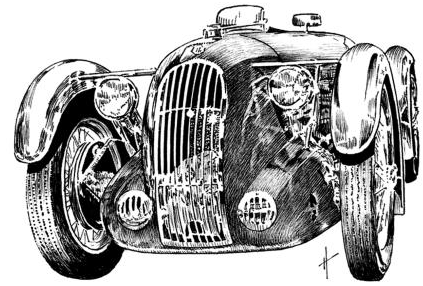


The  
***SPOKES***

*Founded 1958*



Volume 47 Number 9

September 2005

Official Publication of the MG Car Club Western New York



**SPLENDER IN THE GRASS!!!**



Next meeting - September 13, 2005  
At the Burgundy Basin Inn 7:30 pm  
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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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Articles, anecdotes, stories, photographs, illustrations, jokes, suggestions, and other submissions are welcome from all readers. If you have questions, please contact the editor for additional information. The **DEADLINE** for submitting materials to the upcoming issue of **SPOKES** is one week after a general meeting. Please **SEND** your information by Email to [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com). Alternatively, send it by mail to The SPOKES, PO Box 831, Webster, NY 14580.

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### **ADVERTISING RATES**

Copy-ready business advertising fees (effective 01/01/2002):  
One Issue Full Year Ad Size  
Half Page \$27.00 \$110.00 7.5" x 4.8"  
Quarter Page \$16.00 \$ 65.00 3.6" x 4.8"  
Eighth Page \$11.00 \$ 44.00 3.6" x 2.3"

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](mailto:spokes@mgcarclub.com) for more information.

*Cover Photo by Eileen McMahon*

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### Add your name to the MGCC Endowed Scholarship Plaque.



\$ 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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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

They repaved the esses. And it was painless. In this part of the world, summer is road work season. We expect delays and detours in our travels, even take them for granted when major projects, like new bridges over the river, take several seasons to complete.

Most of our daily commute is on Route 590, passing both ways through the intersection with Route 490, the right turn / left turn combination—the esses—that most people still refer to as the “can of worms.” This summer they’ve resurfaced almost all of that interchange, not that it really needed doing, but the interesting thing is it’s all been done at night, which is best for everyone, especially the people who rent all those self-generating portable daylight machines. So they’ve been out there, almost every night, doing a state-of-the-art repaving job on one of the busiest sections of highway in this area, and it hasn’t inconvenienced us at all.

I only hope we can say the same when they finally get around to redoing all the broken concrete that is the interchange of Routes 590 and 104, but I suspect that project will fall into the “major” category.

Thanks to a tip from fellow Member George Heissenberger, we finally found an MGB we can afford. It’s a red 1972 roadster and I’m looking forward to bringing it back to life after a few years in storage. We’ll worry about the cosmetics later; for now I’d like to get it on the road to enjoy a little driving before tucking it into (shudder) winter storage. Maybe we’ll have it ready for the Fall Foliage Tour or the Garage Tour, two of our favorite events, both coming up in October this year. In any case, I’m excited about this project and looking forward to driving a real sports car again.

Blue skies, green lights and steady oil pressure!



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## Editor's Notes

by Joeanna DeBlaere and Eileen McMahon

Sue and Henry Kron did an outstanding job with the August Rallye. I was familiar with part of the route because it was near home and I still missed some of the questions—go figure. The Pig Roast was another huge success thanks to Betty and Gil.

Make sure you check out the flyer for the Pizza Party at Seneca Lodge for the Vintage Weekend held on Saturday night.

The Rizzo's are setting up the Fall Tour again this year so check out the ad for their event. Sounds interesting!!

The calendar is coming along nicely but can always use more photos. Still time to take that special pic and send it in.


**Deadline for next issue of Spokes is September 22nd.**

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## Activities

---

by Betty Langswager

Our Second Annual Pig Roast & Rallye was another great MG Car Club event. Henry & Sue Kron started off 19 cars for the rallye. It was called "The Amazing Race" with six legs. Each leg was different with a theme that had to be completed before they could proceed to the next leg. The trophies were ceramic mugs with mugs (faces) on them from the Wizard of Clay in Honeoye. Everyone seemed to have enjoyed the rallye. I hope there's a write-up elsewhere in "Spokes". Thank you again Henry & Sue for all your time & talents for another great rallye.

The Pig Roast was also great, our second year to have it catered. Kevin from Colby's arrived an hour early to set up. Oh, the aroma of a well-done roasted pig started us all drooling early. Kevin told me motorcyclists often ride up along side of him and ask what smells so good, never guessing it was a roasted pig on its way to a party. All the food he brought was excellent. I hope everyone got enough to eat. Our biggest disappointment was he didn't leave the left-overs for us to fight over. Some of us came with left-over dishes and were disappointed not to fill them! Next year it will be assured we get the left-overs!!

Our next big event is the Vintage Weekend at Watkins Glen. This should be a "must go" weekend for all sports car enthusiasts. Many of our club members participate on Friday in the Downtown Festival which includes the Concours d'Elegance headed up by Dave Wild. Many members work and/or enter their cars in the concours. Others enter one of the many driving events, like the Glenora Run or the Tour de Marque. From two o'clock on, Friday, the streets are closed and that's when the parade laps through town show off the various participants of the events. The concours cars also participate. Then later the race cars come down from the track and re-enact the races that raced through town back in 1948 – 1952. There are some of our own club members that are now racing and will also participate in the re-enactment. Almost all our club members gather at the start-finish line in front of the courthouse to cheer them on. There are a lot of "Kodak Moments" during the time the cars all show up.

Saturday night will be our party at the log cabin starting at 6:00. This year it's a Pizza Party. Last year was a full blown dinner, this year a little less hectic for us ladies who prepared it all. Bring your own drinks, bring desserts, and I'll have coffee and the rest of the stuff.

Saturday & Sunday are the races at the track. We hope to see everyone in the paddock to help the drivers or just be "groupies" to oh and ah their cars' racing abilities. Good luck to all the racers, have a great and safe weekend, we'll all be there to cheer you on.

### Schedule of Activities

Sep. 8 – 11 Vintage Race Weekend at Watkins Glen

Sep. 10 6:00 PM Pizza Party at The Log Cabin at Seneca Lodge

Sep. 13 MEETING ON TUESDAY

Sep. 24 Tune-up Clinic

Sep. 25 Autocross IV

Oct. 9 Fall Tour

Oct. 16 (new date) Garage Tour

Oct. 20 Meeting

Oct. 29 (new date) Halloween Rallye

Nov. 17 Meeting

Dec. 3 Holiday Party at the Wishing Well



## MGCC MEETING MINUTES

*by Joe DeBlaere*

Minutes, August 18, 2005, General Meeting

NOTE; THE NEXT MEETING IS TUESDAY 9/13

Meeting called to order at 7:35PM

New members or guests: none.

SPOKES minutes for July accepted & seconded.

Treasurers report; "Very good shape".

Librarian, Al Costich, "Nothing new".

Webmaster, Leon Zak, "Going strong".

SPOKES, Joeanna DeBlaere, needs your articles by 8/25 & still need photos for the calendar so if you have them please send them to her or bring them to the next meeting

Regalia, Laurie Scribner, has new shirts \$24.

Activities, Betty Langswager, see her column on page 4.

Rooms at the Glen for September are full but there is a waiting list if you want one.

New business: none

Cars & Parts for sale: 77 MGB, see Al Costich for details. TVR, see John Thompson. Spitfire, \$700 also see John Thompson

Collier Cup was on display and it was note 4 club members now had their names on it, Dan Funk '90, Joe Tierno '94, Denver Coronet '96, and Dick Powers '04.

Prizes awarded

Meeting closed at 8:05PM

## AUGUST 18, 2005 ATTENDANCE

Betty Langswager

Gil Langswager

Carl Prouty

Barb Wild

Dave Wild

George Herschell

Nancy Herschell

Bob Abels

Georgian Abels

Laurie Scribner

Doug Scribner

Alan Costich

Leroy Hokenson

Dick Giambra

Ellen Baxter

Leon Zak

John Baum

Joeanna DeBlaere

Joe DeBlaere

Marlene Rzepkowski

Allyn Wagner

Bob Tescione

George Haynes

Dick Rzepkowski

Gene Dinkel

Al Fink

Cindy Jack

Dick Powers

Dave Asmuth

Mabel Case

Carl Baxter

John Thompson

Wally Roworth

Jim Davis

Doug Jack

Jim Padula

Mike Goodwin

Dave Chase

Dan Suter

Ken Heusler

Gary Sandusky

John Mac Donald

Brooks Schneider

Anne Faust

Gene Faust

Rhonda Rizzo

Tim Rizzo

Brian Fallon

John Simonson

Tom LeStrange

Joan Heaney

Paul Heaney

Guest:

Michael Mastrandrea

MEETING

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Work in progress



The Bottoms



by Sue & Henry Kron

With a fairly large amount of imagination; the 19 teams that entered the race felt like they had driven around the world. They followed shamrocks to Ireland, "blooms" to Holland, the Beatles "Abbey" road to England, and the yellow brick road to see the wizard. They took part in an Italian tomato tossing ceremony and African Masai People's custom of face painting before the feast (Gil & Betty's pig roast). They visited a "Quaker Meeting" and "Cheese Factory". While all this was going on they pushed the MG's, Triumphs, and a few daily drivers through the twisty, hilly, and occasional gravel seasonal roads watching for leg flags



detours



and road blocks.



The rally climaxed with a Betty & Gil Pig Roast that could not be beat.

The Survivors are:

First Place	<b>Tom DeBlære and Janine Reynolds</b>
Second Place	<b>Leon Zak &amp; John Baum</b>
Third Place	<b>Jeff Murray &amp; Lorrie Witt</b>

Bent Crankshaft award ....for the team that decided to forego legs two through six and return directly to the pig roast  
....**Bill & Kathy Rampe**







The Amazing MG Race  
winners

*First Place Winners  
Tom DeBlaere and  
Janine Reynolds*



*2nd Place Winners  
Leon Zak and John Baum*



*3rd Place Winners  
Jeff Murray and Lorrie Witt*



*Bent Camshaft Award  
Bill and Kathy Rampe*

# **AUTOCROSS SCHEDULE**

**Sunday! Sunday! Sunday!**

**September 25**

**Course-Tech Insp. 9:30 – 10:15, First car off @ 10:30**

**Park in Parking lot M-1, Course on lot G(the big one-oooh baby!!)**

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Badge Clip	5.00	Patch, embroidered	2.50
Key Fob, large leather	4.00	Pin, cloisonné	3.00
Sticker, front adhesive	1.50	Dash Plaque, 40 <sup>th</sup> Anniv.	4.00
Sticker, silver	1.50	Sign, magnetic (10")	15.00
Blanket	18.00	Tote Bag, embroidered	15.00
Bumper Sticker	1.00	Name Badges w/MG	10.00
"Safety Fast" Wine Glass	6.50	MGCC Cookbook	5.00

Also available is a wide selection of clothing items (shirts, jackets, etc.) embroidered with the club logo. Prices shown are for members only.

All items are available for purchase at our monthly meetings, or delivery can be arranged.

**Contact: Laurie Scribner 585-872-5133 (weekdays).**



**Peter Helck**, The name belonged to a true legend and how does one begin to put on paper their feelings about this marvelous gentleman. What can I say that has not already been said, and much more eloquently than I could ever hope to? I don't know but I'll try to give my impressions of this wonderful man and friend.

I first became aware of Peters work in 1950 when our company printed the Grand Prix program for Watkins Glen and the cover had one of his drawings reproduced there. I was amazed at the power and drama he was able to convey in that painting. A few years later I saw more of his work at the (James) Melton Museum in Florida and later at the International Auto Show in New York City.

I began to watch for his work in magazines like Esquire, True, and Road and Track. I had seen his book, "The Checkered Flag" and later was able to purchase another one of his books, "Great Auto Races". Not only did he do all the paintings for that book but described in detail all of the races that he had illustrated. His knowledge of racing history was amazing and in the book "The Checkered Flag" he not only illustrated, but described, the original Vanderbilt Cup Races and listed the cars and the order in which they finished.

In May of 1980 "Road and Track" published an article on Walter Gotschke, the noted German illustrator. John Lamm, the author called Gotschke, "one of the top three automotive illustrators in the world". In the August issue of the same magazine the following Letter To The Editor appeared: *"John Lamm's report on Walter Gotschke's career and recent exhibition is a bit ambiguous about this artists standing as one of the top three automotive illustrators in the world. In this writers opinion, he is definitely the top man, the number one in his field be the work related to the past, or to the present, be it postage stamp size or of mural dimensions"*.

*Signed Peter Helck, Millerton NY*

All I could think of was how gracious this man is. He is the dean of automotive illustrators but gives number one status to his friend Walter Gotschke. WOW. I decided, if possible, I was going to attempt to see him when I was in the area for the Vintage Car Races at Lime Rock. I called him on the phone and he was most pleasant and we set up an appointment to meet on the following Friday afternoon at his home/studio.

I decided that I better do some brushing up on the facts surrounding the career of this most extraordinary artist. He saw his first auto race in 1906 and has been in love with automobiles ever since. He was an artist, (70 years in the field at that time) a collector of cars, model cars, model trains, other artists work, and a fantastic historian of races

and race cars. His work is in the collections: of Exxon Corp., General Electric, Harrahs, Briggs Cunningham, Henry Austin Clark, Tony Hulman, Joel Finn, (the Maserati expert), Felix Kelly (London), John Kanud (the Hague) Walter Gotschke (Stuttgart), Mme Henri Lallement (Paris) The Metropolitan Museum of Art, the Philadelphia Museum of Art, the Congressional Library and the Carnegie Institute, to name just a few. I sent him a note expressing my gratitude for the appointment and included some of the note paper with my drawings on them.

We arrived at his home on Friday afternoon and were greeted by his wife Priscilla. If a name ever fit a person this one did to a T. She was a small, charming lady whom one felt an immediate affection for. Bob Philip and I went in and Nancy and Ruth decided to wait in the car. Priscilla invited us to sit down in the living room as Peter was in the studio with a client and would be with us in a few minutes. She told us that Peter was 87 years old and had trouble with his hearing but he was still working every day. They had lived in their home for about 50 years and it was gorgeous. Peter's paintings were hanging in the entrance foyer and one of his bronze sculptures was over the fireplace. She also told us that Sam Posey had been there the week before doing an article on Peter for Road and Track Magazine. As we chatted Peter came in (he did not look 87) and we introduced ourselves and he told me he had just finished a painting and wanted me to see it before he wrapped it for his client to take home. We followed him through the kitchen and into his studio. We were introduced to his client and then saw the painting. It was about 22" x 36" of an interior of a garage with Locomobile's being worked on by mechanics. I was absolutely dumbfounded by the quality of that piece of work. Here was a man, 87 years old, turning out work of a quality every bit as magnificent as anything he had ever done. It was flawless, As he and Priscilla wrapped the painting he told us to feel free to browse around his studio, which we were happy to do.

On the walls of his studio were paintings by Peter of his Old No. 16 Locomobile (the ex Barney Oldfield car) which was resting in his garage, a portrait of a driver that I didn't recognize, a pen and ink drawing of his Locomobile by Yoshihiro Inomoto, the noted Japanese artist, a landscape by Bill Motta, (art director for Road and Track) and a number of other drawings by Peter. On an easel by his desk were a number of preliminary sketches for paintings, any one of which I would be proud to own.

After his client left, and Priscilla had insisted that Nancy and Ruth come inside, we began to talk and found just how gracious they really were. He looked at some

of my drawings and asked if I had ever done any work for Road and Track. When I said no, he said ***“well you should be. I’ll talk to Bill Motta and you send him some of your work”***. He also asked if he could have a couple of my drawings and it was the single most memorable day in my life as an artist.

He showed us his collection of model cars, including one of Dale LaFollette’s automotive caricatures in copper and brass. Also in his collection was an Bull Nose Morris, and a marvelous model of his “Old Number 16.” Priscilla told us he is busier than ever, and she has to keep after him so he doesn’t work too hard and tire himself. His memory was astounding. He told me of a client that wanted a painting of the race at Briar in 1916 with the two Loziers leading in lap 10. He said, ***“I couldn’t do that because by lap 10 they were both out of the race”***. ***He also told me that Nuvolari, driving a K-3 Magnette MG in the 1933 Ulster Tourist Trophy Race had a winning speed of 78.65 MPH and that record was not broken until 1951 by Stirling Moss in a 3.5 Jaguar.*** (Alec Hounslow was the riding Mechanic with Nuvolari in that race and I have a drawing of the car that I did and it is autographed by Alec. More on that in a later article)

After a few hours we took our leave after having him autograph our copies of “Great Races”. I also got one of his signed etchings that now proudly hangs in our family room. We thanked him and as we walked out through the yard to the car, he pointed to the barn and said, “that’s where “Old Number 16” now resides”, and if it hadn’t been so cold he would have let us have a look at it. He said that he doesn’t drive it anymore but lets that duty fall to his son. One interesting sidelight on that car was, in June of that year there was an exhibition of Automotive Art at the Interlaken Inn. Along with the art display there were two cars also on display. Jim Haynes’s, Lotus Ford (driven at Indy by Jim Clark) and Peter’s Locomobile, Old Number 16. The Lotus was trailered there but the Locomobile was driven from Peter’s home to the event under its own power.

On Saturday, we visited the Gallery of Auto Art in Sharon, Connecticut and got a few more items of Peters’. The owners told me, after I had introduced myself, that they knew of my work through Peter and he had spoken quite highly of my work. Another unbelievable thrill.

I continued to correspond through 1980 and 1981. I wanted to keep thank him for his help in getting Bill Motta familiar with my work. His answer was ***“If a mention of my name had anything to do with this transaction that’s highly complimentary. But Bill Motta’s use of your work would only be because if it merit”***. I also wanted to keep him abreast of our work for Mercedes Benz and send him some of the catalogs and literature we were producing for them. (He had been very close to the advertising staff there and also knew some of the artists

that MB was using in their literature.) He would always type out a letter of thank you for everything I sent. He commented in another letter after our visit that ***“your visit with Nancy and the Philips was an enjoyable occasion for us also. Priscilla joins in a very kind greeting for you both now and for the approaching Thanksgiving. Peter “***

The Christmas Card in 1981 (received in 1982) said in part (hand written) ***“due to what’s called a “circulatory stroke” last October, I was unable to fully cope with Holiday Greetings this time. This awful scribble is significant of my present lack of a sense of balance. At 88, I’m learning to walk! Isn’t that something?”***

I didn’t hear from him again until Christmas of 1983. I had written him to let him know that we didn’t get to see him that year as Nancy had been sick during the time of the races at Lime Rock. His card said in part, ***“Glad to know that Nancy is OK now. Also glad that you are pleased with you present work. By the way that church in your Xmas card sure intrigues me. What denomination does it serve? Thanks for keeping in touch and a good 1984 to you both. Peter”***

Sadly that was the last piece of correspondence I received from him. I did continue sending him Christmas cards every year. He always said he enjoyed the photographs of our MG’s and the settings they were photographed in on the cards.

In 1988 Peter died at the age of 95. He was, probably, without a doubt, the most prolific painter of auto racing that the world will ever see. He was also probably the most knowledgeable historian of auto racing also. His mind was fabulous and his stories of races and events that he had witnessed were just as sharp during his later years and it was like reading a newspaper article written the day after that particular race. I would have to turn his comment about Gotschke around and say that Peter ***“was number one in his field.”***

Road and Track carried a wonderful article on Peter after his death with a beautiful photograph of Peter at his easel. It brought me back to the unforgettable day we spent with him, and his lovely wife Priscilla in that studio. It is a day that none of us would ever forget..

In his studio tacked to his easel was a cartoon from the “Love Is Series” showing an easel and the girl in the series. The caption reads:

Love is : Cleaning His Brushes For Him

It would have been an honor to clean his brushes. He was a wonderful artist, a kind and gracious, gentle man and was most appreciative of the little things I sent him. He always found the time to write a thank you for those gifts. He also managed to find the time in that busy schedule to allow us to spend:

***“An Afternoon With the Master.”***

Thank you Peter for a most unforgettable afternoon.

**PIZZA PARTY**  
**Saturday September 10th**  
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**LOG CABIN**  
**6:00 PM until-----**

**at the**

**Seneca Lodge Complex**

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**Bring your own drinks, mixers, also bring desserts, cookies,  
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# Autocross III August 21, 2005 Results

by Wally Roworth

Name	Car, Year	Best Run	Run 1	Run 2	Run 3
MGB					
ALLEN HESS	B 71	2.1987	2.2203	2.1987	2.2034 cc
MICK GOODWIN	B 78	2.2704	2.4950	2.2787	2.2704

## OVER TWO LITRE STOCK

RYAN WIGHT	Hyundai 04	2.0390	2.1222	2.0569	2.0390
TOM GLANVILLE	Dodge RAM	2.1341	oc c	2.1720	2.1341
KATHY WIGHT	Chrysler 00	2.2619	2.5122	2.5472c	2.2619
ROB WEYMAN	Chrysler 00	2.2641	oc c oc	2.3193	2.2641
DARRYL DOTY	Mustang 94	2.0791 oc	2.1194 c oc	2.0531 oc	-----

## OVER TWO LITRE PREPARED

GEORGE HAYNES	Triumph 65	2.0921	2.1034	2.0921	2.1253 cc
---------------	------------	--------	--------	--------	-----------

C Cone(2)      oc Off Course (0)

## OVERALL FINISHES

1	Ryan Wight	Hyundai 04	2.0390
2	George Haynes	Triumph 65	2.0921
3	Tom Glanville	Dodge Ram 00	2.1341
4	Allen Hess	MGB 71	2.1987
5	Kathy Wight	Chrysler 00	2.2619
6	Rob Weyman	Chrysler 00	2.2641
7	Mike Goodwin	MGB 78	2.2704
8	Darryl Doty	Mustang 94	-----

# **Fall Tour 2005**

**Sunday October 9<sup>th</sup>**

9:30 Meet at Tim Hortons corner of Goodman and East Ridge Road.  
(Near Medley Center...Old Irondequoit Mall)

9:45 Driver/Navigators Meeting

10:00 Depart time

No planned rest stops, but gas/rest areas are noted in instructions.

**12:00 Lunch Buffet**

Sliced Roast Beef  
Lasagna  
Vegetables  
Rolls & butter  
Beverage

Marinated Chicken & Vegetable Kabobs  
Roasted Herb Potatoes  
Salad  
Dessert Tray

1:15 Depart for afternoon leg

2:15 Leg stretch at an interesting spot

2:45 Depart

Surprise Ending...because even we haven't figured it out yet !

Cost: \$15 per person. Please make checks out to MGCC .

Send to: Tim & Rhonda Rizzo  
245 Blackwalnut Dr.  
Rochester N.Y. 14615

Please have payments to us by Friday Sept. 30<sup>th</sup>.

*by Wally Roworth*

The cover is a picture of the 1994 Colliers Cup, Watkins Glen

Editor, Cindy Cappaccio, asked for pictures to be included in the January MGCC Calendar. Also requested letters from those interested in getting involved in the clubs operations. These letters will appear in the November edition of SPOKES so we can get familiar with you.

Mark & Phyllis Simon wrote to Cynthia about their British Tour while on vacation. They ran into the Brighton-Hove Car Show. 50 to 75 cars. Six pictures of recognized and unrecognized sport cars. All of the cars were in excellent condition and right hand drive.

Meeting Minutes-Wendy Priestley did Ted Hershey's duty on the podium for this meeting. New member, Roger W Gunther, proud owner of 1957 MGA introduced himself. Wendy reported 206 members (359 voters). It was recommended to plan for the Watkins Glen Weekend. Particularly Friday for Glenora Run and the Car Show. Dave Wild reported 130 cars at the Eastman House from a 1907 Vehlle (sp) thru '80s Sports Cars. Bob Phillips J-2 which was on sale. '48 Oldsmobile was Shows winner. 1500 to 1600 paid attendees and helpers. It was a success. Steve Fitch reminded us of the MCC Gymkhana. He recommended track walk, 0930-1030 practice runs, 1100-1200 and run races starting at 1300. A party at the Priestley's afterward..

October 7th Foliage Tour to include two fun stops and lunch at The Sierra Restaurant in Swain, NY. Dave Chase plugged a tour to Lewiston for lunch at the Scim-shack. On a clear day you can see Toronto. Leave at 1:30pm on October 22nd. Dave Weiss planned the Halloween rally and it will be a good one. November 12th is a Gourmet event per Mike and Karna Palermo.

Nov 19th Al Costich has a Garage Tour planned. December 16, Mike Palermo announced a Holiday Party at the Beefsteak Mining Co's Golden Nugget. Desi Benet recapped the enjoyable Captain Yogi event. Dave Chase Raised the question on the Eastman House Wheels parade sweep car. Jim Priestley said it was Steve Fitches white German car. Steve Fitch acknowledged the fact, it was the Porsche Pooper Scooper. During the show two films- Genevieve and The Old Yellow Rolls Royce. Dave Chase Regalia- some sweat shirts are now fall weights. Jim made an unsuccessful motion to go back to the 8:00pm meeting start. Vince Cappaccio asked for approval of a lunch to thank those involved in developing, publishing and distributing of the Spokes. Passed.

Steve Fitch hoped to be brought back into the club's good graces (I didn't know that he had fallen out). He had purchased a "running" rebuildable MG Midget. George Haynes is evacuating his city storage area, which makes it available for some one else. Dave Wild is involved in the Fairport Scarecrow Festival, October 14. Sounds like fun. Meeting Attendees listed.

25 Years Ago by Old Mr. Gil. September SPOKES cover was new with George Herschell's rendering of an MGTD. It was to become the regular cover for about six years. Club Treasurer Wendy reported 44 members and \$110.00 balance. Orders are being taken for new club badges (Kutzenbergers design). Dave Wild wrote an article on the New England MG "T" Register Gathering of the Faithful in Rome, NY at the beautiful "Beecher" Resort. George Herschell was co-chair. To Dave the highlight was the "Funkhana"- a fast autocross run around the "T" shaped building. Dave thought like "round the houses" when T's were new. Dave had his racing TD out of storage and he shared racing memories with his son, Scott. "Bert Patenall received a trophy for the best time in a TC. Oct 3 & 4- US Grand Prix at Watkins Glen. Preparations under way for the second "Classic MG and Thoroughbred Sports Car Meet" at the Wild's Wagonjack Farm. A 1959 MGA Coupe, new brakes, king pin bushings and carpets. \$50 invested-make offer. And that is what happened in 1970.

10 YEARS AGO by Sue Keppeler. SPOKES September 1985- I was shocked to see on the cover, smiling back at me was myself, George Heissenberger, Dick Powers, Dave Wild and Chuck Heindl, posing with the newfound Nuffield Trophy. We had been awarded it in 1960 and again in 1961, at which time Chuck Heindl, chairman was told by England to hold onto it until further notice. He held onto it for 24 years even after he left the club in the late 60's. In 1983 Dick Powers brought the question of location up at a meeting. It was found at Heindl's and he brought it to the 25th Annual Holiday Party only to go back home with him again. Late 1984 the North American Representative of the MG Car Club, David Haywood wrote in Abingdon Classics of trying to locate the Nuffield Trophy. The delegation of above named people picked up the Trophy and presented Chuck with a plaque for his trusteeship of the Nuffield Trophy 1960-1985. Gil and Betty flew it to England and personally presented it to Chairman Bill Wallis of the MG Car Club Ltd. A happy ending. August meeting had 20 people- events schedule: 9/8 Buffalo Octagon Assoc Car Show or Sonnenberg Gardens, 9/14-15 The Vintage races at Watkins Glen and 9/22 the Steakroast at Churchville Park. Get a



by Wally Roworth

load of these prices-\$10.00 General Admission for the WEEKEND. Track Car Show \$5.00 A. Decade makes a difference.

Club Officials Responsibilities. This provides all of the rules and regulations to be followed by the Chairperson. Vice-Chairperson, Secretary, Treasurer, Activities and the Trustees:(board member a large).

Steak Roast 1995 by Langswager. Weather kept everybody guessing about dining inside or outside. Finally outside was decided. Moving cardtables, covers, flowers and popcorn done in confusion. Balloons popping due to the stiff breezes, but no rain. Many thanks for the 29 tables and many chairs. All had a spot to sit. Thank you Nancy Herschell, Ruth, Patty and Tricia Philip for helping on Saturday cover tables. George Herschell, Dave Leete and Gil brought up the ping pong table and all of the Club picnic supplies from the basement. Also setting up the grill, three dining flies, pylons and wooden horses from the barn. Much work to feed 100 people. Hegedorn's steaks were cooked by Chef's Steve Philip, Jim & Sue Herschell and Dave Leete. Barb Wild provided the quantity of flower vases for each table. Food and desserts were plentiful as usual. Members attending from a distance Al & Liz Colquhoun, friends Susan and Ian Dobbie- Welland Ontario, Canada, Steve & Judy Brown, a beautiful white TD-Oswego, NY, Gail, John & Leilah Borykhi-Tonawanda, NY ( exchange student Julian Penior from Paris, France) Fun was had trying high school French on him, Jay, Beverly and Heather Lockrow & friend -Hamburg, NY. Jay is the monthly author of those interesting articles and as always it was a pleasure to see him. Phil Parisi and George Tennant prepared the Rallye: 1st-Steve Fitch and friend in Porsche, 2nd Jim and Wendy Priestley, MGB, 3rd Michael and Karna Palermo MG Midget.. MG "Club" Wally & Dorrie Roworth. Thanks to all for a very enjoyable Steak Roast. Brock Yates and Penfield's Warren Agor to be reunited at Watkins Glen 9/8-10-Glory Days Historic Trans-AM Tour, Zippo U S Vintage Grand Prix.24 years ago Yates drove Agor's second Camaro at the Glen in an SCCA Trans-Am race Finished 11th. Wrote his book "Sunday Driver"

ON COLLECTING by Chris Williams. He discussed clutches. First, "Autostick" Either put the box in D (It automatically shifts as needed) or use a lever in the notch with upgrade to right or downgrade to the left. Autoweek was quite impressed. Mercedes has a "Hydrak"- a torque converter between the flywheel and transmission and a conventional friction clutch activated by a big vacuum actuator to disengage the clutch. Releasing the shift lever the vacuum "dumps the clutch. Much chatter on clutch

driving and the "Old folks" in storage begging for me to practice my stick and clutch work.

Bury Me In an old Mowog Parts box. Jay Lockrow wrote on finally hearing a 200 cu inch Miller engine in a Model A Ford at the Buffalo Air Park. It performed amazingly. Of the several interesting cars he first mentioned the Delahaye from Kansas City. An exquisite 2 seater with cycle wings, brooklands windscreens. The wonderful old Packards were smooth and reliable. His dad had two, a 1932 straight eight touring car, twin windshields and a big Packard Twelve of about 1931 what a big beast this car was. The Hispano Suiza a delectable touring car was represented. But, look at the April Column and get a de ja vue. The TB, Spirit of Toronto. On July 10 they were still in the thick of things although they had already won a leg. Its a tough ride. Will they drive it home or truck it? I missed the French Talbor Lago with a Ficoni et Falaschi body.tho it had gone through. That was the first, but certainly not the last time, to watch the Great American Race.

Then the Reels and Wheels Festival and September Birthdays and Anniversaries. A happy picture of Bess and Alex Kopen on their 60th anniversary September 15th.

Then Vince Cappaccio discussed the British Racing Green and how it was at least three different colors. He listed all Countries the Color of their Cars and the Number colors. A private owner will generally paint his car the color of his county rather than the manufacturers. USA drivers for many years considered green, any shade, to be unlucky.

Charitable gifts were discussed and recommendations asked for. Gil Langswager, Desi Benet, George Herschell were committee members.

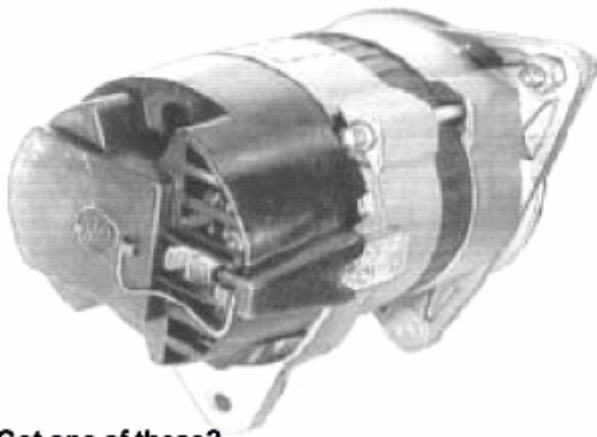
A long article with pictures covered the 40th Collier Cup, Watkins Glen, 9th to 11th SEPT 1994.

The Classifieds for sale had several cars (3) and parts for sale. There were six new members who are no longer enjoying our club.

Another abbreviated version of Ten Year Ago activities, even though it doesn't look abbreviated.

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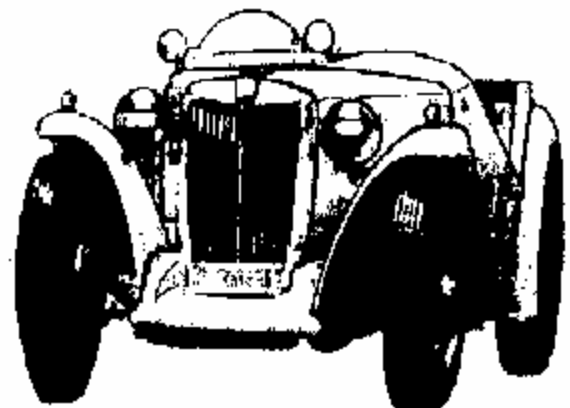
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## BURY ME IN AN OLD MOWOG PARTS BOX



Jay Lockrow

A few weeks ago the clothes dryer in the laundry was making a funny noise so I decided to investigate. I don't know much about appliances but this was a mechanical sound so I was not frightened off. If it has anything to do with gas I call the repair people. That stuff scares me to death.

As I stared at the dryer I discovered that the problem was behind a particular housing that required removing the front part of the dryer that the tumbling tub rides on. After removing the front of the tumbling tub I found the problem to be a plastic fan that had come loose and was spinning freely on its shaft. The flat side of the hole in the plastic fan had worn to the point where the flat side on the shaft no longer captured it. The spring clip had also broken so it was necessary to remove the fan and replace it. Looking at the situation I realized the whole plastic housing had to come off to get at the fan. Cursing vehemently in roman numerals I was able to get things apart, make a quick trip to the parts store and button the whole thing up. How much easier I thought it would have been if the front of the plastic housing would have had four or five screws to remove so you could get at the fan. There may be a reason but I sure don't understand it.

While taking off the front of the dryer and examining the possibilities. I felt an interesting column could be written about trying to fix things you can't get at or things that require the disassembly of half the car before you can get at the part you want to repair.

This is an ordinary clothes dryer what about your automobile? Ever replace a clutch? Why is it necessary that to replace a part that is known to wear you have to remove an engine or a gearbox in order to get at the culprit? I always thought this was rather bad planning. I have seen some cars where it could be done from underneath without all the removal but obviously, this idea never caught on, at least on any car I have owned.

I was helping my dad one time years ago with one of his Jaguars. I think the wiper motor quit or it had something to do with the windscreen squirts. Any way there was one or two bolts that we just could not get at. We tried every wrench we owned and every socket with universal knuckles, extensions and no luck. We just could not get a wrench to that bolt. We finally wound up drilling a neat hole in one of the braces under the dashboard large enough to get a socket with a long extension to the bolt. Once we had the part off we were able to repair it and get it back in, again using the newly found hole to tighten the bolt.

Ever try taking the starter motor off a TC, TD or TF? This should be a straightforward job and for the most part is. Just remove two or three bolts for the starter motor, the wire to the front of the motor and pull the motor forward. However in order to clear you have to remove the exhaust pipe. This would not be a problem except they are usually rusted beyond belief and they use steel studs with brass nuts. The brass nuts strip quickly and you usually have to whack the joint several times to free it because of the rust. There are three bolts. You can get two from over the fender but the one in the back requires a jack and a long extension and a journey under the car. Once loose you can drop the exhaust pipe and remove the starter motor. I have discovered several new words watching this operation done but in my cars case I put in stainless studs and nuts years ago. Works a treat even though you rarely have to pull the starter motor.

Another favorite is the air cleaner assembly on the T series. The yoke and canister that attach to the front of the carburetors are a real treat. The canister comes off easily but the yoke is a different story. There are four bolts that defy all logic in removing. I found years ago a model A Ford wrench that is about four inches long is perfect for this job. It occupies a special place in my toolbox because it seems that this particular wrench is used whenever a repair is attempted on this car.

Oil filters are another item that can be useful in improving your vocabulary. I have seen some so hidden I wonder what the engineer who designed the engine was thinking. I sometimes think the places that do oil changes or the oil filter people subsidize the engineers designing the engine. I have a fair number of oil filter wrenches and I usually have them all out when doing this job. Try as I might I always wind up making a mess all over the driveway. I have aftermarket spin on filter adaptations on both cars and it makes a world of difference. The list of things like this I'm sure is endless. Like having to jack up the rear of the engine to get the rear sparkplug out on certain V8s. One car you get the rear sparkplug out by going through the footwell on either side. The one that really takes the prize if it is true is the one I heard about the early Cobras. Someone told me you had to take the cylinder head off one side to get the battery out. Anyone know if there is any truth in this? I also was looking over an MGA Twin Cam one day and the distributor is under the right side of the hood almost under the fender. Trying to change the ignition points must be a chore of a job. Why they didn't make the hood opening a little wider I

## BURY ME IN AN OLD MOWOG

### PARTS BOX cont'd

have no idea but it would have been a world easier if they had. However we are not alone. While talking with a friend recently he was telling me of a friends sail boat that has an auxiliary engine. It is down in a hatch so small that no way can you work on it without pulling the engine. Aren't some of these engineers great? My dad always used to say either they believed that nothing ever needed fixing or they should put the engineers out in the field for a few weeks every year to work on the cars they designed. When done there send them back to school and teach then some of the basics like, water does not run uphill, you must be able to remove a part in order to repair it, Oil needs to drain down not across the frame or supports and that sort of thing. Keep wrenching it's a cruel world out there.

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FOUND: ladies sunglasses, black – left at the Pig Roast  
Call Betty 585-385-9956

For Sale: 1963 Austin Healey 3000 BT7 2+2, 69k miles,  
stored 20 years indoors, asking \$10,000  
Call 585-586-8465

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

**Reminder !!!**

**September 13th Meeting  
Tuesday**

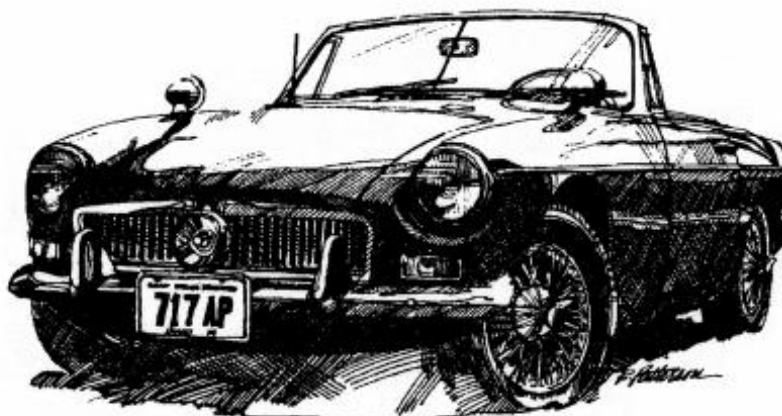
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Annual Membership Dues are \$30.00—All Memberships expire December 31st

Name \_\_\_\_\_ Birthday \_\_\_\_\_

Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_

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Email Address \_\_\_\_\_

Cars Owned & Year \_\_\_\_\_

INTERESTS: Racing \_\_\_ Gymkhana \_\_\_ Rallye \_\_\_ Restoration \_\_\_ Car Show \_\_\_ Social \_\_\_ Touring \_\_\_

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**WESTERN NEY YORK CENTRE MGCC  
CALENDAR OF EVENTS 2005**

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

<b><u>January</u></b>  6 Board Meeting 16 Wine & Cheese Party/Valve Cover Races 20 <b>Meeting</b>	<b><u>February</u></b>  5 Mardi Gras Party 17 <b>Meeting</b>	<b><u>March</u></b>  3 Board Meeting 6 <b><u>Steak Roast &amp; Auction</u></b> 17 <b>Meeting</b> 20 English Pub	<b><u>April</u></b>  21 <b>Meeting</b> 23—24 Overnite—Saratoga
<b><u>May</u></b>  5 Board Meeting 8 Autocross (& Driver School) 14 Tune Up Clinic (10-4) 15 Brunch Run 19 <b>Meeting</b> 19-22 Carlisle	<b><u>June</u></b>  10—12 Hildene Car Show 16 <b>Meeting</b>	<b><u>July</u></b>  8 Board Meeting 10 Autocross II 21 <b>Meeting</b> 31 RIT Car Show	<b><u>August</u></b>  7 Pig Roast/Rallye 18 <b>Meeting</b> 21 Autocross III
<b><u>September</u></b>  1 Board Meeting 9 Vintage Weekend @ Glen 13 <b>Meeting (TUESDAY!!)</b> 24 Tune Up Clinic 25 Autocross IV	<b><u>October</u></b>  9 Fall Foliage Tour 16 Garage Tour 20 <b>Meeting</b> 29 Halloween Rallye & Party	<b><u>November</u></b>  3 Board Meeting 13 Brunch Run 17 <b>Meeting</b>	<b><u>December</u></b>  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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