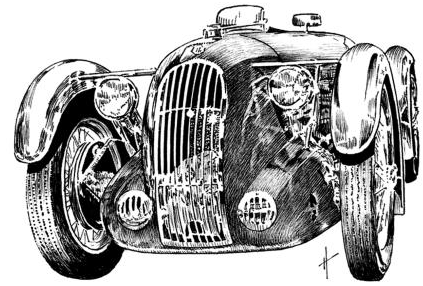


The
SPOKES

Founded 1958



Volume 47 Number 12

December 2005

Official Publication of the MG Car Club Western New York



**Next Generation Mechanics
(Gene Faust's grandsons)**

Next meeting - January 19, 2006
At the Burgundy Basin Inn 7:30 pm
1361 Marsh Road, Pittsford, NY



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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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Cover Photo by Gene Faust

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\$ 6,777.05

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. If you wish to purchase a nameplate for yourself or someone else, make checks payable to MGCC and send your donation to:

Elaine O'Neil-Hess
17 Sandpiper Lane
Pittsford, NY 14534

Please indicate exactly how the name should appear on your plaque.

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Desi Benet•George Haynes•Dave Chase•Alex Kopen* •Joe Tierno•George & Nancy Herschell
Gill & Betty Langswager•Richard & Bethel Powers•Dave & Barb Wild• Steve Fitch*• Jim Priestley• Wendy Dakin,
Wally Roworth
* 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 on every odd numbered month. Please contact the chairman for the location for the next board meeting and to arrange to get your item on the agenda.

ON THE ROAD

by Doug Scribner, Chairman

Well, here we are at the end of another year, another twelve months in which we've had a great variety of terrific MGCC activities.

This is also the end of my term as Chairman, and I must say that I have thoroughly enjoyed serving you these past two years. It's been fun, and I thank you all for allowing me the privilege.

I especially want to thank my fellow board members: Vice Chairperson Beverly Mack, Secretary Pat Sangster, Treasurer Chris Baum, Activities Directors Betty and Gil Langswager and Trustees Steve Sangster and Dick Powers. These are the people most responsible for the club running smoothly, and working with them made my job easier and more enjoyable. Thanks are also due to the many people who work hard providing activities, and to all of you who support the club with your participation.

Leon Zak and the new board will carry on our tradition of fun and good fellowship, and I am looking forward to the year ahead with anticipation of the good times to come. And it's only four months until Springtime!

Editors Notes

by Joeanna DeBlaere & Eileen McMahon

Well, the year is winding down, and this is the last edition of Spokes from the two of us. Thanks to Alan Hess for taking over Spokes. Please make sure you are as supportive of him as you were of us.

When we took over this assignment in October of last year, neither one of us was sure how we were going to make this happen every month. We both brought different skills to the table, but the concept of co-editors was something new, and brought with it challenges nobody expected. Working through them, was both frustrating and fun. We would like to extend a special thanks to Leon Zak and John Baum for working with us and helping us figure out how to do this. It has been a wonderful experience for both of us.

We would also like to thank everyone who has sent articles or photos to Spokes. You, the members, are what this newsletter is all about

Halloween Rallye Photos



Bill & Cheryl Baldwin
Our own big bad wolf and little red riding hood.



Beverly Haynes
No need for flashlights when you are your own glow stick.

Activities

by Betty Langswager

October 29 - Halloween Rallye & Party! Pirates with Parrots, a Clown, Little Red Riding Hood and The Big Bad Wolf, a Couple of Astronauts, a Lady Professor, a Beautiful Mummie Lady with Green Glo-stick Necklace, Sexy Susy, a Soldier in Camouflage Fatigues and Painted Face, two Red Hat Ladies, Starbucks couple, Indian maiden, a couple of leaf blowers, a young lady with a bad case of static cling and many more. We all had fun dressing up. So if you didn't dress up this year, be sure you do next year. Hopefully there is a write-up with pictures somewhere in this issue. Sue Keppeler and George Haynes put on another great rallye with lots of clues to look for and lots of scavenger items to collect. A lot of our members were hiding along the rallye route to add a scare factor. We all met at Kinley's on Rt. 104 for the "survivors' party". Lots of goodies to eat. Prizes for costumes and beautiful black walnut MG car trophies for all the winners of the rallye. Paul Heaney made the trophies, they were beautiful! Thanks again, Paul. Anne & Gene Faust started the rallyists. Dave & Barb Wild and Anne Faust collected monies and were the judges for the costumes along with Joeanna & Joe DeBlaere. Thank you all for making it a very successful Halloween Rallye & Party.

Contest Winners:

Most Weird: Bill Baldwin

Cutest: Cheryl Baldwin

Scariest: Doug & Laurie Scribner

Sexiest: Sue Keppeler

Funniest: Bill Rampe

Most Original: Geo. Haynes

Brightest: Beverly Haynes



Sexy Suzie aka Sue Keppeler



Pirate & Parrot aka Geo Haynes

PLEASE NOTE: We have a big change of date! Our Wine & Cheese Party At Finn Park in West Webster is changed to January 21, a Saturday, instead of Sunday.

We will take a vote later to see if members would like to have more activities on Saturday's instead of Sunday's.

On a personal note, I want to thank so many people that have helped us perform our activities duties. You know who you are. Over the last two years Gil and I have enjoyed it all very much. It was a lot of work at times, but with everyone's help we always came out looking very successful. I don't have a job now. I feel lost. But don't worry we'll be there to help where ever we're needed. We want to thank Brooks & Gayle Schneider for taking over duty as Activities Directors. They have a lot of great ideas, places to go and things to do. I can't wait to participate in their activities. I hope everyone will step up and help them like so many of you did for us. Good luck Gayle and Brooks in your job with the MG Car Club.

Activities:

December – no meeting

January 19 – Meeting

* January 21 – Wine & Cheese Party & Valve Cover Races – NEW DATE!

Bring Hors d'Ouerves to pass & your own drinks.

Bring your valve cover racer ready for competition

February – Wine Tour – watch for details

February 16 – Meeting

March 5 – Steak Roast & Auction @ Eyer Park, E. Rochester

March 16 - Meeting

March – Old Toad? - watch for details



The Rampe family

MGCC MEETING MINUTES

by Pat Sangster

Meeting called to order at 7:35 pm.

Chairman explained ballots arriving via mail: Section in By-laws required ballots be mailed to members although at last month's meeting it was stated no ballots would be mailed. Accepted last month's minutes with a clarification - Dick Powers presented feedback on the car show he had heard, not his decision.

Activities – Barb Fink, volunteer for Red Cross, presented her experience of helping out after Hurricane Katrina. [Thanks Barb, very interesting!]

Betty presented a few jokes. Many thanks to Anne and Gene Faust for organizing brunch at Rochester Yacht Club, including the entertaining boat races. [See article in Spokes for activities report.] The MG Club was presented to the last place finisher of the Halloween Rallye, Nancy and Ginny Chase. George Haynes is organizing a meeting for 2006 Nova Scotia trip participants (possibly at wine & cheese gathering). Brooks Schneider, activities co-chair for 2006 also gave an activities report. Most 2006 activities are posted on our website, Brooks intends to keep this up-to-date. Members expressed interest in "Go-Kart" event and Mardi gras winery tour that Brooks will follow-up on. Cheryl Baldwin will look into hotel pricing and availability for Saratoga trip in April. Dave Chase volunteered to secure building for August Pig Roast. Brooks is looking for suggestions on holiday party locations, event ideas or suggestions.

Treasury – current financial status presented, hard copies available from Chris Baum

Website – up and running. Suggestion made to get pictures posted on website, Gary Sandusky volunteered to assist with this. Contact Leon if you are interested in helping out with the website.

Spokes – due date is still next Thursday. Allen Hess, next year's Spokes editor, reported the calendar is just about wrapped up but he will need pictures and articles for Spokes.

Regalia – many items on sale, tote bag, blanket, ladies raincoat, last chance to purchase items prior to the holidays.

Club Library – Safety Fast issues available, see Alan Costich. Videotapes arrived and are being cataloged, more detail to follow. Al is looking for suggestions of car-related videotapes members would like in the library.

The website has a list of available videos.

Suggestion made that Betty's jokes be added to website. Jim Priestly is looking for your dues.

Old business - observation shared – only one MG car in parking lot tonight. Ted Hershey received "missing pieces" plaque commemorating "racing incident: from the 2005 race season.

Election results announced:

Chairman – Leon Zak, Vice-chair – Dan Suter, Secretary – Marlene Rzepkowski, Treasurer – Joanna DeBlare, Trustee – Bob Tescione

It was noted this is only the second time in club history a chairman has stepped up for a second term. (Club trivia – other person is Gil Langswager.)

No New business. Cars and parts announced and member projects were shared.

Watkins Glen update – events are filling up quickly; next year's feature car is Porsche and in 2007 it is the Ferrari. Door prizes were awarded and the meeting adjourned at 8:45 pm.

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NOVEMBER, 2005 ATTENDANCE

Carl Prouty	Beverly Mack
Betty Langswager	David Engdall
Gil Langswager	Don McConnell
Barb Wild	Linda Fazio
Dave Wild	Joe Fazio
Laurie Scribner	Chris Baum
Doug Scribner	John Baum
Gary Sandusky	Steve Sangster
Bob Tescione	Pat Sangster
Chuck Swarts	Barb Zak
Dan Goodwin	Vivienne Rizzo
Wally Roworth	Rhonda Rizzo
John MacDonald	Tim Rizzo
Bruce Krobusek	Dick Rzepkowski
Susan Krobusek	Marlene Rzepkowski
Cindy Jack	Leon Zak
Doug Jack	Arnold VanDenburgh
Ted Hershey	Mark Gibson
Dick Giambra	Dave Leete
Alan Costich	Eileen McMahon
Brooks Schneider	Chris Williams
Penny Hargrave	Ken Heusler
Gordon Neatrou	Dick Powers
George Haynes	Ben Barlow
Dave Asmuth	Allyn Wagner
Cheryl Baldwin	Bob Welch
Bill Baldwin	Al Fink
Allen Hess	Barb Fink
Elaine Hess	Gene Dinkel
Joeanna DeBlaere	Linda Bethune
Joe DeBlaere	Bill Bethune
Susan Kath	Pat Hamina
Jeff Kath	Bob Hamina
Brian Fallon	Lindsey Short
Mabel Case	Michael Mack
John Thompson	Anne Faust
Steven Hess	Gene Faust
Dave Chase	
Leroy Hokenson	Guest:
George Herschell	Paul Fegadel
Nancy Herschell	
Jim Priestley	
Dawn Priestley	
Don Riling	

Classifieds

For Sale: Concours quality '53 MGTD, 3 year old body off restoration. 1500 miles on it all bugs worked out. Low \$20's.
Call Joe for details 585-229-2230

Giant Garage Sale: Cleaning out everything I don't expect to use: Engine and gearbox for Metropolitan, \$100 obo Early, 3-main engine for MGB - very low mileage, with intake and exhaust manifolds, generator, etc This makes a wonderful upgrade for an MGA! Not cheap! MGA 1500 engine, needs rebuild - \$200 obo
1971 Triumph Spitfire project car. Mostly complete but needs windshield, interior. \$200 obo
Gearboxes for Spitfire, MGA and MGB, sorry, no over-drives. \$25. each
New Kumho 165/80R15 tyres, for TD or TF or MGA - \$40. each - installation available
Misc used tyres, 13", 14" and 15" - ask for sizes - cheap or free
Triumph TR3 engine, with crank but no head - \$50.
Triumph TR4A cylinder head, new valves, bronze guides, milled for compression - \$100
Exhaust header for TR4/ TR4A - needs some repair - \$10
Call George at 585-872-6536 for more details

For Sale: 1971 TVR: TR-6 drive train and brakes. Runs well. Needs some work. Asking \$5000. ORO.
Contact: John MacDonald (585)-458-9499 or
email: jpm�@frontiernet.net

WANTED: Good Lucas 25D4 distributor from the mid to late 60's for an MGB. Contact Dick Powers, 585-323-2687 or mgahmogca@rpa.net

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2006 Activities

by Brooks Schneider

The 2006 calendar is starting to fill in nicely. We will be continually updating the activities calendar on the club website, so you might want to check it from time to time. We will make every effort to avoid last-minute changes, so ads in Spokes for the two months preceding an activity should be accurate.

As is traditional, the year's activities will begin with the Wine & Cheese Party/Valve Cover Races on January 21st. Please note this event will be on **Saturday** in 2006. We will also be at a new location and in a new lodge in Finn Park, Webster. If you have never tried valve cover racing before, there's still plenty of time to create your own engineering masterpiece. You can find the rules elsewhere in this issue. (Hint for 1st time builders – the most important thing is making it go straight.)

Based on the level of interest at the last meeting, we will be trying the new indoor go-kart track on Elmgrove Road on Sunday, February 12th. The potential for memorable stories and photos is probably huge. There will be a sign-up sheet at the Holiday Party and the January meeting, but if you are fairly certain that you will be attending, please let us know prior to that, as they would like a reasonable count as soon as they can get it, so they don't over-commit for that date.

Given the hurricane damage in New Orleans, their Mardi Gras celebration may be impacted. You may want to consider the Mardi Gras Party in Hammondsport on Saturday, February 25th instead. If you're debating about it, look back to the report in the March, 2005 Spokes and check out the photos at www.villagetaverninn.com. It sounds like a great time! (Suzanne from the Village Tavern commented that the MG club was a fun group.) At this point, the final details (e.g. – price, maximum group size) have not been established, but it is likely to be close to the \$40 per person in 2005. As soon as we receive details, we will pass them along.

Soon after the Mardi Gras Party is the annual Steak Roast and Auction, on Sunday, March 5th. It's not too early to start collecting those treasures that you have decided you don't need, but nobody else could possibly live without.

Thank you for the potential activities suggestions so far. Here are some examples: Renaissance Faire in Sterling; Fly-in breakfast at Williamson-Sodus airport; New England Tour; More Brunch Run(s); Fast Ferry to Toronto; .

Norwich, NY Classic Car Museum; Tour to Shakespeare, Ontario; Finger Lakes cruise. Please keep them coming and let us know if something sounds especially appealing. If there's an activity you would like to organize, the club needs your help. One thing we know we're looking for is someone to create a road rallye that will end at the Rush Firemen's Field for the August Pig Roast. We can be reached by telephone at 585-225-5251 or by E-mail at: bjsbrooks@aol.com or night10gayle@aol.com.

Best wishes for the Holiday season.

Mardi Gras Wine Tour at the Village Tavern

Hammondsport, NY

Saturday, February 25th

Save the Date – Details to Follow

The Village Tavern has not worked out the final details yet, but the day will begin with a New Orleans style continental breakfast at 10:00 AM, followed by a bus ride to area wineries, then returning to the Village Inn for the parade at 4:15 PM

The cost is likely to be similar to the \$40 per person in 2005

Overnight accommodations available for those who want to extend the celebration

Please contact Brooks or Gayle if interested at 225-5251 or via E-mail: bjsbrooks@aol.com, night10gayle@aol.com and we'll pass along details as soon as they become available

MG CAR CLUB

WINE & CHEESE PARTY and VALVE COVER RACES

January 21, 2006 - Saturday - 1:00 PM

At Finn Park on Maple Avenue in West Webster

**Bring hors d'oeuvres or desserts to pass & your own
wine or drinks**

Bring your valve cover racer – make it a winner!

Prizes for 1st, 2nd, and 3rd places

Popular vote for best looking valve cover racer



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Bay Park
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Valve Cover Racing Official Rules

The Cars:

The cars shall have no power source. All motive force is provided by gravity.

Cars shall be based on actual rocker cover or cam cover from an MG or British made automobile engine.

Wheelbase shall be no more than 24 inches. *Note: The staging lane is only 24 inches long.*

Wheel track shall be no more than 14 inches.

Cars must have 4 wheels, each no more than 6 inches in diameter.

Cars shall weigh 12 pounds or less.

Car design should allow the front wheels to touch a 2 inch high starting gate.

Any car changed during the races is subject to inspection.

The Course:

The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet.

Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area.

The official "Starting Line" shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, shall be provided.

The run-out section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked.

The finish line shall be marked 20 feet from the front edge of the launch incline.

The Races:

Cars will run in heats of 2 cars each.

The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going furthest within its lane wins. If the wheels of a car should touch a lane marker, or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner.

The winner of the round is the first car to win 2 races.

Lanes are alternated between races.

Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double-elimination TO THE FINALS.

November Brunch at the Yacht Club



Our hosts of brunch at the Yacht Club, Anne and Gene Faust



A few of our members enjoying the good food, great surroundings and wonderful company.

MANY YEARS AGO

by Mr. Gil

As I sat in the meeting the other night during “Elections”, I remember people asking if we ever had elections before. Of course, the answer was yes. It was a long time ago, though. I tried to remember when and couldn’t. I decided then to do a little research. Going back through the old “SPOKES” of 40 years ago and older I came up with some other information that might be of interest.

Originally, we had nominations from the floor at our Holiday Party in December. If there was more than one candidate for any or all offices, then we had elections by ballot at the January meeting. If only one slate of officers, then the secretary cast one ballot. The new officers took office in February. This of course changed later on to what happens today.

While I was researching this, I thought you might like to know where we held our meetings and where we had our holiday parties. Also of interest is that our meetings were on the third Friday of the month at 8:30 P.M. until 1964.

Also of interest is that the officers held office for only one year during the first few years.

So here’s the information for the first 8 years:

<u>Year</u>	<u>Chairperson</u>	<u>Election</u>	<u>Meeting Place</u>	<u>Holiday Party</u>
1958	Don Stahl	Yes	Roch. Gas Dealers Assn./ Redmans Club, E. Main	Nine Mile Pt. Hotel
1959	Gordon Rogers	Yes	Redmans Club, E. Main	Nine Mile Pt. Hotel
1960	Chuck Heindl	No	Redmans Club, E. Main	Nine Mile Pt. Hotel
1961	Bill Reeves	No	Avery Bowl, Lyell Ave.	Schindlers, St. Paul
1962	Gil Langswager	Yes	Avery Bowl, Lyell Ave.	Schindlers, St. Paul
1963	Bill Hackman	No	Avery Bowl, Lyell Ave.	Colonial Hotel
1964	Bert Patenall	No	St. Paul Exempts, Iron. Thursday nights	Colonial Hotel
1965	Tony Rosati	No	St. Paul Exempts, Iron.	Colonial Hotel

2005 Halloween Rally

by Sue Keppeler

The 2005 Halloween Rally went off without incident on Saturday, October 29th. 17 Cars and brave occupants showed up on a crisp autumn evening, ready for encounters of the ghostly kind. The day dawned bright and sunny, which is always a plus, and helped dry up all the areas that were saturated from days of rain. Our notes to neighbors adjacent to some of our stops, telling of our intentions, obviously worked well, as no police intervention occurred. By the time the rally began, the temperature actually had warmed up, so all us haunters never froze as much as we thought we would.

Fellow rally host, George Haynes, and myself received lots of positive feedback at the party afterwards. The party was at Kinley's Restaurant in Ontario, and true to their word, they kept the food coming. All the rallyers showed up at the party, which is always a plus. The final results were very close. Unfortunately for Jeff and Susan Kath, they lost the lead position when they spent too much time in the parking lot finishing the crossword puzzle and surpassed the time limit by 6 minutes.

But, that was good news for Henry and Susan Kron, who were more than happy to move up into 1st place. Of course what pushed them ahead of all the other participants, was the inclusion of a rare scavenger item: Henry's whitey-tighties (underpants). Thank goodness everyone else didn't partake in that particular item, as it was myself and Bev Haynes at the scoring table, and lets face it – eeeeuwww!

Following close in second place was Dick and Pat Giambra and finally, third place went to Jason and Nicole DeLeo. Then of course, came the most important award of the evening – last place and your name engraved on the infamous MG Car "Club", and that went to Nancy and Ginny Chase. (Dave must be so proud....) Of course, as I announced that evening, last place no longer means that you are obligated to plan next years Halloween rally. That stipulation no longer applies.

The costumes at the party were varied and a lot of fun to see. Dressing up in a public place can be fun and all, but when you realize that the bartender is someone you went to high school with and haven't seen in 30 years, and you're standing there in head to toe leopard skin wearing a reddish afro wig and he's trying to remember you and asks you if that's your real hair, well lets just say that speaking up and saying something to him in the first place suddenly seems like a bad idea. Especially when you can't take off the wig to show him who you really are because you have "wig hair" underneath. Oy! Such a dilemma...

I heard some feed back about my personal haunting style from Mary Ellen Suter that night. She told me that I scared her so bad that she spent the rest of the rally in the car, and refused to partake in any other stops along the route. I was flattered in a way, but geez, I felt kind of bad too! Guess I was just too good.....

As I learned that night, timing is everything when dropping a huge, heavy spider out of a tree. I got pretty good at it, as attested to by Mary Ellen, but afterwards was appalled at my lack of fear – hurtling this huge object with legs made of metal, down on top of peoples' unsuspecting heads..... I mean, I "could have put an eye out" (Yes, I am a mother, so allowed to use that expression whenever a dangerous situation is at hand.) Thank goodness no one was maimed.

Thanks again to all my fellow haunters and special thanks to George, as always.

Rally Winners:

1st place: Henry & Sue Kron

2nd place: Dick & Pat Giambra

3rd place: Jason & Nicole DeLeo

Last place: Nancy & Ginny Chase



Joan & Paul Heaney with the Rally trophies

by George Herschell

First of all I take no credit for this but did come across it and thought everyone might get little insight into exactly what the various and specialized tools we all use are really for. Enjoy but be careful.

- a. **DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.
- b. **WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light where you will never find them. Also removes fingerprint swirls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."
- c. **ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.
- d. **PLIERS:** Used to round off bolt heads or making neat blood blisters on the palm of your hand.
- e. **HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.
- f. **WISE-GRIPS:** Also used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.
- g. **OXYACETYLENE TORCH:** Also called the "Gas Wrench". It is used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside a wheel hub you're trying to get the bearing race out of.
- h. **WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly used for impersonating that 9/16" or 1/2" socket you've been searching for the last 15 minutes.
- i. **HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your dropped axle, trapping the jack handle firmly under the bumper.
- j. **EIGHT-FOOT LONG DOUGLAS FIR 2X4:** Used for levering an automobile upward off of a hydraulic jack handle.
- k. **TWEEZERS:** A tool for removing wood splinters received by a 2x4.
- l. **PHONE:** Tool for calling your neighbor to see if he has another hydraulic floor jack.
- m. **SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot. Also useful as a one-use screwdriver.
- n. **E-Z OUT BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.
- o. **TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the tensile strength of bolts and fuel lines you may have forgotten to disconnect.
- p. **CRAFTSMAN 1/2 x 16" SCREWDRIVER:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.
- q. **AVIATION METAL SNIPS:** See hacksaw.
- r. **TROUBLE LIGHT:** The home builder's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-

watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading. Although they do sometimes cause more trouble than what they are supposed to illuminate.

s. **PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

t. **AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into, compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 70 years ago by someone at Ford, and rounds them off.

u. **PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

v. **HOSE CUTTER:** A tool used to cut hoses 1/2 inch too short.

w. **HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive or newly painted parts not far from the object we are trying to hit.

x. **MECHANIC'S KNIFE:** Used to open and slice through the contents of, cardboard cartons delivered to your front door; works particularly well on boxes containing seats, chrome and plastic parts.

So there you have a description of what you have been using and hopefully you have not found all the various uses that are suggested here. Also hopefully you still have all the fingers and toes that you were born with and at least 9 or your 10 fingerprints.

Finally I say again,

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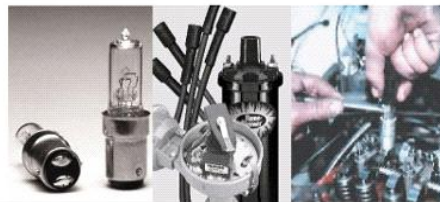
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TR-2 Barn Find!

by Mark Gibson

Sometimes it is better to be lucky than good. I've heard that saying a thousand times, and in the case of finding a restorable British sports car, it's the truth in this case. I had a friend of a friend tip me off that a barn sale in Churchville was going to include an old British sports car. She thought it might be a TR-2 or 3, and would I be interested in coming out on the 10th of Sept to take a look. My wife and I decided to take a drive on that Saturday and when the gentlemen pulled the tarp off the car, I was amazed! There sat a 1955 TR-2, unrestored with 56 thousand original miles! Signal red with a stone leather interior, and factory wire wheels! I quickly looked the car over and decided that I wanted this one. I hesitantly asked how much, and was told 2,500.00 was the asking price. The car was totally complete, including the original tool roll, jack, and hand crank. In addition, the glove box had 2 WNY MGCC badges from the concours show in Watkins Glen!

I thought the price was very fair and the deal was made that day. I originally had planned to just resell the car, as I already have a TR-6. My wife convinced me that it was too sharp a car to sell, so of course I didn't need much convincing to keep it! I gave the owner a deposit, since there were others at the barn sale now looking at the car and asking lots of questions about it! I of course told them all it was already sold! I borrowed the previous owners landscaping trailer and brought the car home on Sept 14h. Since that time, I have completely dismantled it, right down to pulling the body off the frame. It will need new floor panels, outer rockers, and rear dogleg sections for the inner rear fenders. Other than that, the car is very solid and the frame is in excellent shape. My plan is to have my brother in law teach me how to use a MIG welder to repair the body sections, then it's off to be media stripped. I'm having the engine totally rebuilt and the only non stock item will be an A type OD transmission to replace the original 4 speed. It will be repainted in the original signal red, and I'll keep the stone colored leather interior with black sidescreens and top. My goal is to have it ready for the 2007 WNY MGCC show, economy willing!

Please feel free to stop by anytime and take a look at her. The comm. number is TS 7433L, so it's a late TR-2, built in the summer of 1955. As a side note, before I took the car apart, I changed the oil and anti freeze, put in a basic tune up kit, and the car started and ran after sitting for 22 years!





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Last October it was my good fortune to race my MGA at Lime Rock Park near Lakeville, CT. Usually my '62 MGA isn't eligible for VSCCA events because it's "too new". This year they were celebrating the 50th anniversary of the MGA, so all MG's were invited. Over 120 vintage racers were entered and that included 39 MG's (a '34 K-1, a few K-3's, many T's and A's and even a Sebring MGC). MG's are so right racing at Lime Rock. BMC even thought so and used Lime Rock for that great all MGA promotional photo from about 1961.

My good friend Gordie Ruston came along as crew. We had originally thought Gordie would drive his MGA Mk II DeLuxe, but the weather was a little chancy. This is the ex-Bob Poupard DeLuxe that Bob bought new and also successfully raced in SCCA. If ever there was a car I really wanted, it's this MGA, and if Dan Suter or Suzie Keppeler ever need a reference to check their MGA's by, it's this car for sure. It has less than 20,000 original miles on the clock.

If you've been to LR, I don't have to say anything about this wonderful place. If you haven't, it's worth the drive, as this historic track has many great spots to view a race and a nice small paddock that makes it easy to see all the great cars. Many of them you will only see at LR.

Even though I've been to this event many times as a spectator, the last time I drove LR was in '67. I was an SCCA corner worker then and my dad and I drove there in my then new '66 MGB. I was working a driver's school and, at the end of the day, they let the workers casually drive around the track at about 40. Thirty-eight years is a long time between sessions, so I had a lot to learn. Fortunately, one of my MG racing friends gave a few pointers, like "Turn 1 is faster if you take it as a double apex". It also prevents other "racers" from dive-bombing you in Turn 1.

The all-MG practices were fun and I started to get the rhythm of LR. I took an instant liking to this track and its different turns, especially the last blind downhill right hander. This is similar to the last turn at Road Atlanta, but at the apex, LR is very bumpy. If you are at the limit, placing the car a little too far to the left of the bumps can put you a little too far off the track.

That said, this is a great track and really fun to drive. It's very different from The Glen, Road America or Sebring but more challenging. It's shorter and that's what makes getting a good lap each time very important. The longer

tracks can give a car with lots of power a real advantage. LR will let a well driven, low powered racer put in some very respectable times! I saw this first hand when following a TD. I was trying to learn something from this very experienced driver and I did. As we were going into the uphill right-hander, I hit the binders just before the apex and the TD was suddenly 2 car lengths ahead. Talked to him after and he said the only place he uses the brakes is going into Turn 1. Now if I can only learn how to do that.

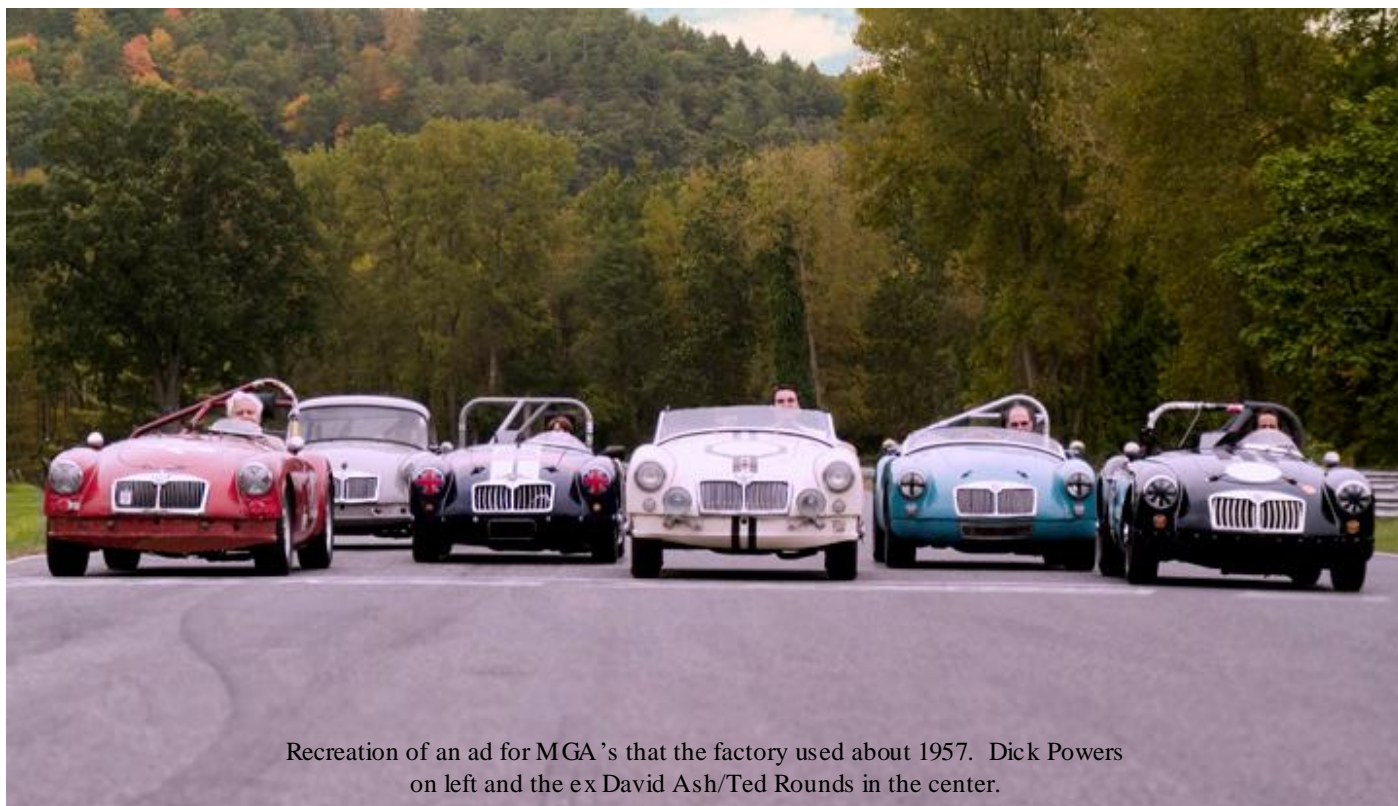
My favorite time of day came late on Friday, Rain Time. I was grided about 9th in the all-MG race and in the rain moved up and settled in behind the MGA of friend Mark Brandow. In the dry, Mark is usually long gone, but in the rain we were nose to tail. I tried passing him at the bottom of the blind right-hander where he got out of shape a few times, but he always recovered. I finished 5th, happy with that and a good drive in the rain at a track I really enjoy. Jim Holdy, from Ontario, Canada, was first to the line in his '59 MGA Twin Cam. This was the largest MG field ever to race at Lime Rock.

Friday night saw a great VSCCA party at the historic White Hart Inn with wonderful food, fun and even a few prizes. My friend Tim Coyne and his lovely wife Susan presented the NAMGAR award for the oldest MGA being raced that weekend. That went to John Syvarth and his '56 MGA.

The VSCCA presented an award to the *Oldest MGA Race Car Driver*. Don't start laughing too hard; I didn't win that one, Tom Baumgardner did. He's still racing at 70 and still having fun.

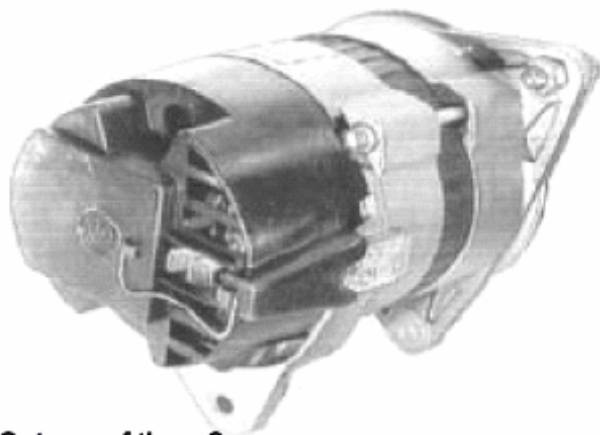
Another blessing, in the MG part of my life, came when I was selected to be in the re-creation of that famous all MGA sales photo taken at LR about 1961. I'm on the left in my ex Bob Burns MGA along with the ex Ash/Rounds factory twin cam in the center. That MGA was in the original photo!

Sometimes, you can go home again even after 38 years. My dad would have liked it too.



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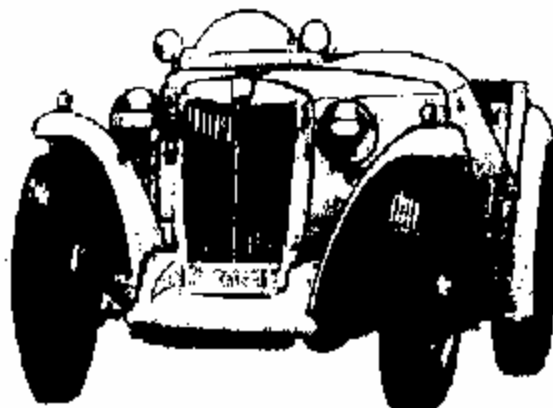
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Jay Lockrow

As promised last month I said I would do an update on the MG TC that my dad used to own. For those not familiar with this car it has a fairly well documented racing history. The second owner of this car was Tommy Hoan of the Hamilton Ontario area. Tommy raced this very car for several years including Watkins Glen several years, Grand Island in 1952 and a good number of the airport courses and hillclimbs in Canada. This car is pictured on page 71 in the book "MG: The Sports Car America Loved First" by Dick Knudson, with Tommy sitting in the car during safety inspection at Smalley's Garage in Watkins Glen. After Tommy gave up racing he sold the car to a professional photographer in Detroit named Bill Bradley. Bradley raced the car for a few seasons winning a SCCA Championship in 1957. Shortly after this time he quit racing and put the car in a lockup behind his photography shop in Detroit. There it sat for several years. When I got out of the Navy in January 1965, I decided I wanted a TC so my dad and I started looking. For some reason we passed up the car the first time around and I purchased exuTC7440 that I have owned now for 40 years. (exu stands for Export United States)

You know how you think about things and the longer you think about it the better things look? My dad called Bradley and yes the car was still available. We made arrangements to go get it and took off for Detroit. We had asked to see the car run and when we got there on Saturday morning the car was out in the alley. When jumped the car fired right up (Why I'll never know, but will explain later.) We closed the deal on exuTC8915. The car came with a tow bar so we hooked it up and away we went. During the hooking up procedure Bradley told me he obtained the car from Tommy Hoan and at one race at the Glen he touched the century mark with the TC on the backstretch. Several more knowledgeable TC owners saying the gearing would not let it go that fast have disputed this claim. I'm not one of them but it makes a good story.

I had thought of putting in a wheel from my car on the trip as a spare but decided against it. I really should have because we had a flat on the 401 and without the help of an old time mechanic we might still be there. The valve stem came loose from the tube and we were out of service. This guy somehow managed to paste things together so the tube held air and we were able to make it home.

One of the reasons we purchased this car was because it had an original Lucas Laystall Aluminum competition cylinder head fitted to an XPEG (TF1500) block. When running well this thing would go! We spent the next several weeks replacing the floorboards and doing a general clean up. The

SU carburetors were full of rust and sediment. How it ran I will never understand. We also had to pull the cylinder head and repair a bent valve that was hanging up. This done the car ran much better but still needed a good deal of loving care. The car was originally black, someone, possibly Bradley, painted it blue and put paint on everything. It was a mess and it took time to get paint off all the things that should not have been painted. My dad painted it green which it still is but it really should be returned to black with the shires green upholstery. My dad used the car for several years and just before he passed away in 1992 he sold the car to an old friend of mine Dave Hughes who at the time lived in Texas. (See Tenderly by TC about 35 years ago) Dave returned from Texas to Western New York and brought TC8915 with him. He used it locally and about three years ago decided it sell the car as he had become interested in steamboats. (See MOWOG Nov 05) The car was purchased locally by another friend, Gary Dreyer, who is no newcomer to the automotive world. Gary has two Allards, a MkV Jaguar saloon, a 1950 Buick Convertible, a 55 Chevy, a Ford Hot Rod of about 1934, A Cadillac Convertible the year of which I don't recall and probably a few other things. The car was in good hands.

Calling Gary a few weeks ago I asked him what he had done to the car since acquiring it. He told me he has put on a new top and installed a new shires green interior. He has tuned the car little by little doing things like tightening down the breaker point plate that was loose, adjusting valves, and a general tightening up of bolts, cleaning electrical connections etc. He says the car runs much better now and that it really requires 101-octane gas to run properly. Thankfully he says a tank will last him almost all season and at \$7 or so a gallon he's thankful.

There is a very informal T series group here in the Buffalo area called the AbnormalT's. We get together about twice a year and have a picnic or such. The next event will be in the spring but on October 16th we had a gathering and Gary and his wife Mary said they were coming. Unfortunately they did not. I'm hoping Gary will show up with exuTC8915 in the spring, as I haven't seen it for some time. I need a visit with an old friend, both Gary and TC8915.

Cover is a shot at the Old Toad of Gil & Betty Langswager's 1969 MGCGT.

Editors notes by Cindy Cappaccio. November set Snowfall record. 1996 Calendars are being set up. Anne Faust is busy organizing next years activity schedule. The Calendar Idea caught on and many second copies are showing up on garage walls. A round of thanks for all of the applause and kind words. Jim Hogan, Myrtle Beach, S.C. wrote a letter to the Editor of the enjoyment and delight he gets reading SPOKES. Your efforts make a difference and are appreciated. .

Chairman Phil Parisi I want to attempt to maintain the quality of the MGCC Club or with the help of the officers and members make it even a better one.

Vice Chairman Jim Priestley hopes to see lots of activity, help on committees, and perhaps a gab session after the meeting. As board member help keep the club running smoothly and I'm planning on setting up the data base to get it up and running.

Treasurer Matt Ribis, 8 year retirement and enjoyment of the club last year. I will do my very best as treasurer and support the club.

Secretary Dan Suter- I'm looking forward to serve as Secretary as I am a long term member since 1986 and my parents since 1979. An ideal way of sharing my continuing enthusiasm for MGCC. It will be difficult to follow in the footsteps of Wally Roworth who has served with distinction for many years. I would personally like to thank him for his fine efforts.

Trustee George Herschell wanted to become the "senior" member. There is historical continuity by a "dinosaur" trustee.. I became a member in 1967 and have been active ever since. Was nominated into the Marv Brudno Award, considered a prize honor. I am English contact since 1992. As Trustee will continue contact with the Home Club and develop and maintain bonds with other MG Clubs for all concerned. And keep alive some of its past traditions.

Activities: Anne Faust I volunteered for this hectic job, but it is fun. Everything is coming together for a full and fun year-tours, brunches, gymkhanas and rallies. .She did a good job many years back and she did a great job ending in December 2005.

No meeting, you are blessed with no minutes.

From the Portentous Pooh-Bah's Column by Tony Cappaccio.

Editor's Note: Tony, my Brother-in-law and member of the MGCCWNYC, has recently started a small, but growing, sports club car, in Norwich-Sherborn, NY area so they could cavort like us. It started up well and is growing. A newsletter from SCCA (Second Childhood Car Association) The monthly pontification the wisdom according to Tony. First, Thanks for making the first fall tour a rousing success. We obviously made an impact because Vince was asked about what his club was doing driving through Chenango County. It's enjoyable leading you through the wilds of Bullthistle territory. Nothing better than a brisk ride in autumn splendor. Last outing until snow melts and the mud dries up. Stored Cars need a lot of warmth and

attention so you should remove the furniture out of the living rooms, knock a hole in the wall and move it in for the winter, or a heated climate controlled garage. For the rest of us, getting the baby out of the snow may have to do. A little wash, new oil, full gas tank with gas stabilizer. Leave emergency off, leave it in neutral. Don't close doors tightly and install anti freeze. Remove the battery, buy a new one in the spring or start it every 3 or 4 weeks. A special charger is good too. Inflate the tires and either jack the car up or just park it. To protect from garage dust use the cover or maybe the new flannel sheet will work just fine. Moth Balls? Not sure but probably ought to do something to keep the fuzzy friends from eating your Lucas electric. An Electric high frequency sound machine evicted the bats from my cellar. A picture of a "B" in a living room and the wife's comment "So this is why you insisted on buying me a Patio Door for my birthday".

On Collecting by Chris Williams. I was just plain frustrated. The Midget, despite my best efforts, not only idled rough, but was now refusing to take off smoothly with the pedal down. The car needed to be fixed. "Sucking air" some where, hidden. I had done the "carburetor and manifold" thing removing them and VERY CAREFULLY reseating them with fresh gaskets and gasket cement. Previously my mechanic traced an Air path through the face of the fiber spacer blocks holding the carbs away from the heat shield. I do my own wrenching, now. I cut a small piece of vacuum hose and inserting a sheet metal screw as stopper. My "mechanical lady friend" came right to life, settled into a smoother idle than since 1974! I concluded I had found the problem. When I'm in trouble I rely on my Scot friend Stuart, who lives outside London. He found it and would bring it to the US on his next business trip. Stuart had a rough time getting through the Heathrow Field security, but made it. See me for UK phone numbers. With fresh wires and plugs and a working vacuum advance the Midget runs as the A-Series engine should. She became the "Mechanical Mistress" It doesn't seem to me that a lot has changed over the years.

MGCC Shop Tour 1995 by George Haynes. Sunday, November 19th most recent and ranks as one of the best. Ted Hershey's small but well organized garage was first on tour. It is obviously where work can and does get done. Although the number of projects running concurrently is small. His crowded storage space is still comfortable. Hope to see in 1996.

Dave Palermo has a new home. He has no winter project, except his supercharged Datsun Z is a continuous project. Dave demonstrated paint scratch and nick removal. Information we all can benefit from. Dave built a new loft in the garage making a lot of beneficial future storage space. Bill Glanville's Pole Barn was the envy of all the serious shop tour attendees!! A well heated and lit section where his 1967 MGB was awaiting a newly rebuilt engine and a completed MGA chassis ready for fitting of the soon-to-be painted body. A second MGA, against the back wall in line. In a larger storage section, MGA (Bill's brother), Two Triumph TR3's, a second MGB'69, a 1957 Chevy hardtop, a boat, tractor and a monster air compressor. Air piped around the barn. The MGA should be driveable in 1996.

Ten Years Ago cont'd

Dave Rossi's garage in Wheatland is small, crowded but efficient one. Harley's and numerous cars have photos on the walls. Dave has room to work on his Lotus Seven project, a VW Beetle and some bike projects. Dunno if the Lotus will be done for 1996 but it will be a killer car when it is completed. Next was Joe Tierno's barn in Honeoye. Besides the MGA racer and his early Austin-Healy, which most of us were acquainted with, Joe showed his Jaguar MK8 sedan and a couple Alfa Romeos he is working on. Explanations of the memorabilia adorning the walls and some stories of past racing experiences. Last Minute addition was Chuck Woodworth's neat new garage/shop. Lots of room to store his Alfa vintage racer and 1967 Austin-Healy comfortably and plenty of parts storage space. Charlie Searles' in Pittsford. Large and lovely and suited for storage and maintenance of his three MGB's and two Mercedes' Plans to paint and paper the walls, paint the floor (neat as a room in the house). The day ended with snacks and wine (Much of it homemade) and a birthday cake for Garage Tour Host Al Costich. Thank you Charlie. Attendance averaged 30-35 at the stops. Tour allows seeing shops and making friends along the way. Chris Williams was thanked for his articles in SPOKES.

Thanks, Al, for another great Garage Tour.

After the Hype (With Apologies to Everyone) by Brian Lavole Frenzy over the newly unveiled MGF. Not available in US and high priced. Abington factory sold. Germans own Rover. First time that MG has been totally new. No rebuilding of engines, suspension bushings, seals in brake system or carbs. A new Miata didn't satisfy my British Car obsession. No need for my care, skills, quirky tastes or weekend projects- just keep clean and change oil. Cooling on MGF. Kudos to BMW for producing it but my 25K will go to a 1940's TC./ I guess I am hopelessly backward..

BURY ME IN AN OLD MOWOG PARTS BOX by Jay Lock row. Last month uncovered "Scrambled Egg" Type 37 Bugatti w/Ford B block engine. References: ARCA Research by Joel Finn, Ford, The Dust and the Glory by Leo Levine. For a good laugh I am talking about member Ship in S.A.B.R.E. The Society of Auto Bench Racers Enthusiasts. Some certificates were made up and spread around and recopying them was requested. Apparently it saved Jim Hohensee's building in the Cobblestone District. Buildings across the street are a Skating Rink. Just fill your name in and post on your garage or den wall- you are a member. (Certificate printed in the Dec95 SPOKES and are available for anyone interested). Discussing compression ratios, the race winner or whether Ferrari is better or worse than Aston-Martin-- your 'Bench Racing" Spread the word by making a few copies of the certificate.

The Snowball Effect, and/or How I Got My Car Fixed by Sue Keppeler. Snowballing I was first introduced to this word as a young, naive sports car owner. New to the club, enthusiastic and very excited (and brave, now that I think about it). I started by taking my MGA fenders off..

Around this time haughty snickering at me, at meetings, as new buddies introduced the snowball effect of restoration. I snickered in defiance of it happening to me, only realizing that the more I took apart, alas, my project was snowballing. It ended up with a ground up restoration and paint job. The MGC had an oil problem. Rebuilt head. Then new valve seals #2 plug was fouled- rings (Required to remove the power unit). A huge 6 cylinder Austin engine, huge fat transmission. Many hours and dirty finger nails- a woman mechanics worry. Yes, I will admit that I love to do all the dirty work on my cars, as much as I can figure out. I. Disconnected more and more things in the engine compartment. One grubby, greasy component at a time. Last items: oil cooler lines, exhaust manifold and the drive shaft. My biggest muscles couldn't loosen the bolts. Husband Bob suggested recently retired George Haynes and Gil Langswager might help finish the job. They agreed but it turned out to be a tough job. Cleaned the rusty, greasy mess in the engine compartment. New rings.. Cylinders honed at Van's Machine Shop-no question about rings seating. Camshaft wear resolved with a camshaft regrind and by using my camshaft bearings and new lifters George on the crank- if it ain't broke don't fix it. I know you mechanics out there are shaking your heads- \$500 would have done a thorough rebuild, but I accomplished what had to be done on my budget. I sprayed Snowberry White in the compartment. The heater took 4 tries to get properly attached. The engine area finally clean and painted looked pretty good. Car received its engine and tranny. The engine really started up quickly. Idling was a problem. Air leak- replaced the missing exhaust manifold nuts. Retuned carb. Then found shift linkage on backwards. Reversed. Carb retuned and a road test- no oil leak. What a thrill! I thanked them profusely and still do. My car runs fantastically and the story has a happy ending..

Next meeting- WEAR A SCARF NIGHT (No judging) January 18th, 1996

The Stuck Wire Wheel Caper by George Haynes-- in the next Ten Years Ago (Feb)
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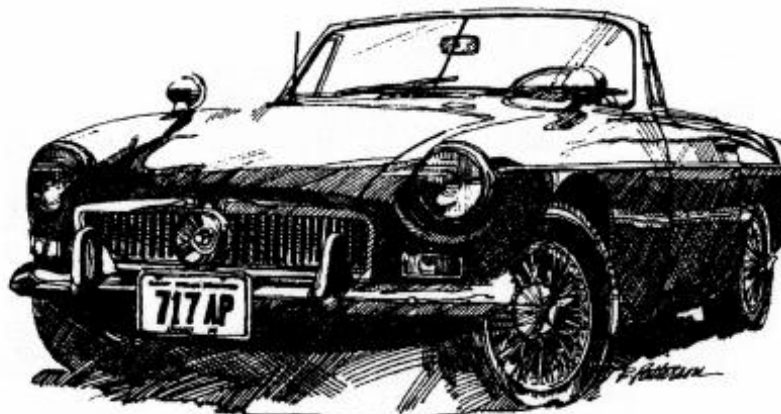
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WESTERN NEY YORK CENTRE MGCC CALENDAR OF EVENTS 2005

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

<u>January</u> 6 Board Meeting 16 Wine & Cheese Party/Valve Cover Races 20 Meeting	<u>February</u> 5 Mardi Gras Party 17 Meeting	<u>March</u> 3 Board Meeting 6 <u>Steak Roast & Auction</u> 17 Meeting 20 English Pub	<u>April</u> 21 Meeting 23—24 Overnite—Saratoga
<u>May</u> 5 Board Meeting 8 Autocross (& Driver School) 14 Tune Up Clinic (10-4) 15 Brunch Run 19 Meeting 19-22 Carlisle	<u>June</u> 10—12 Hildene Car Show 16 Meeting	<u>July</u> 8 Board Meeting 10 Autocross II 21 Meeting 31 RIT Car Show	<u>August</u> 7 Pig Roast/Rallye 18 Meeting 21 Autocross III
<u>September</u> 1 Board Meeting 9 Vintage Weekend @ Glen 13 Meeting (TUESDAY!!) 24 Tune Up Clinic 25 Autocross IV	<u>October</u> 9 Fall Foliage Tour 16 Garage Tour 20 Meeting 29 Halloween Rallye & Party	<u>November</u> 3 Board Meeting 13 Brunch Run 17 Meeting	<u>December</u> 3 Holiday Party No Meeting

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

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