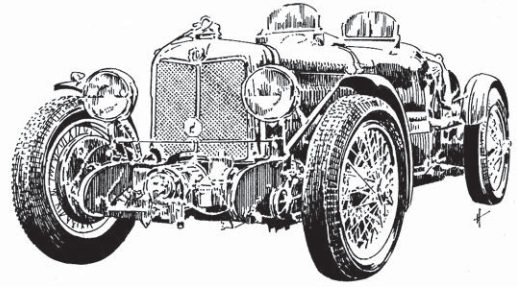


The ***SPOKES***

Founded 1958



Volume 46 Number 7

July 2004

Official Publication of the MG Car Club Western New York Centre



The Car Show Mansions and Gardens Tour



**August 1, 2004
Rallye, Funkhana, Pig Roast -- Call 986-4281**

**Next Meeting - July 15, 2004
at the Burgundy Basin Inn 7:30 PM
1361 Marsh Road, Pittsford, NY**

The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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 to:

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DEADLINE for submitting to the upcoming **SPOKES** is one week after the general meeting.

SEND your information by Email to Spokes@mgcarclub.com

(Alternatively, send by mail to The SPOKES, PO Box 831, Webster, NY 14580)

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.

Cover photos and event photos by Cheryl Baldwin and Rhonda Rizzo. Additional photos by John Baum and Lindsay Beckmann-Hein.

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\$ 4,877.00

Courtesy of Allen Hess

Add A Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the MCC Automotive Technology Department.

Nameplates can be purchased in the name of the donor, for a friend, or as a tribute to someone who has passed on. There is no requirement that donors or those honored through donations be members of the club.

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**Members Emeritus*

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.

ON THE ROAD

Doug Scribner, Chairman

Summer Party!

We have a big bash in the holiday season, so why not have one in the summer, when the weather's nice and we can bring our cars? That's what August 1st is shaping up to be—a summer party for everyone in the club to enjoy. A fun road rally, a “funkhana” test of low-speed driving skills, and a catered picnic feast, all for the price of only \$5.00 *per family*.



Think of it as a member benefit—as an opportunity for all members to get together, rain or shine, and have some fun.

Maybe we can even get some of our ‘distant’ members to come. If the response is anything like we had at the June meeting (50 of 56 people present signed up), there's no reason we shouldn't have 200+ people at this party!

This is a club that means it when we say “the more the merrier.” See the notice elsewhere in this issue, and sign up now!

FROM YOUR EDITOR

Ron Hein

Wow! Do we have some great pictures of the Car Show and the Gardens and Mansions Tour. Many thanks to Rhonda Rizzo, Cheryl Baldwin, John Baum, and others.

I have increased the sized of Spokes for this issue to 28 pages, and several items will be delayed until the August issue. Two columns, Forty Years Ago and Ten Years Ago, will return next month, as will Dave Wild's Watkins Glen series.

As I mentioned at one of the last meetings, I am doing the June and July issues of Spokes remotely. I also want to thank everyone for your patience and to apologize for the delay in getting this issue to you.

Please note my new email address:
ronhein@rochester.rr.com

ACTIVITIES

Betty & Gil Langswager

Sunday, May 30 was the MG Car Club Garden Tour. It was a beautiful day, warm enough to have “top down” on our cars. Our first stop was in York to visit Linwood Estates. The estate was established in 1910 by William Henry Gratwich II from Buffalo. A beautiful mansion was built on the site. In 1933 the Japanese Tree Peony became a feature of the garden. The mansion and gardens are open just during the peony season. Elaine Hess was our guide here, also was Lee, a grand daughter of Gratwich.

On to the George Eastman House on East Avenue. Stacey Van Denburgh was our tour guide. She is very interesting and very informative. A tour of the grounds to look at all the flowers, bushes and shrubs was very intense.

Last but not least over to Ellwanger Gardens on Mt. Hope Avenue. Stacey again toured us around the gardens. The variety of flowers there was breathtaking.

Thank you Elaine Hess, Rhonda Rizzo, and Stacey Van Denburgh for setting up up the garden tour and getting us into these beautiful gardens that aren't very often open to the public.

June 3 was the stuffing party at Sangster's this year. Two long tables full of flyers to be stuffed into 1000 envelopes. First through third place plaques were placed on pewter trophies. Lots of club members came to help. Last minute details to be ironed out by various committees were discussed. This being a “stuffing party”, we also stuffed our faces. Chips & dip, cheese & crackers, deviled eggs, stuffed strawberries, cupcakes, jello cake, banana cream pie and much more!

June 5 – Work day at the show field was disastrous for the MG Car Club – the tents didn't arrive until almost 11:00 and by 3:30 they were up. Only then could we begin to organize registration. The Lions Club was there bright and early, setting up the concession stands and fencing. The show field was good, only a couple of wet spots. Doug Scribner and his crew had the car show field laid out in short order. The weather was good on Saturday, just hope Sunday is as good. It finally looked like a show was going to take place.

June 6 – A beautiful day, lots of sun – 7:00 in the morning car show activities were well underway. Remember my prediction in the May Spokes saying how the weather will be? Did I hit the “nail on the head”? Score one for me! More cars than we ever expected, lots of spectators, long lines at the food tents – a perfect day! We're all anxiously awaiting to hear facts and figures on the show.

After party at Chris & Eileen Williams' home to talk about the day's activities, and to unwind after a happy day at the Car Show.

(continues on page 5)

MGCC MEETING MINUTES

Pat Sangster

Meeting minutes 6/17/04

Meeting called to order at 7:35 pm. Minutes from last month's meeting accepted.

Treasurer's report: Things are in good shape, same as last month. Later in the meeting John will give a car show report including the financial results.

Car Show report: There were 840 cars on the field. Lions club helped out with good results. Advertising brought in very good amount providing a great starting point for the show. Hard figures are not available yet but rumor has it this year was best show on record. Everyone in club helped out to make this happen, thank you to everyone for the help.

Activities: July 15 is next meeting and the 25th is RIT car show. It would be great for our club to show support for this show, fun day of enjoying each other's company and experience "Parlor Judging". June 21-26th is Horseless Carriage show – pre-1916 cars only. Saturday is open house at Canandaigua Inn on the Lake. August 1st is Pig Roast, in place of the steak roast. See details in Spokes. August 8th is Autocross, September 10th starts Vintage Weekend with a party on Saturday night. September 25th is tune up clinic. Reminder of August 15th/16th Grand Rapids trip for Twist party. There is still time to sign up, see Dave Chase.

Watkins Glen Vintage Weekend: 112 Racing MG's signed up for Collier Cup, many cars and well-known racers are planning to attend. Look for the poster at the MG Racers' hospitality tent as G. Herschell drew it.

Regalia: Car badges are on sale, lots of polo shirts available. Club made \$600. at car show with favorites being fire extinguishers and show shirts. Anyone knows of source for fire extinguishers please let Dave know. No new members or guests. No Spokes report. Thank you note from Sharon Perry read. Bob Abels is looking for someone to take the MG sign. He is selling his storage unit. It was announced that 2006 will see MG as feature car at the Hildene Car Show. Please consider attending this fun weekend and make reservations as soon as possible. Cars and parts announced.

Mike Mack is looking for pictures to go on Website and car show results. Please send them to Mike. Reminder August 1st pig roast starts with car rallye done by Dave Ott and Paul Heaney then the Funkahna put on by Langswagers is all part of the fun that day. Door prizes were awarded. Meeting was adjourned at 8:20 pm.

ACTIVITIES (CONTINUED)

July 15 – Club Meeting

July 25 – R I T Car Show – Let's all get together and show the Genesee Valley Antique Car Society how supportive we can be on their show day.

July 21 – 26 Rochester Chapter of the Horseless Carriage Club of America hosting a National Meet in Canandaigua. It's for pre – 1916 cars only.

August 1 – Pig Roast, Rallye, & Funkhana at Rush Firemen's field on Rt.251 at Rt.15A in Rush.

August 8 – Autocross III

August 19 – Club Meeting

Sept. 9 – VintageWeekend at Watkins Glen

Sept. 14 – Club Meeting on Tuesday instead of Thursday.

Sept. 25 – Tune-up Clinic

Sept. 26 – Autocross IV

by Betty Langswager

JUNE 2004 ATTENDANCE

Barb Wild	Dave Wild
Betty Langswager	Carl Prouty
Laurie Scribner	Doug Scribner
George Herschell	Nancy Herschell
Dave Chase	Pat Sangster
Steve Sangster	Cynthia Jack
Doug Jack	Leroy Hokenson
Beverly Swarts	Charles Swarts
Wally Roworth	Beverly Mack
Chris Baum	Vivienne Rizzo
Cheryl Baldwin	Bill Baldwin
Steve Stewart	Jim Hogan
Brian Fallon	Dick Giambra
John Baum	Cheryl Zonneville
David Leete	Gordon Neatrou
Brooks Schneider	Don McConnell
Lane Boughton	Leon Zak
Tom LeStrange	Bob Abels
Bob Tescione	Joe Fazio
Rhonda Rizzo	Tim Rizzo
Chris Williams	Barbara Zak
Mark Gibson	Anne Faust
Gene Faust	Al Fink
Dave Avery	
Allen Hess	
Elaine Hess	
Ben Borlow	
John Simonson	
Linda Bethune	
Bill Bethune	

COMPRESSION TEST AND HOW TO . . .

Tom Glanville

All engines need three things to run: compression, fuel and ignition. Worn piston rings, worn cylinders, valve problems, rounded cam lobes, broken valve springs a slipped or broken timing belt or chain, or a blown head gasket can all cause a loss of compression.

If a compression problem is isolated to a single cylinder, the engine may experience a steady misfire, loss of power and increased fuel consumption.

If a compression problem affects more than one cylinder, the engine may also be hard to start or may not start at all. In cases where low compression is due to worn rings and or cylinders, it will also increase oil consumption and blow by, increase internal engine wear with decreased oil life, also increased spark plug fouling.

A compression check is one of the basic tests that should always be performed when an engine is experiencing any of these conditions. A compression test will identify weak cylinders and reveal the overall condition of the rings, valves and cylinders. Armed with this information you can proceed with the diagnosis to determine what repairs may be needed.

Compression can be tested several ways. One way is to remove all of the engine's spark plugs and use a mechanical pressure gauge to measure the pressure generated by each cylinder as the engine is cranked with the ignition disabled and the throttle held wide open. Each cylinder is checked one at a time, and the results are written down and compared to evaluate overall compression.

As a rule, compression should not vary more than about 20 % cylinder to cylinder (10% or less is better), and be within specifications for the engine (typically 125-160 psi in most

gasoline engines). The exact number will vary depending on the engine's compression ratio, valve timing and condition.

For accurate results, the engine should be warm, not hot, when the compression is checked. The engine should be cranked over at least four times (four power strokes) to generate maximum compression.

If compression readings between any two adjacent cylinders are unusually low, the cause is almost always a blown head gasket.

If compression readings are low between any one or two nonadjacent cylinders, the most likely cause is a burned exhaust valve. Other possibilities include broken valve springs, bent push rod, rounded off cam lobes, broken or bent rocker arm, broken top compression rings, cracked piston or scored cylinder.

If compression in all cylinders is low, then the piston rings and or the cylinders are worn and the engine needs to or rebuilt or replaced.

When a cylinder shows low compression , a "wet" compression test can be used to see if the problem is a worn cylinder or rings, or a leaky valve or head gasket. A wet compression test is done by squirting a little oil(about a tablespoon full) into the cylinder to temporarily seal the rings. The engine is then cranked and compression is measured a second time. If the compression is unchanged and is still low, the problem is not the rings or cylinder, but a bad valve (usually the exhaust valve) or head gasket. On the other hand, if compression is higher, the problem is the cylinder or rings.



Well another car show is history and a very successful one at that. It prompted me to think about the Sports Car and Vintage Auto Festival and what it has meant to the club. It also took me back the beginning of our involvement with car shows in general. The "Auto Festival 33" has grown far beyond whatever dreams we had for this event. I can remember the very first show and all of us wondering if we were really crazy or what to try to pull off something like this. But it worked and while there have been some years that were a bit lean, all in all it has turned out to be a monstrous undertaking and one we can all be proud of. This makes 33 consecutive years that I have worked on the show and it still is fun (I think) and I'll keep doing it until it no longer is.

But back to the beginning of car shows for us. We bought the TD in 1959 and the first show it was entered in was the Watkins Glen Concours de Elegance in 1961. That was 43 years ago and we still have that car. It was entered in the 1962 and 1963 event there and also in the 1962, 63, and 64 NY State Fair Concours de Elegance. These were judged by Alex la Fontant, noted photographer and Watkins Glen personality who was known for his white glove inspection of the cars entered. We never got a trophy at the Glen but did get a few of them at the state fair. It was a fun event and we got our "feet wet" at these events enough to know we liked it and had to go on. All these years later we are still doing the route and still enjoying it very much.

Another show we regularly attended was the Tinney Cadillac show in Buffalo NY. Tinney was the name of the owner of the dealership not the quality of the cars. (Too bad that doesn't hold true today) These shows were held at the dealership downtown and always brought out a flock of spectators. Most were respectful of the cars but as is the case there were a few who should have stayed home. Our Friend the late Jim Malone had a beautiful 1935 Cadillac convertible. At one of these shows Jim turned around to look at the noise in his car and found that a father had put his young son behind the steering wheel in the drivers seat while the kid was eating, not too successfully, a messy chocolate ice cream cone. Jim told the father to remove the boy and the fathers reply was "why". After an exchange of words the father finally did take the boy out but asked Jim, "if you don't want him in there why did you bring it"? Jim's answer was that the car was not a toy and if the father wanted to have his son play in it Jim would be happy to sell the car to him. "BUT until that time the kid stays out!!!!" End of discussion. This was also the show where I found a kid using the fenders of my TD as a slide. The kid wasn't bad but I was not happy about the studs on the jeans he was wearing, or the fact that his parents could see nothing wrong with his behavior.

Another character that we got to know and travel with was Jack Brossart from Buffalo. Jack had an absolutely flawless 1932 Rolls Royce Convertible, (black, with tan interior and mahogany on the running boards) and an equally fine Jaguar SS-1 drophead. This was also black with a burgundy interior and also flawless. We got to kidding each other with me telling him the Rolls would be nice when he finally restored it and he telling me he was going to buy two MG TD's to put on the running boards of the Rolls as spares. I lost track of him a good many years ago but would like to know what happened to him as he was a great friend and fun guy to be with at shows.

In 1964 we joined the New England MG T Register and this opened a whole new flock of shows to attend. That Register has two events each year and for a time we would attend both. We started to show the TD seriously in 1970 after its frame off restoration, and in 1972, on the grounds of Belcourt Castle in Newport RI, it up and won First in the Premier class. This was the pinnacle and we could go no farther with the car so as was the agreement, the car was retired from active competition and shown as display only from then on. In 1974 we bought the TF and started to take it T Register events and in 1984 we bought the B and this opened the North American MG B Register to us and their shows. We also heard about Gerry Gougen's Autojumble in the fall (October) and started to attend those events. It was cold on many occasions and I can remember scraping ice off the windshield in the morning before we drove to the field.

Then in 1991 we found out about the shows at Hildene and started to frequent those as well as the British Invasion in Stowe Vermont every September. Added to this is the Vintage Weekend in Watkins Glen and it is fun going back to the place where it all started. Also, being the crazy nut I am, I decided it would be fun to do a tour of New England with the club and we have been on all five of the New England Mountain Adventures.

A long time ago when I first had the garage enlarged, a fellow came over looked at all the sports cars and asked, "what do you do for a hobby". I was not able to come up with a sensible answer to that and let it drop. But he did have a point. I decided that it was time to sell the two Healeys and now have just the three MG's. But that is more than enough to care for and I find that it is getting more difficult crawling around on the garage floor doing something under the cars. The mind says I'm only 25 but the body says "who in hell do you think you're kidding? "Enough already". But you get my point I think.

(continues on page 20)



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7 John Spencer
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8 Bob McElroy
8 Russell Daykin
9 Tim Rizzo
10 Julie Smith
11 Dan Burke
14 Dave Wild
15 Claren Kruppner
17 Sharon Perry
18 Peggy Haefner
20 Beverly Haynes
21 Kevin Lenander
22 Tom Lenweaver
22 Carol Garner
23 Suzanne Glanville
24 Donna Pritchard
25 Hermey Lovell
28 Bob Harris
30 Rory Raymond
30 Cheryl Asmuth

HAPPY BIRTHDAY EVERYONE!!

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16 Winterberry Loop
West Henrietta, NY 14586-9437
585-359-0859
1972 MG MIDGET
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6165 Knickerbocker Road
Ontario, NY 14519-8807
315-524-8184
1967 MGB

Vincent Monaco
110-A Brebeuf Drive
Penfield, NY 14526
585-249-0688
1952 MG TD

MANSIONS AND GARDENS AND A GRAND DAY OUT

Elaine O'Neil

“Oh! Its Betty’s hat!” exclaimed Allen as he checked the rear view mirror to be sure that everyone was still in line as we neared Linwood Estate, the first destination of the 2004 garden tour.

“What?” I asked looking up from the directions which, much to my relief seemed to be correct.



“I thought it was the police. Every time I look back I see a flashing red light on top of the car behind Doug and Laurie’s Mini, but its just the sun reflecting off Betty’s red sequined hat.”

I noticed a definite increase in the rate of acceleration as he pulled away from the stop sign. The cloudless, 70 degree morning was top down weather for all of us and in the intense sunlight Betty’s hat became beacon which made it impossible for anyone behind their sparkling TD to get lost. The weather was so perfect we all became a anxious at the thought that we had used up this summer’s good weather weekend before the car show. We assuaged our guilt with the hope that the chicken sacrifice had been successful and allowed ourselves to marvel in what was truly a marvelous late spring day.



Upon arrival at Linwood we were led to a special parking space adjacent to the old mansion where we treated the visitors to an impromptu British car show. Our walk around the grounds was led by Becky Lewis great granddaughter of the estate’s builder. Her tour was a wonderful mixture of horticulture, family stories, and local history. In addition to a through introduction to the history and care of tree peonies which were planted at every opportunity the grounds afford, we received a tour which included visiting the village built by the dwarfs who fled from France to Western New York after the beheading of Marie Antoinette, and we were given a sense of life on a country estate at the turn of the last century. At the end of the walk, everyone had decided they had to add at least one tree peony to their garden.



After the tour of the “big house” with its study a room transplanted from a Medieval castle, the group split into three sections. The first decided to sample some of the homemade light luncheon fare which was for sale and sat in the shade happily eating as they looked out over what is a beautiful panorama of the Genesee River Valley. The second followed Becky down the hill to view the informal garden she has been working on for the past 15 years.

Her house was the original mansion which was moved to its current location and served as the farm manager’s cottage. Over the years Becky has transformed an empty hillside into an informal garden wonderful to observe both from afar and when walking amongst the plants. The third group proved that MG is the “Marque of Friendship” by helping Dave Wild fix the tire on his Aerostar.

Photos by Rhonda Rizzo



Once assured that Dave and Barb would make it home, we followed a route up the west side of the Genesee plotted by Rhonda and Tim. Rhonda said that it was one used in a previous tour but the difference between the New York landscape in May from that of August left everyone thinking we were traveling a completely new road.

At the George Eastman House we again had special parking in the loop at the front of the house. Unfortunately, the new plantings made it impossible to use the mansion as a backdrop for a picture of the cars.

Our visit began in the new Cafe. After lunch and a chance to shop, we met Stacey VanDenburg on the front steps for a very special tour of the gardens. Stacey works at the Eastman House and she is a master gardener. Armed with historic photographs she discussed the development of the original property, how the gardens were used in Eastman's day and the current renovation of the gardens. In preparation for our next garden Stacey was careful to discuss the specific kinds of environments each of the separate gardens were meant to emulate as we walked from area to area. The combination of generally known facts with the kinds of stories one learns by working in the House left many commenting that while they had lived in Rochester all their lives much of what they saw and heard was new.



Our final stop was at one of Rochester's hidden treasures — the Ellwanger Garden on Mount Hope Avenue. Again Stacey served as our guide, and again her presentation was a combination of general and "insider" information. While the Eastman House provided various garden experiences, as one walked around the mansion, the small Ellwanger was equally varied in a compressed space. Each view gave a distinctly different impression from very formal displays to a country walk.

Thirsty and too tired to cook, we agreed upon an impromptu Old Toad Night. Rhonda already has a wonderful idea for next year's tour — please plan to join us as we head to some surprises to the East.



CAR SHOW 2004

By John Baum

In all respects, Sports Car & Vintage Auto Festival 33 went great!

Thousands of show goers and participants had a good time. Our club had significant public exposure, and gave many the opportunities to show off their cars. We had 4 new members join our club at the show. As of this point I have been told that the show treasurer has said when all the bills have been paid the Lions and our club will receive an amount that is greater than in any previous show, a fantastic return for the effort.

Putting on the show required the coordinated effort of our club as well as the Victor Lions Club. The jobs that needed to be done, was get the message out to the public, distribute the posters and brochures, do a mailing of about 3000 brochures and 2500 postcards, arrange for advertising and advanced publicity such as the D & C and other local publications.

We also put together a flea market with nearly 100 venders, and set up a car coral with 115 cars for sale. We provided food service that sold hundreds of hots, burgers and sodas



in a period of 6 hours. Negotiations were done with the racetrack so that we could have a show on their grounds without interfering with their racetrack and casino business.

The field had to be planned, laid out, and marked. Snow fence needed to be set up to mark the parameters. We had people directing traffic and parking all day long. Admission was collected at the gate from in excess of 5000 people. There were 840 cars that had to be registered and directed on the field.

Nearly 150 judges were required for the show. The chief judges located and contacted them in the early spring. On the day of the show they needed to be organized and



assigned their tasks. Once the judging had been completed, all the judging forms had to be tallied. First, second and third place trophies were awarded.



After our club members left, the Lions were faced with removing the snow fence, signs, the temporary shelter for the food service and cleaning up a rather large field.

What Does it Take? Planning had begun in August. Our meetings started in September to discuss changes required to keep the show a viable enterprise. From the previous few years experience of poor weather I realized it is a fickle project to plan for, it all depends on weather conditions the first Sunday in June in Western New York. The costs of putting on the show have been very high with no assurances of financial results. With that in mind for the last 2 years, during the winter months,

well in advance of the show we secured advertisers for a show program and new this year we had added 7 class sponsors – in addition to 30 advertisers – and brought in more funds to the show.



It all started for me when I told Charlie Searles that I would like to get involved with the next show shortly after the 2002 show. Next thing I knew the car show chairman's notebook was given to me. I really had little knowledge of what I was now in charge of. I soon discovered there are many people involved with the show and it's more than 30 years of tradition. Early on I recognized that this is a large project.



The evolution of the show started more than 30 years ago with a get together of MG Car Club members and friends at the Wagonjack Farm (Barb and Dave Wild's house). At some point the idea came about to create a show that would have been too large for a backyard festival. The Victor Lions Club arranged for the use of the facilities at the Victor High School and now they were our partners in the annual show. It became a business because the Lions are a community service organization and use their share of income to fund their causes and activities. Our club began to see the value of the show also with a greater financial return to fund our

club's activities and some charitable donations. In 1999 the show moved to its current location the Finger Lakes Race Track because of changes at the High School.

If the weather is favorable we get good participation and sufficient spectators to make it worthwhile. If not, a lot of effort is put forth for little or no return. The 2001 show did not make any money, the 2002 show made about ½ of what we did this year, 2003 the return was minimal. There are other problems, when we put on an event of this nature.



For one our partners the Lions Club is a lot smaller than it once was. It would appear that they might only have 40 or 50 active members to work the show. Membership of the MG Club has also declined somewhat in recent years. The number of our members is still sufficient to do all the tasks at hand. The Lions get help from other groups such as the Boy Scouts to assist them with their show responsibilities.

For this show the Lions came through and did supply the necessary labor to do their tasks, but the last 2 years their turnout was thin.



The racetrack has expanded with a casino and is much busier than in the past and parking for their clientele and our show goers was very tight. We need to see how it will be worked out for future shows. Another problem we face is years back the only way a car collector had to share their enthusiasm for the hobby was bring the car out to the show.

Today there are cruise nights in many area restaurants every night of the week. A tradition such as our car show cannot stay the same because of the challenges facing it.

In spite of such a success this year we need to determine the future for the show and the true purpose of holding it. The process is now in progress for next years show. We have a meeting planned with the racetrack to get their view on how the show went and if it interfered with their business that day.

Within the next few weeks all the bills will have been paid, and we will have received our share of the profit. Our car show committee will meet to critique the show and formulate ideas that can be reported to the board and membership for upcoming shows.





AWARD WINNERS - SPORTS CAR & VINTAGE AUTO FESTIVAL XXXIII - JUNE 6, 2004

Doug Scribne & team

Class AA – Antique all to 1948

- 1st: Craig & Susan DeNagel, 1913 Ford T
- 2nd: Bill Wayman, 1929 Reo C Brougham
- 3rd: Richard Blakeshey, 1933 Ford 4 Door

Class AH – Austin Healey 100, 100-6, 3000

- 1st: Terry Newbauer, 1961 3000 Mk1
- 2nd: Ron Jones, 1967 3000 Mk3
- 3rd: Gary Hartle, 1958 100-6

Class AL – Alfa Romeo to date

- 1st: Diego Natoli, 1991 164S
- 2nd: Leon Todaro, 1967 Duetto
- 3rd: Jack Roberta, 1973 GTV

Class BR – British cars not otherwise classified

- 1st: Robert Parker, 1963 Sunbeam Alpine
- 2nd: Duane A. Schweitz, 1990 Range Rover
- 3rd: Tim Warner, 1971 Land Rover Series 2A

Class BZ – Mercedes Benz thru 1994

- 1st: Michael McNamara, 1970
- 2nd: John R. Schaefer, 1966 230
- 3rd: Denny Trask, 1970 280 SL

Class CA – Camaro/Firebird 1967-1974

- 1st: Brad McAdam, 1968 Camaro Z28
- 2nd: Janice & Ed Pratt, Camaro SS
- 3rd: Joe Cimino, 1971 Camaro Z28

Class CAD – Cadillac 1949-1979

- 1st: Richard H. Roberts, 1979 Eldorado
- 2nd: John Ricotta, 1972 Coupe DeVille
- 3rd: David Smith, 1972 Coupe DeVille

Class COA – Corvair 1960-1964

- 1st: Roland Littman, 1963
- 2nd: Sam & Marissa Andolino, 1963
- 3rd: David M. Ellis, 1964 Monza

Class COB – Corvair 1965-1969

- 1st: Sam & Marissa Andolino, 1966 Turbo
- 2nd: Richard McClive, 1965 Monza Spyder
- 3rd: Gary Swiatowy, Spyder

Class CU – Custom Domestic to date

- 1st: Charles Millerd, 1950 GMC Pickup
- 2nd: Don Giroux, 2003 Chevrolet
- 3rd: Mark Dean, 2000 Mustang

Class CUC – Custom Compacts / Mini Trucks, Imports

- 1st: Jason Starzyk, 2004 Subaru
- 2nd: BJ Allen, 2000 Honda Civic
- 3rd: Grant Barton, Acura Integra

Class CUD – Custom Compacts/ Mini Trucks, Domestic

- 1st: Adam Swanson, 1999 Pontiac Grand Am
- 2nd: Steve Forster, Ford Ranger
- 3rd: Bill Tice, 1997 Ford Ranger

Class CVA – Corvette 1953-1967

- 1st: Bob Ernst, 1965
- 2nd: David Brennan
- 3rd: Robert Caruso, 1966 Coupe

Class CVB – Corvette 1968-1979

- 1st: Douglas G. Sick, 1970 LT-1
- 2nd: Daniel Cooper, 1979
- 3rd: Jonathan Reed, 1978

Class CVC – Corvette 1980-1994

Sponsored by Dynamx

- 1st: Carolyn Thayer, 1993
- 2nd: Charles Clark, 1994
- 3rd: Joe Capurso, 1994 Coupe

Class CYC – Motorcycles stock thru 1975

- 1st: Karl Lintz, 1973 Norton
- 2nd: Mark Smith, 1969 BSA
- 3rd: Mike Dibello, 1966 Harley Davidson

Class DSA – Domestic Specialty to 1971

- 1st: Gregg Pacelli, Chevrolet Chevelle
- 2nd: Kurt Owens, 1970 Dodge Challenger
- 3rd: Nick Pieramico, 1970 Plymouth GTX

Class DSB – Domestic Specialty 1972-1994

- 1st: Peter B. DeGroff, 1982 Chrysler Imperial
- 2nd: John Wilferth, 1981 Camaro
- 3rd: Stephen A. Arter, 1992 Camaro Z28

Class DZA – Datsun/Nissan 240-280Z 1970-1978

- 1st: Mike Segretto, 1982 280ZX
- 2nd: Chris & Larry Wawrzyniak, 1977 280Z
- 3rd: Ron Whitlock, 1971 240Z

Class DZB – Datsun/Nissan 300Z-350Z to date

- 1st: Roger Casanova, 1990 300ZX
- 2nd: John Taddonio, 2003 350Z
- 3rd: Frank McGinley, 1994 300ZX

Class EX – Exotic Sports

- 1st: Jay Molis, Lamborghini
- 2nd: Dave Fenberg, 1974 Ferrari
- 3rd: Bradford Stevens, 1983 Alpine A310

Class JA – Jaguar XK-120, 140, 150, XKE

- 1st: John Duncan, 1970 E-Type
- 2nd: John Gibson, 1970 E-Type
- 3rd: Carl Baxter, 1954 XK120

Class JAS – Jaguar Sedans thru 1994

- 1st: Jeff Dafoe, 1988 XJS convertible
- 2nd: Margaret Kitz, 1980 XJ6
- 3rd: Ron Ford, 1988 XJ6

Class KI – Kit Cars, Replicas, Home Built

- 1st: Philip Ames, 1923 Ford
- 2nd: Pat Bowles, 1966 Ford Cobra
- 3rd: Robert Nothnagle, 1965 Ford Cobra

AWARD WINNERS - (CONTINUED)

Class LO- Lotus to date

- 1st: William Barrett, 1967 Super 7
- 2nd: Chris & Jody Morphy, 1969 Seven S3
- 3rd: Joseph Cameron III, Europa

Class MA – MGA

- 1st: Gary Sandusky, 1958 1500
- 2nd: James Black, 1958 1500
- 3rd: Tom Pollak, 1960 1600

Class MBA – MGB, C and GT thru 1969

- 1st: Glenn Markam, 1963 MGB
- 2nd: Joeanna DeBlaere, 1969 MGB-GT
- 3rd: Louis Townsend-Pors, MGB

Class MBB – MGB and GT 1970-1974

- 1st: Charles J. Searles, 1973 MGB
- 2nd: Donald J. Bogdan, 1974 MGB
- 3rd: Jim Priestley, 1970 MBG
- Honorable Mention: Wally Roworth

Class MM – MG Midget, AH Sprite 1959-1980

- 1st: Marlene Rzepkowski, 1977 Midget
- 2nd: Dan Jones, 1977 Midget
- 3rd: George Murphy, 1970 Midget

Class MOG – Morgan to date

- 1st: Desi Benet, 1966

Class MR – MGB (Rubber Nose) 1974-1980

- 1st: John Rogowski, 1980
- 2nd: George Barbari, 1980
- 3rd: Myron Sielski, 1979

Class MT – MG TA, TB, TC, TD, TF

- Sponsored by Riter Automotive*
- 1st: Carl W. Meyer, 1935 MG PB
(Also awarded Best MG of Show)
- 2nd: Charles J. Searles, 1949 MG TC
- 3rd: Robert L. Schiffhaver, 1949 MG TC

Class MINI – Austin/Morris 1959-2000

- 1st: Timothy Colbert, 2000 Austin Mini
- 2nd: Dan Viola, 1968 Mini Pickup
- 3rd: Doug Scribner, 1967 Mini Van

Class MU – Ford Mustang 1964-1973

- 1st: William Annis, 1973 convertible
- 2nd: Carl Wagner, 1965
- 3rd: Dennis Friedl, 1967 convertible

Class MZ – Mazda Miata

- 1st: Andy & Denise Wargo, 1990
- 2nd: Karen Abbott, 1991
- 3rd: Dennis Gorlick, 1992

Class OLS – Oldsmobile thru 1994

- 1st: Rob Green, 1979 Hurst
- 2nd: Richard Paradiso, 1979 Holiday 88
- 3rd: Jim Burdett, 1969 Cutlass

Class POA – Pontiac thru 1994

- 1st: Bob Lambiase, 1970 Grand Prix
- 2nd: Gwynne Almekinder, 1948 convertible
- 3rd: Donald Allen, 1986 TransAmClass POB –
Pontiac Tempest & GTO thru 1974
- 1st: Larry Scalone, 1967 GTO
- 2nd: Jesse & Cindy Johnson, 1970 GTO
- 3rd: Ronald Julian, 1965 GTO

Class POR – Porsche thru 1994

- 1st: David Schwaner, 1988 911
- 2nd: Michael Cohn, 1977 924
- 3rd: Al Decker, 1983 911SC

Class RA – Race, Autocross, Rally-Fully

- EquippedSponsored by Eksten Autoworks*
- 1st: Patrick & Nicky Malvaso, S&W Dragster
- 2nd: Don Marianetti, 1963 Ford Galaxy
- 3rd: Bob Attridge, 1968 Pontiac GTO

Class RR – Rolls Royce & Bentley to date

- 1st: Ron Stokes, 1925 Bentley 3 Litre Speed
- 2nd: Anthony Ferrera, 1958 Bentley S-1
- 3rd: Ron Stener, Rolls Royce Cornish

Class SA – Sports Cars 1946-1974

- 1st: Bill Baldwin, 1957 Turner 950
- 2nd: Karl Goldsmith, 1969 AMC AMX
- 3rd: Bud Stets, 1963 Daimler SP250

Class SB – Sports Cars 1975-1994

- 1st: Anthony Intini, 1985 Chevrolet Camaro
- 2nd: Todd Coggeshall, 1974 Saab Sonett III
- 3rd: Mark Ely, 1977 Fiat Lancia

Class SBY – Shelby Fords GT-350, 500

- Sponsored by Ultra Fine Automotive Refinishing*
- 1st: Bob Carando, 1967 GT500
- 2nd: Jim MacLaughlin, 1967 GT350
- 3rd: Rick Liwvish, 1968

Class SCM – Chevrolet 1955-1957, Modified

- 1st: Steve & Ann Deshane, 1957 Bel Air
- 2nd: Scott Martin, 1955 Bel Air
- 3rd: Dean Kalen, 1957 210 Sedan

Class SCO – Chevrolet 1955-1957, Original

- 1st: Bill Iveson, 1957 Bel Air
- 2nd: Robert Caruso, 1955 Bel Air
- 3rd: Robert Herring, 210

Class SIA – Special Interest 1949-1955

- 1st: Dick Child, 1949 Mercury convertible
- 2nd: Evan Cady, 1950 Willys Jeepster
- 3rd: David Smith, 1952 Chevrolet 2-Door

Class SIB – Special Interest 1956-1963

- 1st: Hal Waggoner, 1958 Chevrolet Impala
- 2nd: John McHugh, 1963 Chrysler
- 3rd: Tom Barton, 1956 Willys station wagon

AWARD WINNERS - (CONTINUED)

Class SIC – Special Interest 1964-1966

- 1st: Sam Loria, 1966 Lincoln Continental
- 2nd: Bernie Sackett, 1964 Buick Riviera
- 3rd: Scott Stipulski, 1966 Chevrolet Caprice

Class SID – Special Interest 1967-1969

- 1st: Thomas Pike, 1969 Plymouth Barracuda
- 2nd: Carl Cady, 1967 Jeep Commando
- 3rd: Ron Gearing, 1969 AMC

Class SIE – Special Interest 1970-1980

- 1st: Butch & Carol Pentycote, 1971 Ford
- 2nd: Bob Shadders, 1971 Chevrolet Chevelle
- 3rd: Jason Walton, 1975 Chevrolet Camaro

Class SR – Street Rods to 1948

Sponsored by Ridge Lumber

- 1st: Santo Capone, 1937 Chevrolet Coupe
- 2nd: Dick Judd, 1934 Ford Coupe
- 3rd: Doug Kirvan, 1947 Ford Coupe

Class ST – Studebaker & Avanti 1947-1967

- 1st: James Caffrey, Champion Deluxe
- 2nd: Richard Panke, 1952 Commander
- 3rd: Eric Bradshaw, 1964 Avanti

Class TB – Thunderbird 1955-1968

- 1st: Nicholas Basile, 1956
- 2nd: Patrick Micari, 1957
- 3rd: Robert Ferguson, 1962

Class TRA – Triumph TR2, TR3, TR3A, TR4, TR4A

- 1st: David Wightman, 1962 TR4
- 2nd: William Henningson, 1961 TR3A
- 3rd: Cindy & Doug Jack, 1958 TR3A

Class TRB – Triumph TR250, TR5, TR6

- 1st: Ralph Palmieri, 1975 TR6
- 2nd: Gary Shull, 1973 TR6
- 3rd: Robert Farmer, TR6

Class TRC – Triumph Spitfire, GT6

- 1st: Sheryl & Grant Buss, 1978 Spitfire
- 2nd: Bill Long, 1973 Spitfire
- 3rd: Kimberly Laris-Kolb, 1976 Spitfire

Class TRD – Triumph TR7 & TR8

- 1st: Carl Peake, TR7
- 2nd: Duane Garner, 1980 TR7
- 3rd: Peter Buechi, 1976 TR7

Class VOL – Volvo thru 1994

- 1st: Nicholas Zuck, 1966 544
- 2nd: Mike Carney, 1968 122 Wagon
- 3rd: Leon Zack, 1959 544 Wagon

Class VW – Volkswagen thru 1994

Sponsored by Imparts

- 1st: Charles Kneisel, 1956
- 2nd: Richard Guck, 1969
- 3rd: Pierre Aubertin, 1983

Class WV – Work Vehicles, Trucks, Tractors

Sponsored by Swiftlift

- 1st: Brent Woodhouse, GMC Pickup
- 2nd: George Entz, 1956 Chevrolet
- 3rd: Carne Goodberlet, Farmall



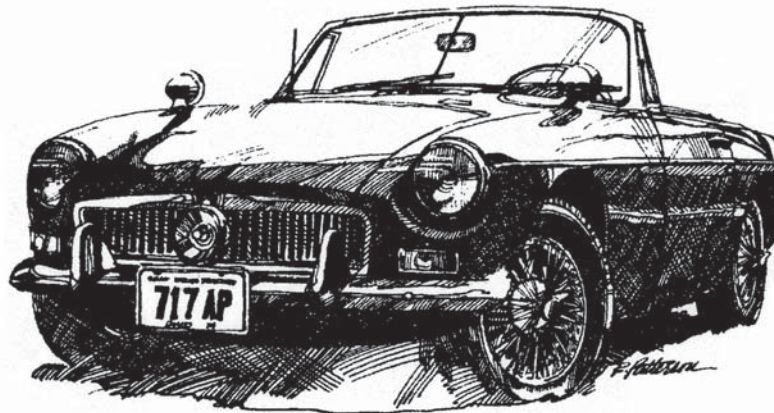
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To sum up this little catalog of car show attendance, let me list what we have done. 39 T Register Gatherings for a total of 12,000 miles, 12 British Invasions, 9,600 miles, 8 Hildene shows 4,800 miles, 5 trips to Gerry Gougens 3,500 miles, 5 NE Mountain Adventures 6,000 miles. Add to this all the local shows we have been to and the mileage really adds up. I know I am not unique in this traveling because many in the club have done as much or more than this but, it is our adventure and we think it was pretty fantastic. We have traveled the Mountain Adventure route in every one of our MG's at one time or other. Once in the TD with no wipers. Ask Nancy about that trip. Her fingers are still sore from operating the wipers by hand.

It has been an adventure and one that we wouldn't trade with anyone for anything. I feel I have been most fortunate in traveling in MG automobiles that have been wonderful and dependable traveling companions. When the factory built them, they did it right and the service we have had proves that to me. I have also been extremely fortunate in having a very patient and cooperative wife who has tolerated this obsession with these "four wheeled

mistresses" as I once called them. She has been there with me on almost all of these trips and if it weren't for her support I couldn't have done it alone. Although I really don't appreciate the black and blue knee where the "claw" she calls her left hand reminds me that I am somewhat over the legal speed limit. (For awhile I was able to stall her by telling her the tach was really the speedometer but that went away too soon and it was back to the black and blue knee.

We have had a ball with these little cars and wouldn't change anything. (except maybe for the tail end of the hurricane we went through going to Vermont) They have been fun, given us much pleasure and introduced us to a great many wonderful people that just love these little cars. It has been an "adventure of a lifetime" (where did I hear that before) and one I wouldn't change for anything.

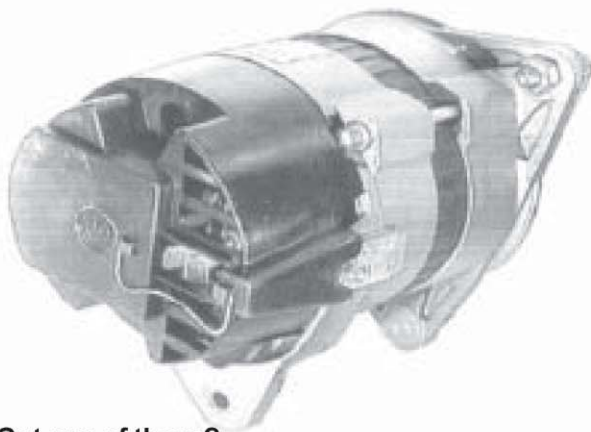
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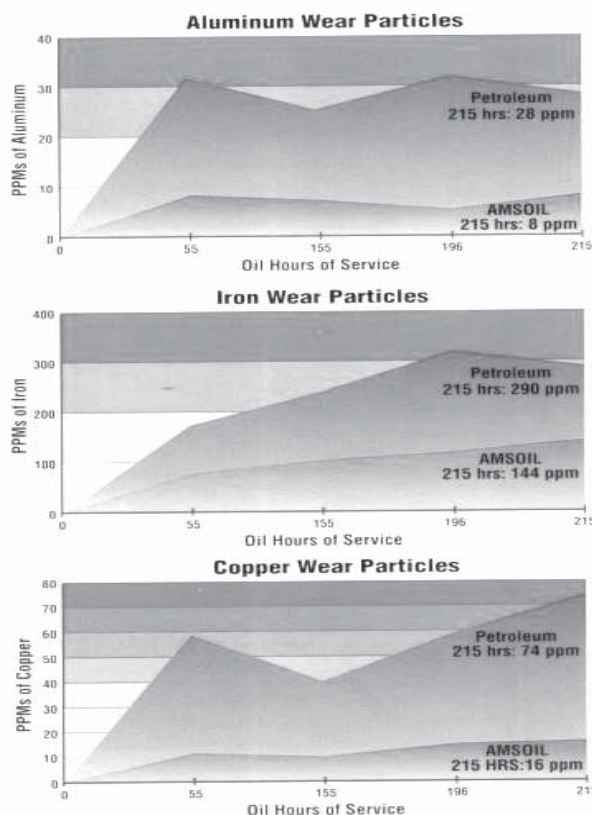


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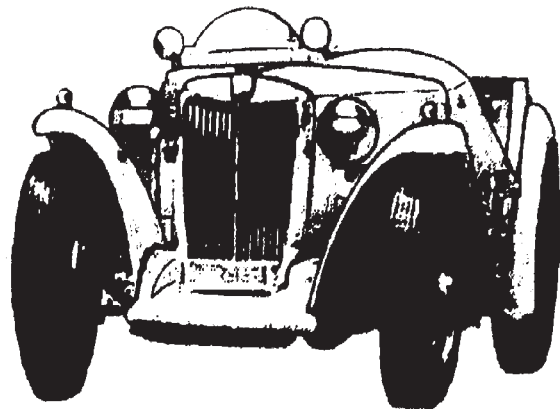
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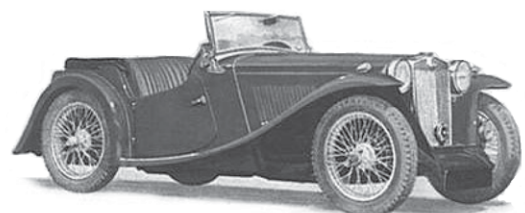
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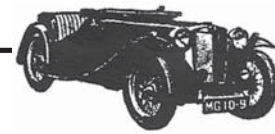
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Through the years when I get hard up for ideas for columns I always put out feelers for ideas to MOWOG fans as to what they would like to see or hear about in MOWOG. Very often I get zip in return but after the MG Car Club Classic and Vintage Auto Festival the other day I came home with two or three great ideas. The one this time I will credit to my ole pal Gil Langswager who I have known more years than I care to remember. Gil, like myself, has been a continuous member of the MG Car Club Western New York Centre for well over thirty years. But that's another story, hey! There's another idea! The chap I judged with this year, Jim Hogan, also said he would reread some old MOWOG columns and try to send me some ideas.

A good number of years ago in the Buffalo area there used to be a very interesting car show held every year by the Society of Automotive Engineers better known as SAE. (If you have ever picked up a can of oil or some other automobile part it frequently has SAE stamped on it. This stands for Society of Automotive Engineers and it is the criteria in automotive circles, which make all products, conform to certain regulations. For example motor oil that says 'SAE 30' is 30 weight no matter what the brand not something lighter or heavier.) If memory serves me correctly it was usually held in mid spring and I can recall two different locations. One was the Buffalo Trap and Field Club next to the Buffalo Airport and the other the Charter House Hotel on Transit road right next to the Thruway. It was held for several years and for some reason, I have no idea why, somewhere in the 1960's it was cancelled and was never reactivated.

This was a particularly interesting event because the organizers made an effort to bring out some of the more unusual and interesting vehicles in the area. I really was not a car show as we know them to day but more of a display of cars that had unusual or innovative engineering ideas in things like suspension, engines, brakes and that sort of

thing. Most anyone could bring a car and enter it but the main focus was on the unusual engineering aspects.

One year I can recall seeing a genuine (not a plastic one) SS100 that was from the Buffalo area. I believe a chap owned it by the name of Bob Hughes. It was bright red with chrome wire wheels and was truly exquisite. It was around the area for several years and I have no idea what ever happened to it. About a year ago Bob Deull brought some slides to the British Car club meeting and the SS100 was among them. (SS stands for Standard Swallow; Standard made the chassis and Swallow made the body. SS later became Jaguar)

Among the slides was a picture of my friend Dave Hughes (No relation to the above Hughes) MG TC. Dave won a second place at this event and I think it was the only show he ever entered. Now both of these cars had some innovative engineering like the bishop cam steering in the TC but here the styling was one of the features. Certainly anyone will admit there was never a prettier car than the SS100 or MG TC. After all how many cars have wound up on display in the Museum of Modern Art?



MG Racers Sam & Miles Collier Remembered

It was a tragic day in 1950 when Sam Collier crashed his Ferrari while racing on the streets of Watkins Glen. A memorial stone marks that spot today. In the 30's, 40's, and 50's Sam, and his brother Miles, were early sports car racers - usually with their MGs - and were key participants in the formation of sports car racing in the US.

This September, the 50th anniversary of the "**Collier Brother's Memorial MG Trophy Race**" will be celebrated at SVRA's "**Zippo Vintage Grand Prix**" at Watkins Glen International racetrack. With the support of the "MG Vintage Racers", well over 100 vintage MGs will be racing in the two "Collier Cup" MG races there. But MG racers, and all sports car racers, owe a debt of gratitude to Sam and Miles Collier. For them and for us, Watkins Glen is an epic milestone.

In tribute to Sam and Miles, the MG Vintage Racers' will have a simple wreath laying ceremony at Sam Collier's memorial on Thursday, September 9th around 4:30PM to remember them. It will be open to the public and all are welcome to attend. The memorial is on the north side of the road, uphill going west on Townsend Road, just after the railroad underpass.

For more information on this ceremony, contact Bob Schoeplein at 703-390-1188 or e-mail bobandjane2@comcast.net. For information on the MG Vintage Racers, or the Collier Cup, visit the website "MGVR.org". For information on the Zippo Vintage Grand Prix, visit the website "SVRA.com" MG Vintage Racers' Newsletter (MGVR) **June 2004**

Tin Cup enjoyed a very successful month of June racing in three different venues and finding racing success in all three. The month started out at Watkins Glenn with only the 72 Midget entered. The car ran well for the most part, good times were recorded up until the second run on Saturday. Some weird sounds started emanating from the motor and it was decided that a closer look-see was in order and we pulled out early. It turned out that there were major problems with the new wrist pins and the motor needed some major work before it could go again.

With the engine work completed in record time, Tin Cup was on the move again two weeks later with both the Midget and the BGT present and accounted for at Mid Ohio. Dick "Zipper" Rzepkowski left a day early to take advantage of the test day, Joe Tierno of course met us at the track, because that's what arrive and drive celebrities do. Zipper met with some oil pressure and oil leakage problem early and was forced to retire on the first day he headed back to diagnose the problems. While he was headed home a major break down developed in the Midget tow vehicle and Mr. Thompson's truck had to run double duty and get both race cars and trailer to the track.

Thanks John I don't know what we would have done with out you. Dick Powers provided 80, yes 80, cookies that didn't make it to Mid Ohio in their original form. They were great thanks Dick. The racing was great both Tin Cup cars ran very well. I am particularly happy to report that Jim Priestly was able to talk, walk, laugh, and take nourishment both solid and liquid for the entire weekend.

Both Ted and Al recorded record times and were able to drive the cars on the trailers at the end of the weekend. I am of the understanding that Joe also turned in record times,

but had some tire problems, that's what happens when you go that fast. Ted and George Haynes waited around for an extra day for the fixing of the Blazer.

Now on to Mosport Vintage Festival, for those who may not know where Mosport is it's North East of Toronto Canada. There was a full complement of cars this weekend with Dick back in the saddle and Brian Fallon's and Ed Diamond's 356 Porsche, after some issues at Lime Rock, ready to go. Thus, the Yanks invaded Canada on Thursday. Only one mishap along the way, a blown trailer tire on Ted's trailer and once again John Thompson to the rescue, incidentally John what are you doing next week end.

The Tin Cup Team ran great for the second weekend in a row, will wonders never end. Again the times kept improving each run and both drivers recorded individual best times for the track. Tin Cup entered the Enduro with both cars and drivers running as a team, the results are not in yet, but it looks like the team may have secured a podium spot in their class. In the group three feature race Tin Cups Midget entry recorded a third place finish in his class. Both Dick and Brian ran into some problem but kudos to both for keeping the cars running as best they could for as long as they could.

Oh by the way, Dick's car was the only car that didn't have to be assisted off the track. The Tin Cup Midget was brutally attached by a crazed Mini driver who forced the little car in to a spin and broke an axle. No problems Johnny Mac, John Thompson and George Haynes got it fixed and back out without missing a session. The BGT, well let us just say that Alan is negotiating with OPEC as we speak. Fun was had by all and the stories will be taking on lives of their own I'm sure at the next Drivers meeting.



HILDENE CAR SHOW

Dave Chase

Part of the group that went to the Hildene Car Show in Manchester, VT, on June 11-12. Lori Scribner won 1st in her class and George Hershell won 2nd place in his class.

K&B TRAILERS

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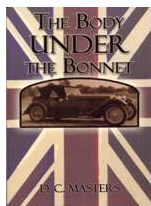
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PIG ROAST, RALLYE, & FUNKHANA

AUGUST 1, 2004

RUSH FIRE DEPARTMENT PAVILLION

Rt. 251 at Rt. 15A in RUSH



Rallye Starts: 10:00 AM

Contact Dave Ott @ 924-5683 or Paul Heaney @ 624-8182

All cars not running rallye please park on grassy area only, not on the blacktop, firemen's rules!

Pig Roast Starts: 1:00 PM

Bring your own heavy-duty table service & drinks plus a dish to pass to serve 10 people

Pig Roast - \$6.00 Hot Dogs - \$1.00

THE GRAND PIG ROAST MENU

Catered by COLBY'S PIG ROAST SERVICE

Whole Roasted Pig
Slow Roasted Turkey
3 Sauces, BBQ, Sweet & Hot
Fresh Rolls
Salt Potatoes & Butter
Tossed Salad & Dressing

Ziti in Sauce
Fresh-cut Fruit Salad
Sauerkraut
Fresh Broccoli Salad
South Western Corn Dish
Baked Beans

Hots & Rolls for kids

WE HAVE ATTENDED THEIR ROASTS AND THEY ARE FANTASTIC! EVERYONE PLEASE COME!

Call Beverly Mack @ 986-4281 for pig roast reservations.

Please specify how many will attend.

Funkhana Starts: 2:00 PM

Contact Gil or Betty Langswager @ 385-9956

Both driver & navigator will participate in all events.

Sign-up will start at the June meeting. Trophies for rallye & funkhana.

We're all hoping for a great turnout. Both are lots of fun to do. Pray for good weather!

*** You are welcome to attend the steak roast only, if you don't want to run the rallye or the funkhana.**

UPCOMING EVENTS

Dave Chase

Event	Date(s)	Points of Interest
MGA Register Convention Cromwell, CT	July 14-18	Seminars, Car Show, and banquet
Vintage Triumph Register Richmond, VA	July 14-17	Seminars, Car Show, and banquet
University Motors Summer Party & Reunion Grand Rapid, MI	August 12-15	John Twist does it up right. Car Show, lots of seminars, vendors, and award banquet.
Buffalo Octagon Car Show Buffalo, NY	September 5	Car Show
Watkin's Glen Vintage Race Weekend	September 10-12	Downtown Festival is on Friday. Saturday and Sunday are the races at the track.
British Invasion	September 17-19	Wonderful, great scenery and roads. Getting there is half the fun. Great restaurants. 2-day all British Car Show. Pricy but worth it.
British Car Day Bronte Creek Park Ontario, Canada	September 19	Car Show, all British, up to 1,000 cars
<i>For more information contact Dave Chase 334-6826. To add more events, please contact Dave and/or send the event information to spokes@mgcarclub.com.</i>		

THE MG CAR CLUB, WESTERN NY CENTRE, INC. MEMBERSHIP APPLICATION

Annual Membership Dues are \$30.00 — All Memberships expire December 31st

Name _____ Birthday _____
 Spouse _____ Friend _____ Birthday _____
 Phone: Home _____ Work _____ Wedding Anniversary ____/____/____
 Address _____ City _____
 State _____ Zip+4 _____ Today's Date _____ New or Renewal? _____
 Email Address _____
 Cars Owned & Year _____

INTERESTS: Racing _____ Gymkhana _____ Rallye _____ Restoration _____ Car Show _____ Social _____ Touring _____
 Hobbies, etc. _____
 Occupation _____

Available for Roadside Help? No _____ Yes _____ (Days _____ Evenings _____ Nights _____ Weekends _____)

Make your cheque payable to: MGCC OF WESTERN NY, INC. Mail your cheque and application to:

**Jim Priestley
251 Bronx Drive
Rochester, NY 14623**

WESTERN NEW YORK CENTRE MGCC

CALENDAR OF EVENTS 2004

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

<u>January</u> 8 Board Meeting 15 Meeting	<u>February</u> 8 Wine & Chocolate Tour 19 Meeting	<u>March</u> 4 Board Meeting 7 <u>Steak Roast & Auction</u> 18 Meeting 28 Auto Parts Flea Market 28 English Pub	<u>April</u> 15 Meeting 18 Brunch Run
<u>May</u> 9 Autocross (& Driver School) 15 Tune Up Clinic (10-4) 20 Meeting 20-3 Carlisle 30 Mansions & Gardens Tour	<u>June</u> 2 Stuffing Party (Car Show) 6 Vintage Car Show 6 Post Car Show Party (4112 Ridge Chapel Rd) 13 Autocross II 17 Meeting	<u>July</u> 15 Meeting 25 RIT Car Show	<u>August</u> 1 Pig Roast/Rallye/Funkhana 8 Autocross III 19 Meeting
<u>September</u> 2 Board Meeting 9 Vintage Weekend @ Glen 14 Meeting (TUESDAY!!) 25 Tune Up Clinic 26 Autocross IV 28 Dinner Run	<u>October</u> 12 Fall Foliage Tour 21 Meeting 25 Halloween Party	<u>November</u> 4 Board Meeting 7 Garage Tour 16 Brunch Run 18 Meeting	<u>December</u> 4 Holiday Party (TBA)

These dates may change. Please check meeting minutes or [mgcarclub.com](http://www.mgcarclub.com) for updates!

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