are de regure). Cocktail time will see the club taking over selected areas of the House. Dinner will be served under the ELK (apparently not the elephant).

ADDITIONAL COMMENTS: Bill and Heather Charlton, the Home Club representatives are receiving The SPOKES regularly. Phil Richer should also get a copy. Then it was mentioned that he had signed up as a WNY MGCC CENTRE member and would be getting his own copy. Ted Hershey said that Business Cards would be free of charge in the SPOKES.

OLD BUSINESS: Vince Capacio proposed payment for activities be done at signup. Anyone who can't make the meeting will have to call in 48 hours before the event or the fee will be forfeited. Motion was seconded and passed.

Coming events mentioned: Hilldean Car Show June 11-13, Seneca Lodge at Watkins Glen (Time and space-running out), An MGCC booth in the Fleamarket for memberships and car paraphernalia. Steve Fitch reported the 35th Anniversary badges to be \$25.00. Moved, seconded and passed to procure 100. Name tags are \$6.00. Ted Hershey's Directory is being updated. Motion made for \$7.00 on meeting night suppers-club to continue to subsidize the balance. Seconded and passed. Dan Suter gave us 10 points to consider when evaluating a "new car". The list of attendees followed.

ACTIVITIES: Marie Johnson brought her MG to the OLD Toad Inn but inside the inn we meet with many friends sampling the various British style libations and atmosphere. The menu held various entries with Old World influence. All

28 MG'ers in attendance would like to thank Desi Benet for another job well done.

The Annual Steak Roast had a drizzle and rainy day still better than the snow sometimes experienced. Buffalo to Cooperstown members were in attendance. There were even five examples of "Morris Garage's" finest works. Steaks and hots cooked to perfection, buffet loaded with all sorts of dietary delights from appetizers to deserts. Awards for informal judging: Dennis Shea, dirtiest car-washing mitten, Gil Langswager, oldest car-4 quarts of oil, Mark. Kaplan, car showing greatest British spirit (items on windshield won it)-MGCC t-shirt. Auction was fun as usual. Future plans: April 18- Garage Tour, from Packett's Landing to Geneseo and the Big Tree Inn for brunch. Then to Naomi Wadsworth's to see her pride and joy. May 2. Brunch at Bellehurst Castle. Then a visit at Geneva Foreign and Sports. Pat Riley plans on having cars in various stages of restoration for our viewing. Work includes daily and show cars. Don Fitzgerald and Pat's pride in their work surely comes through in their cars and their willingness to show us an interesting afternoon. May 23. The FIFTH Annual Spring Tune up clinic. Bring your parts, manuals and car. There is always a good amount of technology, knowledge and help available to answer your questions or assist as necessary.

British Motor Heritage (BMH) MGB by Peter Egan.

"There you are owner of a 1968- 1973 MBG, mourning the fate of your car. Oil changes and tuneups have kept the engine running fine, the all-synchro gearbox is still good, the brakes stop the shocks damp and the steering steers. Unfortunately, all these components are bolted onto a rusted-out body. Heroic efforts—welding and new steel panels—have probably kept the car on the road for a while, but one day you will be forced to admit that nothing solid remains to which panels can be welded. You look at our faithful MGB and realize that what you have in your garage is, essentially, a parts car you strip off the valuable pieces and send the chassis to the crusher. Your old MG with its history, title and registration numbers is gone forever." 500,000 B's were produced and of that number 130,000 are still registered in the US... "this has become a common scenario and a sad end to more than a few of these cars. So sad, in fact, that two Englishmen, Peter Mitchell and David Bishop, finally decided to do something about it. They discovered about 1000 tons of original MG Factory press dies and assembly jigs were still around." They revived it and formed BMH in cooperation with Rover Group. Tools were uncrated and set up at Faringdon in Oxfordshire, and workers (Many from MG days past) soon had bodyshells rolling off the line. Export units included the hood, fenders, doors and trunklid. "...not a replica body, but an exact replacement for the original, built on the factory equipment, to factory standards, right down to the grade of steel and the type and number of welds." BMH imported a tired old '72 MGB (US). A crew of four worked night and day finishing the body shell in 16 days. Aor freighted to NY and then driven 3000 miles to Moss Motors, Ltd in Goleta, California. 12 bodyshells (grey primed) were stacked in the warehouse. It is intended as a replacement for 1968-'73, though owners of pre 1968 cars have reported that the earlier transmission and starter can be installed with minor modifications (a few well placed hammer blows). The BMH car we tested was assembled by MG specialists firm of

Brown & Gammons in England. Chrome bumpers, two SU carburetors, an all-synchro 4 speed transmission with over-drive, chrome wire wheels, a Moto- Lita steering wheel, flawless red paint and black leather interior w/red piping. Stock engine 1.8 liter with a mild street grind on the cam. "On the drive down to Newport Beach, the car's mechanical integrity proved to be as good as it's appearance." "Flick the wiper stalk toward you in 3rd of 4th gear and the...overdrive unit gently shifts up, dropping highway revs to a less hectic level. In 4th gear at 65mph., the tach falls from 3400 rpm to about 2700, and the relaxation factor in losing those 700 revs is astounding. The BMG MGB drones along without commotion at 75mph while his '73 without overdrive, sounds like as if it were consuming its innards t that speed". At the rebuilt cost it compares to a Miata, a modern, competent sports car that you can buy now and drive hard with little need for hands-on- mechanical involvement.

A BMH MGB is a labor of love that just happens to work quite nicely as an automobile. It is also a sports car whose character and subtle charms have to be experienced before you can understand why so many people have worked with such enthusiasm to save it (Nicely said, wr) All of the specifications are listed and test notes are too. Five pictures accompany the article.

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lockrow. I was to discuss some of the characters I have known. "Just about everyone I have made an acquaintance with over the last 40 years in connection with the sports car scene is a character in some way or form. ...In the whole sports car scene you and I are the only normal people I know of and I'm not so sure about you." The target turns out to be Dave Hughes, a friend from the University of Buffalo days. A talk in the lounge centered on sports cars and Dave has been a friend for over 30 years. On Saturdays I drove my TR 3 to Dave's and we worked on his TC. Many trips and wandering took place. One particularly remembered was touring the southern tier of NY, and with top down weather. Dave stayed in the Air Force and got married. I flew to Oskosh, Wisconsin with his family for the wedding. A lot of the communications between us had to do with TC maintenance and repairs. By this time I had obtained a TC, also. One memorable adventure was flying to England to visit Dave and his wife. Toured England in a Lotus Elite.. While there I saw a chain drive Frazer, Nash that went by in a hurry. Seeing a car like that under way is a real thrill. If I win the Lottery I'll get one. Dave had 2 different TC's in England. He brought one home.. The one we had stored for him was sold in the Rochester area. Later Dave owned a Porsche 356, Lotus Elan, at least two Lotus Elites, a Model A Ford, Austin 7, Mazda Miata and probably several others. After many years he bought my dad's TC, which he trailered it to Texas.

Last July he said that they probably would be moving to the Buffalo Area, despite snow and his dad lives in Buffalo. "I keep wondering if he would like to go vintage racing with the TC. It would make a potent campaigner."

BEHIND THE GARAGE DOOR Part III, Allyn Wagner. This phase of his restoration effort involved the moving the engine and transmission from the car to the home built engine stand. The front universal was disconnected, easily. New hardware will be necessary to replace the mismatched stuff that was on it. Motor mounts came off ok. No nut was found on the bolt holding the transmission to a broken mounting plate. Lastly, the clutch actuating lever. The

small bolt and the cotter pin came out easily except they were on the side next to the wall. We adjusted the car sideways to maneuver the hoist in place. With the help of the borrowed hoist and a chain around the engine, it came out quite nicely. We bolted it securely to the stand Thanks to Tom Sergents moral support and Gil Langswager for his technical knowledge./ With the engine clear many things become apparent. Now to open the wallet and order the components needed to begin the rebuild. There is a sketch of the engine on the stand and J. Dixon, '82 noted, "Good thing Bench Cruisin' isn't hooked up to the odometer." Two sketches of a car stripped down and the Driver sitting in it and thinking about driving the finished product.

OUR SUNSHINE PAGE by Nancy Herschell. **CENTRE NEWS** by George Haynes. "A couple of days after the Blizzard of '93 had subsided, a strange feeling came over me. I don't mean sore muscles from all that shoveling; it was something positive. Days were getting a little longer, temperatures were sneaking upward, grumpy people were smiling a little. The signs weren't hard to identify.

SPRING IS HERE ! George recognized only 2 seasons= Summer and winter (no caps). winter-white stuff all around Summer- white stuff is missing. Now I have to accept the transition from one season to the other, namely Spring and Fall. Spring is when British folks expect and get a break. Also it is the time for the restorations to appear. Three MGA roadsters: Naomi Wadsworth's Old English White '57, Mark Kaplan's cream '58 and my red '61. We should see more of 1992 restorations, too: Ed Monkelbaan's black MG_TF and Dave Schindler's green MGA. John Forrester has been busy stuffing more horsepower into his blue TVR coupe; it's getting a 3.5 litre aluminum V-8. Chuck Woodworth will be driving his bug free vintage racing car- an Alfa Spyder- and get it on the track this year. Jim Priestly will be driving a "New MGB" "Happy Motoring, all!!!"

AUTOMOTIVE ART Part III. A sketch(wr) of Semmering Hill Climb 1928, Gouache on Paper by Walter Gotschke. In May of 1980 John Lamm did an article for Road and Track on Walter Gotschke and his contribution to the Automotive Art field.. The article was in conjunction with a one man show of Walter Gotschke. Peter Helck wrote that, in his opinion, he Peyter} is definitely the top man, the number one in his field, past or present. Be it postage stamp size or of mural dimensions. Obviously Peter Helck (last months subject) is indeed a most gracious person... Peter was born in 1912 in Bennish Czechoslovakia, and he began drawing in kindergarten. He is self taught. In 1930 he did his first rendition, after the Masarky Grand Prix at Brno. Appalled, at the poster illustration, that advertised the race, he did a painting of am Alfa Romeo and a Bugatti. He submitted it for consideration for the next years posters. It was accepted. His career was on its way. He studied Architecture but his real love was automobiles. His dreams of working for Daimler Benz came to fruition in 1938. In 1940 Mercedes was planning their calendar for the next year. Peter submitted several sketches in competition with some 40 artists. Mercedes had him do the whole calendar. "From those finished roughs Gotschke style evolved. It is forceful and loose but with an uncanny amount of detail that is both painted and imagined by the viewer. Goetschke does not paint each and every spoke or rivet but rather an impression of the car at speed and the detail comes as much from what he puts in as what he leaves out,(if that makes any sense at all)." All

of the paintings that I (George) saw ..." were all handled with the same apparent speed of execution and the results were marvelous." He remained with Daimler until the war and he then went with army. In 1951 he switched to German Ford but did some Daimler work." He painted with an almost feverish passion and would only manage 3 to 4 hours sleep . He felt he had too many things to put on paper and thus was compelled to work as hard as possible. In 1981 his originals were selling at Auto Art for \$5000. He retired in 1985 due to a sudden blindness..."...we are all richer in having been able to see this great artists work and marvel at his ability to capture the essence of Grand Prix racing as no other has done. Four "sketches" show this artists talent very clearly.

RESTORATION WRAPUP by Mark Kaplan. This carried us through Marks "gingerly" driving to find any problems or minor needs. Small leaks etc. He was proud of the fact that all of the work was done by amateurs and enthusiasts. He thanked all of the club members who helped him tear the rusty hulk apart in Nov 1990. John Thompson helped him move from a hopeless viewpoint to making progress. And the special night when six or seven helped him put the finished body back on the frame.. " I know now that

almost any British car can be saved and one of the great things about the MG Car Club is the many many people who are ready and willing to help, advise, share experiences and love of the cars. IF I can rebuild a car (most done before was oil changing) then anyone can do it. A before (Nov 1990) and an after (March 1993) photos. There were 4 new members. Dave Chase-looking for a companion for the New England Trip. A rundown on Watkins Glen. And 4 cars, an MGA engine and MGA Parts were for sale.

ANOTHER VERY ACTIVE MONTH FOR THE WNY MGCC CENTRE - Wally/



Bet I can get it before he get's a second bite....

And the Answers are:

Taken from the Today and Tomorrow Magazine, Winter 2002-2003 Issue. Betty Langswager sent this in. Now here are the answers -

Alice and her beau one day,
When riding in his _____ **Chevrolet**.

Her beau was fat, his name was Frank,
And he was somewhat of a _____ **Crank**.

It was too bad he wasn't smarter,
Because he couldn't work the _____ **Starter**.

She showed him how, the little dear,
And also how to shift the _____ **Gear**.

Although he tried with all his might,
He couldn't seem to find the _____ **Light**.

Away they went, but something broke,
'Twas just a measly little _____ **Choke**.

He fixed it with a piece of wire,
Then something popped - it was the _____ **Tire**.

"Dear me," cried Alice, "that's too much."
Then something happend to the _____ **Clutch**.

And next poor Frank, unlucky dub,
Just grazed a rock and smashed a _____ **Hub**.

She tried to stop him, but alas,
She ran her hand right through the _____ **Glass**.

The steering wheel got out of whack,
And Frankie hit a _____ **Street Car Track**.

They crossed a brook, but missed the ford,
And sank down to the _____ **Running Board**.

"Oh Frank, " cried Alice with a squeal,
"I think we're going to lose a _____ **Wheel**.

They climbed a hill, and then 'twas seen,
The tank contained no _____ **Gasoline**.

They coasted down toward the lake,
But Frankie couldn't work the _____ **Brake**.

Both climbed out, and poor old Frank,
Bought gasoline and filled the _____ **Tank**.

And gathered up from road to field,
The fragments of the broken _____ **Windshield**.

He fixed the engine tight and snug,
But had to use a new _____ **Spark Plug**.

Just then he slapped at a mosquito,
And dropped a wrench on the _____ **Magneto**.

'Twas useless then to sweat and toil,
Nothing would run except the _____ **Oil**.

They journeyed home with Frankie pushing,
While Alice sobbed upon a _____ **Cushion**.

She'd not forgive, she vowed with scorn,
Till Angel Gabriel Blows his _____ **Horn**.

So poor Frank's hopes were doomed to blight,
And Alice married _____ **Willys Knight**.

WESTERN NEW YORK CENTRE MGCC

CALENDAR OF EVENTS 2002/2003

Information? visit our web site <http://www.mgcarclub.com>

January	February	March	April
2 Board Meeting 16 Meeting 19 Wine & Cheese	9 Sweetheart Brunch 20 Meeting	2 Steak Roast & Auction 6 Board Meeting 15 Vans Machine Shop 20 Meeting 30 English Pub	12 Brunch Run 17 Meeting
May	June	July	August
10 Tune Up Clinic 15 Meeting 15-18 Carlisle 25 Autocross I	1 Vintage Car Show 19 Meeting 14 Garden Tour	6 Autocross II 17 Meeting 24 Kids day - Glen 20 Steak Roast/Rally	17 45th MG Anniversary Party 21 Meeting
September	October	November	December
4 Board Meeting 18 Meeting 20 Tuneup Clinic 21 Autocross 3 28 Brunch Run	12 Fall Tour 16 Meeting 19 Autocross 4 25 Halloween Rally	6 Board Meeting 9 Garage Tour 20 Meeting 30 Brunch Run (?)	6 Holiday Party 15 Leon tries to get the 2004 Calendar out on time

If you didn't get this issue, - YOUR DUES RAN OUT!!!!

The SPOKES
Leon Zak, Editor
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