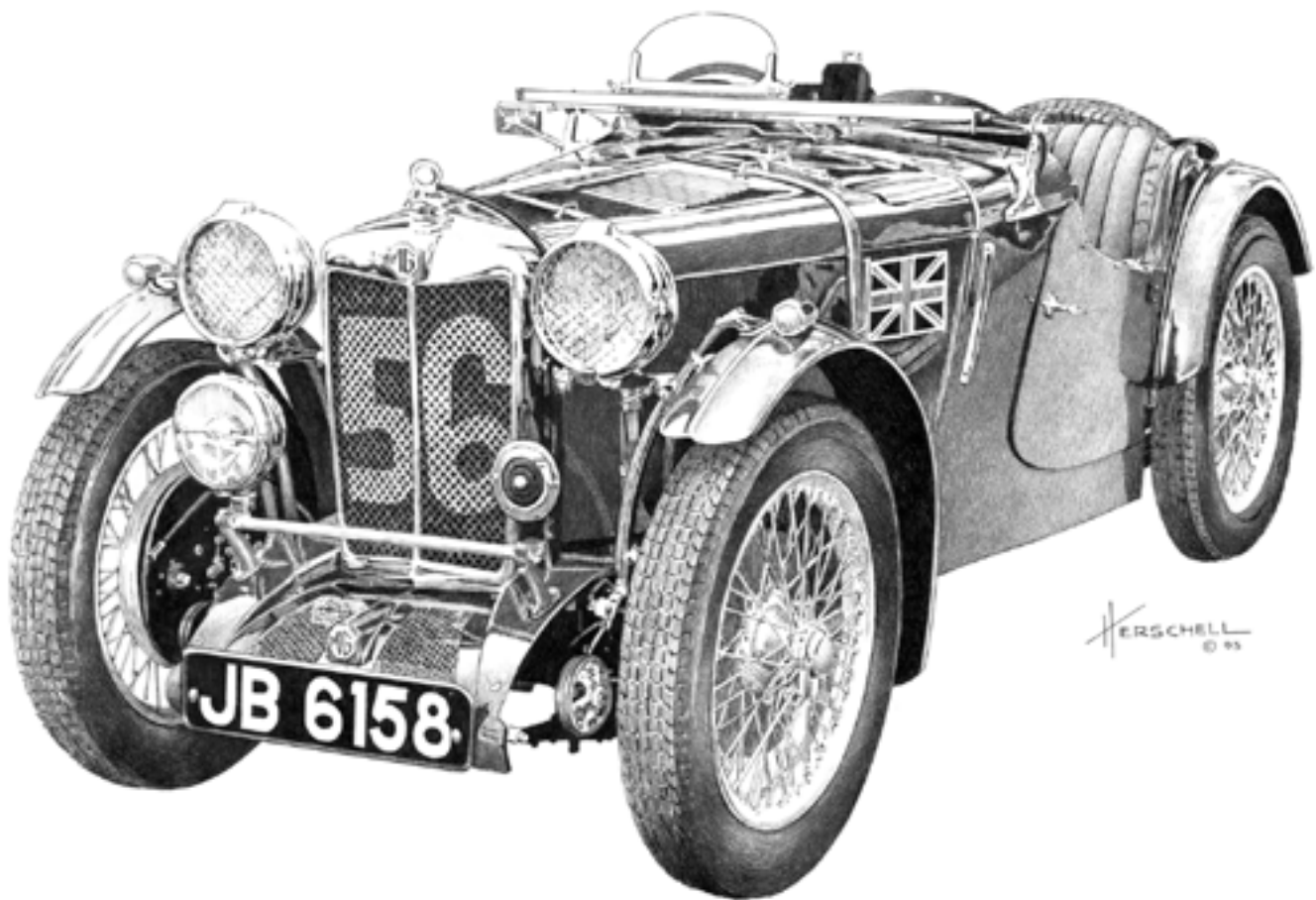


# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 48 No. 6

June 2006



## 1935 Le Mans MG PA

Driven by Joan Richmond & Margaret Simpson



Founded 1958

Meeting  
June 15th 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, NY

*The Marque of Friendship*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership application. The SPOKES is also available electronically to non-members for \$10 per year. E-mail [info@mgcarclub.com](mailto:info@mgcarclub.com) for more information.

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### SUBMISSIONS ARE WELCOME.

**DEADLINE:** One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com). Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

### MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

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### ADVERTISING RATES as of January 1, 2002

Copy ready business advertising:

Size		Single Issue	One Year
Half Page	7.5" x 4.8"	\$27.00	\$110.00
Quarter Page	3.6" x 4.8"	\$16.00	\$65.00
Eighth Page	3.6" x 2.3"	\$11.00	\$44.00

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### BRUDNO AWARD LIFE MEMBERS

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

\*Members Emeritus



### Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Elaine Hess  
17 Sandpiper Lane  
Pittsford, NY 14534

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

## From the Chairman

Leon Zak

Car Show time — hopefully by the time you read this we will have had a very successful car show! If you haven't already, give Dick Powers a call or e-mail him and let him know how you can help. It's a great time to be a part of our biggest activity and get to know the other club members.

As some of you know during my last term we moved from a very large house in the city to a very small and very much in need of rebuilding house out in the mid boonies — North Chili. One of the reasons for the move was to get a yard large enough for a decent garage. Well, four and a half years later my one year plan is coming to it's last phase:



*Backhoe In My Window*



The dumpster is here (I'm now a good friend of the dumpster supplier — this is number 5 for me), the backhoe is here and the walls are tumbling down. (It's OK to hum while you read that.) Going from a large place to a small place you end up with a lot of boxes of stuff in anyplace you can shove them. Needless to say the old garage was packed. Here I run into a problem — in order to tear it down and build a new one you have to find a place for the stuff. This led to some very hard decisions. Do I need 3 used 445 Volvo clutch plates? One complete pair of used MGB brake pads? 1/5 bottle of brake fluid? A framed, faded picture of 3 dogs playing poker? If I hadn't opened the box in 5 years, and didn't miss it, and couldn't even remember I had it, did I need it?

Complete bummer. But it was fun going through the boxes. "I wondered where I got that." "I don't remember getting that." "Who is that young guy in that picture?" "There's that cigarette lighter I used to carry everywhere!" Fun, but most of it had to go. I put up a 8' x 12' shed. Filled that up with tools and things I really, really would need in a new garage and the rest went in the dumpster. It was a sad day to toss all those gems.

But I kept the 3 dogs playing poker.

— **V8**

## The Herald

Allen Hess

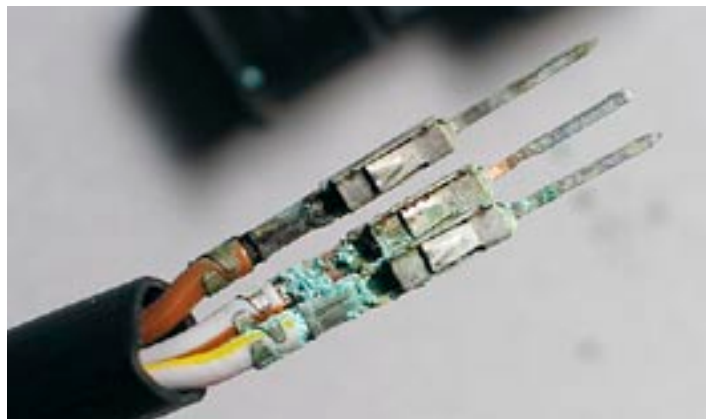
I'll join the chorus and say "whew, the car show is over." But the cover, isn't that from the car show poster? Isn't it a little late? Yes and No. George Herschell's drawing is from this year's poster, but the car also has a pretty good story— something about "dancing daughters" and the "24 Hours of Le Mans".

This is June and Le Mans is on the 17th. After winning Le Mans so many times in a row that it got boring, Audi is campaigning a *V-10 diesel* this year. In March, one car won Sebring and the other didn't finish. It should be interesting. We'll get a closer look at these cars when they come to the states for the remainder of the American Le Mans series.

Looking at the other articles there is no doubt that the MG Car Club is back on the road: brunch and wine tours, tune-up clinic, Carlisle swap meet, Saratoga Spings, technical help and the racers are ready to go. Thanks to everyone for your contribution to Spokes.

Elaine's MGB had genuine Lucas headlamps. It was difficult driving home from the meeting let alone a trip to Hildene or the Glen. I just put in the Hella quartz halogen lamps which are expensive enough to make one pause, but I have to say they are worth it. Driving home from Watkins Glen Friday night (story another time) was a pleasure.

—**TRIUMPH!**



*"Who says the New Mini isn't a real British car? It leaks quite properly."*

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## Activities

Brooks Schneider

Nice weather is upon us and things are getting busy. On April 30th, Doug and Cindy Jack hosted a wonderful Brunch Run and Wine Tour. Nineteen cars left Canandaigua on a perfect day, en route to Miller's Essenhaus for far too much food. We then visited three Finger Lakes wineries and were treated to some incredible scenery along the way. As is often the case, there were some curious on-lookers whenever the cars were assembled. Oddly, our 1993 Saturn received little attention. There was one minor technical difficulty, which reinforced the value of traveling among a group of mechanically-savvy club members.

The following Saturday featured the Spring Tune-Up Clinic at MCC, organized by George Haynes. It was well-attended and gave many LBC's the opportunity to receive some early-season maintenance. Thanks to all of the very experienced club members who were there to lend a hand to those needing help or advice.

The Saratoga Springs Tour, organized by Cheryl Baldwin, took place in mid-May with light, but reportedly enthusiastic, participation. At this writing, we have yet to hear any details of the trip. Apparently, much like Las Vegas, "whatever happens in Saratoga, stays in Saratoga".

Our next and biggest event of the year will likely be in the history books by the time you read this — the 35th Anniversary Sports Car and Vintage Auto Festival. The last-minute scramble to cover all of the details is underway and chickens are being sacrificed all over town to ensure it returns with all its glory after last year's absence. Thanks to everyone for all of the effort it takes to organize an event of this scale.

June 18th will be this year's first Autocross at MCC, with details elsewhere in this issue. The first autocross of the season includes a novice school, so if you are a first-timer (like me), please come out and give it a try. It is not a requirement that the vehicle be a British sports car but, for insurance purposes, we understand it is necessary that the participants be club members, so we need a lot of member participation.

June 25th is the fifth Garden Tour organized by Rhonda Rizzo and Elaine Hess. Some details have changed from the last ad. ◀

## 2006 MG Garden Tour

Rhonda & Elaine's Excellent Adventure Number Five

**Sunday, June 25 — Charlie's Restaurant, Rt. 96 at County Road 42, Victor**  
**Tour leaves for Ithaca @ 10 am**

☛ Pre-pay Lunch & Tour: \$20.<sup>50</sup> per person by June 18th



### ☛ LUNCH

1/2 chicken, grilled  
Wedge of fruit.  
Salted potatoes with parsley  
Salad of mixed greens  
Homemade breads  
Coffee, tea or lemonade.  
Fresh baked slice of pie.

*VEGETARIAN MEAL IS AVAILABLE.*



### The Cornell Plantations

Guided tour of the gardens  
Driving Tour of the arboretum

CONTACT ELAINE HESS:

17 Sandpiper Lane, Pittsford, NY 14534  
585-381-9796 ✉ elaineoneil@mgcarclub.com

Make Check payable to: MG Car Club



# Minutes of the Meeting

Marlene Rzepkowski

---

## MG Car Club Meeting Minutes

May 18, 2006

Call to order- 7:32 PM

Minutes of last meeting accepted as written and printed in SPOKES.

New members and guests: David Wemett, a new member, has a 1969 MGB that he purchased new. His guest Beth Hoad has 1955 Chevy.

Regalia- Fire extinguishers for sale at this meeting for \$12 each. At the car show they will be \$15. A fire extinguisher is needed to show your car at the MGCC car show. Car show T-shirts for sale at \$10 a piece. Special pricing on regalia for MGCC members will be offered at the car show. Many new items are now being offered.

Membership- Jim Priestley noted that 35 members still need to renew annual membership and they could do so at this meeting.

Librarian- No Report

Treasurer Report- Any bills that need to be paid give to Jim Priestley for this evening only. Accounts are doing well. Specific details can be obtained from Joeanna DeBlaere, our treasurer.

SPOKES- Articles are due by next Thursday May 25, 2006. Photos of the Tune Up Clinic, Carlisle, and the Saratoga trip are needed. July SPOKES will be devoted to the car show and photos will be needed for that issue. Calendar photos will also be needed soon. Allen Hess was recognized for his outstanding work on this month's SPOKES.

England- No Report

Trustee Report- No Report

Activities- Brooks had another joke to start his report. A review of past club activities was given. See the Activities report in SPOKES for a detailed list of future events.

An issue about liability and insurance for events was raised by Leon Zak. He reported the following after speaking with the insurance company: Good news is any club event is automatically covered and we do

not need to get any special papers/permissions for them. Things like autocross, tune up clinic, rally's, car shows are covered automatically.

Bad news - ONLY members are covered. This means that at the autocross they either join the club or they can't take part.

Really bad news is this goes for everything. This includes our road rallies (that tend to be more social), the fall foliage tour and other events where guests attend. The guests are not covered.

As a result the board will discuss ways we could work it out with this policy so we could have guests. Any suggestions would be welcomed by the board.

Dave Wild reported that there were still limited openings for events at the Watkins Glen Vintage Race weekend. If you work this event you will be invited to a dinner at the Glen Club and given passes to the races.

Car Show- Report given by Dick Powers. The event is to be held June 4, 2006 at the Farmington Town Park. Pre-sale ticket money can be given to Jim Priestley tonight or to Joeanna DeBlaere. Ads for the program and for the envelope that pre-registration info is in are still needed. See George Herschell about this. A lot of PR about the show has been generated. Lion's club has done a great job with there many responsibilities. Arnold VanDenburgh has done a fantastic job with the field lay out. He does need help with laying out the field on Saturday of the show weekend as well as Sunday with the actual parking of cars. Good number of judges but could always use more. Pre-registration is a little behind previous years but this is to be expected as a result of no show last year. Race car class has been added as a result of finding a place to park there trailers. Thanks to Al Fink and Carl Prouty for there ad sales for the programs.

The stuffing party will be held at Dave and Barb Wild's house Wednesday, May

31, at 7 PM at 166 Loud Rd, Fairport. Please park in barnyard and not on the road. The after car show party will be held at Chris and Eileen Williams' house. Please sign up and check to see what food item you should bring. See Dick Powers to sign up to help at the show and for further information.

Web Site- Gary Sandusky sends e-mail notices to MGCC list about new photos or club information added to the web site. If you're not on the list it's easy to sign up for and you can also get a free e-mail address. [contact leon@mngcarclub.com]

Vice Chair- More information later on 50th Anniversary committee.

Old Business- MGCC offers two scholarships to MCC. One candidate has been selected and a request was made to MCC to wait and award the other one until the MGCC membership has a chance to see if they have any candidates they would like to be considered. Please contact the MGCC board if you know of anyone.

New Business- A brochure is being put together to help recruit new members to the MGCC. A preliminary version will be done (150 brochures) in time to be handed out to sports car owners at the car show. After this, revisions can be made and input from the membership is welcome. We will then decide which one will be used on a more permanent basis.

A new MGCC banner has been designed and ordered. It is a horizontal, 1 ft. x 10 ft. weatherproof banner meant to fit the regalia tent. This banner can also be used for other events such as Carlisle, club outings, car shows, etc.

Jim Priestley proposed a motion that would clarify what new memberships would cost joining at different months of the year. Leon Zak asked that this motion be tabled for a month until the insurance issue for non-members was resolved.

*continued next page*

## Attendance

May 18, 2006

Beverly Swarts	Mike Harrison	Leroy Hokenson
Chuck Swarts	George Herschell	Dick Giambra
Carl Prouty	Nancy Herschell	David Wemett
Barb Wild	Linda Bethune	Brian Fallon
Dave Wild	Bill Bethune	Jim Padula
Gayle Schneider	Don McConnell	Steve Stewart
Brooks Schneider	Pat Sangster	Nick Zuck
Bill Baldwin	Steve Sangster	Bess Kopen
Cheryl Baldwin	Jim Davis	Leon Zak
Dick Powers	Wes Pittenger	Lindsey Short
Cindy Jack	Sue Pittenger	Roger Gunther
Doug Jack	Dan Suter	Elton Schulz
Laurie Scribner	Anne Faust	Susan Krobusek
Doug Scribner	Gene Faust	Bruce Krobusek
Mike Goodwin	Dan Goodwin	Chris Baum
Marlene	Jim Priestley	John Baum
Rzepkowski	Dawn Priestley	Arnold
Wally Roworth	Carl Webeck	VanDenburgh
Al Fink	Ken Heusler	Joan Heaney
Elaine Hess	Gene Dinkel	Paul Heaney
Allen Hess	Betty Langswager	
Joe Fazio	Chris Williams	Guests
Frank Stepanik	Eileen Williams	Beth Hoad
Sue Harrison	Hollis Hames	Lyn Smith

*Minutes continued:*

Cars and Parts- For Sale: 1973 TR6.

Door Prizes – Awarded

Misc. Comments- 2006 MGCC membership lists are available.

Lake Shore Ford Model A Car Club show is being held June 24, 2006 at Charlotte Beach.

It was suggested that someone should give reports at the meetings on the racing activities of club members during the racing season.

Motion to adjourn and seconded at 8:55 PM.

— MG TF

## Annual MG Car Club

### Pig Roast

August 6, 2006

3:00 PM

Rush Fire Department Pavilion  
Rt. 251 at Rt. 15A in Rush

**Cost - \$10.00 per person**

Please bring your own table service and drinks,  
including heavy-duty plates.  
Please bring a dessert (optional).

Pig Roast will be catered by Colby's Pig Roast Catering  
and will feature their Farmer's Roast menu:

**Whole Roasted Pig**  
**Salt Potatoes and Butter**  
**3 Sauces (BBQ, Sweet, and Hot)**  
**Chunky Applesauce**  
**Fresh Rolls**  
**Fresh Broccoli Salad**  
**Baked Beans**  
**Tossed Salad and Dressing**

Want something to do before the pig roast? Here are  
some great ideas:

- Genesee Valley Antique Car Society 46th Annual Classic Car and Truck Show at RIT (9AM to 3 PM)
- MG Car Club Rallye – Rallye Master – Joe DeBlaere (Details to follow – contingent upon interest)

Please sign up in advance for the Pig Roast and Rallye at the June and July meetings or contact Brooks or Gayle at 225-5251 or by E-mail at bjsbrooks@aol.com

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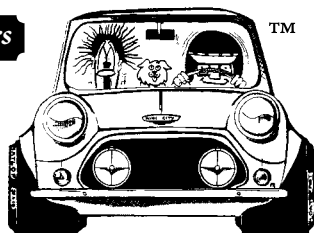
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# Autocross Primer

Elaine Hess

En el Barcelona, la mañana clara del domingo le hubiera parecido sumamente calida acualquiera, pero para el grupo de Newyorkinos reunidos para llevar acabo el mimi-Circuit de Cataluna en el MCC, el dia estaba pero que quemaba, calientisimo. The truth of this could be seen in the fact that by 9:30 AM the audience had set up their chairs in the shade of a few trees rather than close to the course.

For this race, Phil had scaled Barcelona's Circuit de Cataluna down to MCC size creating a deceptively challenging open course. We were not in our usual space. Rather this course ran through two smaller lots. More than one driver commented on the "thrill" of traversing the wide cement sidewalk which connected the two halves of the route.

The autocross regulars were joined by club members Al Costich who

brought Number 68 out for a test drive, Bob Harris and Bill Rampe.

Everyone usually arrives around 9 or 9:30 to help Phil set up the course. Phil arrives with maps of the day's course, but there are always small adjustments that need to be made as the cones are placed. Once the course is laid out, chalk boxes need to be drawn around the base of each cone. The course is swept if necessary, and a chalk line is laid down through the cones. Meanwhile, the timing and scoring area needs to be set up, and a number of other small tasks such as setting up the air compressor need to be completed before the track is ready.

Once that is done, cars are registered and go through tech inspection. Most people use the time to learn the route by walking the course a few times. Usually, after all the cars have been through Tech, the entire group does a final walk

around the circuit with Phil and others pointing out the difficult spots. There are no practice runs, either before racing begins or during any breaks. Everyone gets three timed runs.

The registration numbers are used to divide the group into "workers" and "drivers." The workers monitor the course, reporting missed gates and downed cones for the drivers. After the first group has completed all its runs, the groups switch.

One important change which I mentioned above, is the decision to mimic the SCCA and chalk the course. Now, anyone who has hesitated driving for fear of getting lost amongst the myriad of cones should come out and test your driving skill navigating the cones [June 18].

*This article describes the July 10, 2005 Autocross. — Spokes August 2005.*

## 2006 Autocross Series

*Sunday! Sundaay! Sundaaay!*

**June 18 Novice School**

**July 9**

**August 13**

**September 24**

Course and Technical Inspection 9:30 – 10:15 AM

First car off at 10:30 AM

**Monroe Community College**

Park in Parking lot M-1, Course on lot G

**(the big one—oooh baby!!)**

Members \$10, Non members \$20

**FUN!!! Rain or Shine PRIZES!!**

Novice Instructors and Tech Inspectors Needed

Contact Phil Parisi 225-3647



*"You don't have to check your mirror before you make the turn."*





# Spring Tune Up Clinic

George Haynes



George Haynes & Doug Jack — all photos Allen Hess  
(The photographer missed a lot of the action while working on his own car.)



Remember to take your tools and parts out of the car before they go out of reach! Mike Goodwin and Doug Jack



Dick Powers fits a new distributor to Rachel's MGB GT  
Joe Fazio looks on after painting the frame of his TR6



Sue Keppler explains the fine points of an oil change to her son.



Jeff Kath applies deft persuasion to Tim Hernderson's drive shaft  
and Mike Goodwin assists.



George, Doug and Jeff. New u-joints for Tim Henderson's drive shaft  
turned out to be the big job of the day.



# Brunch & Wine Tour

Cindy Jack

On April 30th, 20 cars with 38 people met at the Canandaigua Wegman's parking lot for our first driving event of the 2006 season. We had a sunny Spring day with bright blue skies and a few cumulus clouds to begin our trek down to Penn Yan to Miller's Essenhaus Restaurant. Soon after we left Wegman's one of our members had a bit of difficulty when his engine quit in the middle of farm country but our membership soon had everyone back on the road and we arrived at our destination shortly.

To describe the brunch would be too complex but to say we were well filled would be an apt description. From Miller's we proceeded to Barrington Cellars winery; then Heron Hill winery and finally Hunt Country winery where samples were tasted and some purchases made. A good time was had by all. ◀

*—photographs by Gary Sandusky*







—photo Allen Hess



## It's Wally Again

Wally Roworth

All was going well. Had a light breakfast with a cup of tea, put my jacket on and went to the garage where my beautiful MGB was waiting. It started and I backed it outside. Keyed the alarm and got back in the car and left. It was 10:20 AM, a little late. Stayed at 70 MPH all the way to Canandaigua on 490, 95 and 322. I stayed in the car and became #2 in line, following the red Triumph (Doug and Cindy Jack). It was much better than those 90 MPH catch ups at stop streets.

A little way out all of Canandaigua suddenly my engine quit. A first ever. Everyone pulled in behind and parked. Jeff Kath checked the fuel end of things—all OK. Bill Baldwin tightened a spark coil wire that was loose and moved a wire and it started and ran well. So we got going again and darned if it didn't happen a second time. Jeff, Bill, and Gary Sandusky got under the bonnet again and found the black spark coil wire had TWO loose connections, one completely seperated, the other loose. I did not have all of the right tools so Gary improvised and successfully made both the connections. Reinstalled the wire and fittings and the engine started and has been running perfectly ever since.



My seat slide has been a problem for some time because I need it back to get my legs out and forward to have proper pedal control. Well, going up Bradford's Hill I missed my double clutch. I stalled. Putting on the Emergency brake and moving my body closer I started the engine again, put it in first and took off up hill. I found Gary had turned around worried that I was still in trouble. Thanks Gary. And Thanks to Jeff, Bill and Gary for doing what the club members do when someone is in trouble. I enjoyed the first stop and the view from their porch and all the happy faces.

I was slow getting back on the road and decided I had better get back to the city to see Dorie at St. Annes. It was a nice drive back and we had a nice evening together.

The black coil wire was perfectly OK and I didn't have any 14 gauge wire, so I used the vise and crimped the fittings down really tight. Reinstalled it and it even ran on three cylinders. I replaced the plug wire I removed for plier space with the tight fittings. Old Faithful is at it again. ◀



# The Second Ever MGCC Saratoga Springs Tour

Cheryl Baldwin

Friday, after enduring inclement weather for most of the trip to Saratoga Springs, the Priestley's MG was left in the Gideon Putnam parking lot and we took Bill's (dry) Mustang to The Olde Bryan Inn. We settled in at the bar, of the restored 1773 establishment, where Bill and Cheryl watched Jim and Dawn demonstrate their "Genius Level" abilities at games. Our "Weekend Eating Frenzy" had begun!



Saturday morning, I came out of the bath and Bill had disappeared. The mystery was solved when I answered my cell phone, hearing Bill's voice saying, "Call Jim and tell him there are some good cars here." We agreed to meet for breakfast in the Georgian Room, before venturing out to the "Tour Of Oz." On the way to breakfast, Bill escorted me outside to see the nicely restored, late 20's, drop head coupe Bentley, that was parked in front of the Hotel. He pointed



out, that the Bentley was unusual because it had two straight eight Bentley engines, side by side. Now, that really made me hungry. I got so excited, I ordered a fresh squeezed glass of orange juice for \$6.95, confident that my winnings from the Saratoga Gaming and Raceway, would cover the expense. So much to do, so little time.

Onward we marched (walked) to the Saratoga Automobile Museum Auto Show and the 18th Annual Tour

de Sol: America's Green Car Show and Competition. The Lancia National Car Club was at the Auto Show in force. There were about sixty Lancias: Lancia Flaminas, Lancia Fulvias, Lancia Falabeos (spelling ?). All sounding like female reproductive organs to Bill, but were really named for streets and roads in Italy.



We continued our "Tour Of Oz" at the Saratoga Automobile Museum, where The Jim Taylor Jaguar Collection was being exhibited. Jim Priestley met Jim Taylor coming out of the exhibit and introduced himself. The two Jims hit it off really well. Our Jim, told Jaguar Collector Jim, about our Car Show, he'll probably be there with his collection. Be sure to thank Jim Priestley for spreading the word.

Saturday evening, we decided to go to the Hearty Prime Rib Buffet, at the Gaming and Harness Raceway. It took some (one) of us a long time to dine. It is difficult to eat and bet. No, I won't tell how much I lost. Hey, I sat next to a man, in the gaming area, who told me he had lost \$500.00, no, that wasn't Jim Priestley.



Sunday morning, we went to "The Weekend Highlight Sunday Brunch" at the Gideon Putnam. Believe me, there was nothing light about it.

That's It Folks, That's All There Is—except for the memories! ◀





*Photographs by Cheryl Baldwin & Jim Priestley*



*Bill ponders TWO straight eights in the Bentley*



*“... the yellow and black car is a Lancia Coupe with a retractable hard top. It has perfect proportions and yellow pig skin upholstery.”*



# MG A (Condensed) History 1935 MG PA Part 1

George Herschell

---

For the past 35 years I have been doing the drawings for the Car Show posters and brochures. They have all been MG's, my thought being, the MG Car Club is one of the co sponsors of the show so, the cars drawn should be MG's. With this year being our 35th Anniversary Show, I thought it only fitting to use a famous MG to celebrate that occasion. What better car than the one that ran in the 1935 Le Mans race, a 1935 MG PA as pictured on the cover of this months Spokes.

In 1935 MG decided to run a team of three MG PA's in the Le Mans 24 Hour race in France. Capt. George Eyston, well know to MG racing, was named the team manager and it was decided to use all women drivers on that team. The team got the nickname of Eyston's Dancing Daughters much to the chagrin of the ladies.

The three PA's selected were: PA 1711 which was the number 56 car and the car depicted in this drawing. This

car was driven by the team of Joan Richmond and Margaret Simpson. PA 1661 was driven by Doreen Evans and Barbara Skinner. The third car, PA 1677 and was driven by Margaret Allen and Barbara Eaton. Ms. Evans was no stranger to MG and racing as she was part of the Evans family that ran Bellvue Garages in London. She and her brother Kenneth had raced MG's before on many occasions and Bellvue had done some work preparing MG cars for racing. She and Ms. Allen also did some testing on the NE that Nouvarli was supposed to drive in the Tourist Trophy Race the year before.

The works modifications to the cars included; K-3 fenders and wheels, louvered aluminum bonnets, quick fill caps on both the radiator and gas tank. Racing wheels with 19 x 4.00 tires. J type gear ratios, stone guards on the headlamps, double spare wheels, spot light, dual fuel pumps, Q type brake drums, and an NE front shock arrangement.



*This factory photo (from Wilson McCombs Book "MG") shows the team and manager along with car number 57.*

*l to r: Barbara Skinner, Doreen Evans, Margaret Simpson, Capt. George Eyston, Joan Richmond, Barbara Eaton, and Margaret Allen.*

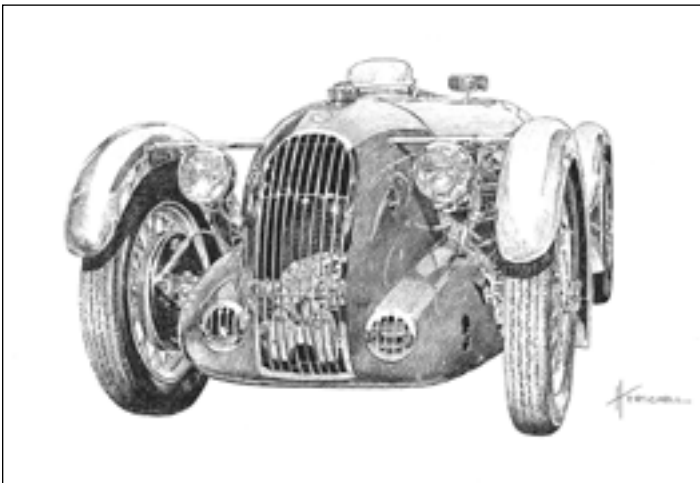


## By The Time You Read This . . .

Richard Powers, Chair SC&VAF

Capt. Eyston set a strict set of rules both for the drivers and the pit management. The set average speed was 47.38 mph and was to be strictly adhered to. When the cars arrived in France they were set to work at practice and all the women familiarized themselves with the cars and the behavior of those automobiles. Practice was completed and the only necessary attention needed was routine adjustment and change of oil and so on. The smooth routine proceeded throughout the race and as a result the cars finished 24th 25th and 26th overall. The only repair needed to the cars during that 24 hour period was the replacement of one tail lamp bulb. The average speed of the cars during the race itself was 53 m.p.h. There were seven MG's entered and of the seven only the Dancing Daughters team and one other MG finished. That MG was a K-3.

An interesting sidelight to this team's history is that PA 1677 was purchased from the factory in late 1935 by Miles Collier from Naples Florida. He had a supercharger fitted and had the car shipped to the US. After he had a custom aluminum body fabricated due to an altercation with a New York taxi cab he named the car "Leonidas" and took it back to Le Mans to race once more. With his co driver Leroy Kramer they ran in the 1939 race but were forced out with a burst fuel tank. Prior to that he also raced the car in the 1936 Worlds Fair race in NY City and at the Round the Houses races in 1937 at Alexandria Bay NY.



*Leonidas*

I photographed the car in Watkins Glen 1992. PA 1711 (Car #56) is owned by George Shelly and both of these cars now reside in Florida. ◀

The British National Portrait Gallery in London has three excellent photographs of Doreen Evans taken in 1935. Go to [www.npg.org.uk/](http://www.npg.org.uk/) and search for Doreen Evans; sitter.

The 24 Heures du Mans is June 17th 2006

By the time you read this, the 35th Anniversary Sports Car and Vintage Auto Festival will be history and good history for sure. No matter what the weather was like (I've eaten a lot of chicken as have many of you), no matter how many cars were on the field, no matter how large the Flea Market and Car Corral, this is an historic moment in the history or our Western NY MGCC.

A year ago we had no field for a show. Many irons were in the fire, but we didn't have a viable location till September, 2005. That was just the start as we had to see what would fit. Everything old was new again for this one and a few in the Victor Lions Club and MGCC worked many long hours to make everything fit the new field.

Lane Boughton and Arnold Van Denburgh walked and measured the field many times to get us an exact map of the space. Pete Pegoni went out there, too, to check on all the space needs for the Car Corral. Bob Tescione and George Haynes also were there and George Herschell, Gil Langswager, Dave Wild and yours truly logged many a mile around the Farmington Town Park, as well.

Once the space was set, many meetings at Don's Original on Rt. 250 in Penfield took place. You just can't believe all the details that go into this one-day event. Your MGCC team did a great job with field layout, organizing the mailing lists, PR, contacting the judges and ordering trophies, shirts, dash plaques. Dan Suter, Chris Williams, George Heissenberger, Gene Dinkel, Wally, Jim Priestly and Mark Gibson, and all the above, were there helping to get this historic show on the road.

And then there's the art work. We are truly blessed to have George Herschell as a member of our club. He has never charged us a cent for his world class MG Art that adorns our posters, flyers, dash plaques and shirts. If that wasn't enough, George also kept the books and organized all the ad sales for the show.

That's the organization in a nutshell, but this show or any of the previous ones, could never have been a success without all that YOU in our wonderful Western NY Centre do to help on the day of the show. I know many of you put in a long day, but I hope you had a good time at the show and at the After Show Party hosted by Chris and Eileen Williams. I'm sure I gained 5 pounds on Eileen's lasagna and greens and beans alone!

I thank you all for making this 35th Anniversary Sports Car and Vintage Auto Festival the success it was. It couldn't happen without you!

Remember, it's just 3 months till we start planning for SC&VAF 2007! ◀

# A Newbie's Views on "Going to Carlisle"

Michael Claprood

*photos by Gary Sandusky*

I am your basic Newbie. Although I have owned my MG for about the last 20 years, I have only been a member of the MG Car Club Western New York Centre for slightly more than one year. Being somewhat removed from the focus of the organization, which is to say "living in Elmira", I find it somewhat difficult to make monthly meetings and parties, etc. That being said, I decided to make some time and attend this year's Carlisle Import and Kit Car Weekend with the membership who were attending. That group included the following: Bill Rampe, Jeff Kath, John Thompson, John McDonald, Gil Langswager, Dave Chase, George Haynes, Gary Sandusky, Bob Tescione, Don McConnell and yours truly, Michael Claprood.

The caravan picked me up just south of Corning and we cruised to a cute little restaurant just north of Carlisle by 12:45 on Thursday. We arrived at the fairgrounds about 2:00 PM and had our tents set up by about 4:00 PM despite some outrageous winds, right Gil? After unloading our goodies onto several tables, we closed up shop and retired to the Super 8 Motel for some wonderful refreshments, provided by our gracious host, Dave Chase. (Thanks, Dave, for teaching me how much I like Manhattans!) Bill Rampe, always the gentleman, refused to drink a Manhattan because the motel didn't provide any crystal goblets! Plastic cups work fine, Bill.



Although I knew that there would be kit cars in attendance, I had no idea just how spectacular some of them would be! There were at least a score of Cobra kits available, some with no bodies attached, which allowed viewers to see the frames. There were two Ford GT-40's and a Lamborghini that would have knocked your socks off! There were two Lister Jaguar repro's that were sporting big-inch American engines. I liked the red one with the Firebird engine and driveline. There was also a cute little Lotus 11 with a Miata driveline and suspension. I'm collecting cans and bottles and waiting for the day I can slap my money down—I'm in Love!



Saturday was a replay of Friday, played out in spades. Weather was bright, sunny but chilly. Crowds were good and all the people I spoke to were gearheads, which brings me to the guys from Midstates Engines. I heard a big-inch American engine talking through a set of headers and I just HAD to see where the music was coming from. These nuts had an engine on a wooden stand with a gas line running to a 5-gallon jerry can full of the Good Stuff. They had poured water into the block and plugged off the outlets. With no more prep than that, they were lighting the fire for anybody who wanted to hear it run. Man, were they having fun! Somebody named "Jim" gave me a lesson in Ford racing history and now I know where the venerable 427 Ford came from. It had the inauspicious beginnings of coming from the old Mustang 289 block! See what you can learn at Carlisle? Everybody should make a pilgrimage there at least once!

After we closed up shop for the night, we went back to the motel for more refreshments, then dinner at the most difficult-to-find restaurant the world has ever known. Only a guy with Dave's nose for food could have found it, and what a wonderful place "it" was! Several hundred dollars later, we arrived back at the motel for a much-needed night's rest. Our kitty-friend, who had come to expect to be fed each night, awaited us and was not disappointed by Bill's offerings.

Sunday arrived early and found us chowing down at the eatery across the road from our motel. What followed was



The next morning, we arrived at the fairgrounds by 8:00 a.m. to greet the early birds, looking for the best deals. George Haynes and Gil Langswager manned the booth most of the time we were there, allowing yours truly to cruise the flea market, looking for some much-needed carburetor parts for the above mentioned MG.



anti-climatic, what with many of the vendors having pulled out the night before. There were still deals to be had and I finally managed, through Gil's finagling, to sell my hubcaps. Thanks again, Gil!



By noon, our tents were coming down and all the goodies had been packed away for the return to upstate New York. Thanks to George Haynes, we arrived and departed by way of the neatest sports car road you ever did see, although the wind had caused a tree to topple over the road and we had to crawl, single file, under its branches. I waved good by to the rest of the contingent as I turned north on Route 328 in Tioga Center and headed toward Elmira. A good time was had by all. ◀





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# One of Those Days

Joe De Blaere

---

Did you ever have one of those days where everything went wrong?

Brief history. It started back at the turn of the century, that is right 1999, when I rebuilt the engine on the MGB/GT. It ran OK but not strong. I had gone through the normal diagnostic checks over the years trying to remedy the problem. New points, rotor, cap, plugs, wires, coil & other Lucas "Prince of Darkness" repellent. The compression was excellent the carbs were adjusted & balanced, no vacuum leaks, timing was set properly and I even checked the exhaust for blockage (no potato found). None of the more obvious things I checked helped. I even brought the distributor to be machine tested (at George's) for advance. Both the mechanical and vacuum advance were working properly. It was getting full advance. It ran OK but not strong. I would work on it a while then go on to other more pressing projects.

Light bulb. I got thinking, last fall we did a job for Brian Smith on his TR3. It had a high performance cam but "ran like a dog" (his words). The cam was ISKY so we called their customer service, actually spoke to a person eventually, and got the specs for when the valves should open, the overlap, and close. We measured it and found it was off by almost 20 degrees. That was a 2 & 1/2 tooth misalignment between the crank and the cam gears. How can you be off by a partial, in this case 1/2, tooth? The driven gear has 4 positions built into its locating holes which allow 1/4 tooth (about 1 degree) adjustment precision. We fixed it & it ran great. Whoever installed the cam originally didn't get it right. The light bulb went on. What if I was one (or more) teeth off on my MGB/GT? It was 5 years ago when I rebuilt the engine. Better to check it out (at least).

I ordered a gasket for the timing chain cover, two new radiator hoses & clamps. I thought his won't be too bad (yeah, right!). The antifreeze was drained & I removed the radiator, took off the timing chain cover & read the manual. I turned over the engine with the starter to line up the timing marks (hint-save this thought). Yep, it was one tooth off. One tooth is approximately 8 degrees. I had diagnosed the problem. That's the good news.

In about a half day of tinkering I got the cam and crank realigned to where they are supposed to be. I gleefully started reassembly. Then started *one of those days*. I put on the chain tensioner. However, while pushing the rotary tension adjuster with greasy gloves it somehow slipped from my hand and the spring went flying across the garage. SPROING! Only a "clunk" from the air compressor tank gave any clue of its flight path. I only knew approximately where it landed. An hour later I found the spring six inches from the tank inside

an open bag of kitty litter. Resuming, I put the timing chain cover back on, centered it on the crank damper & tightened it up. Did I remember to bend over the cam locking nut? My subconscious reminded me I didn't, or was my mind just playing tricks on me? Who can tell with CRS. Off comes the timing chain cover (my subconscious was right!) and I bent the locking tab. Doing so, I tore the gasket. One of those days. I had another gasket. Whew!

The two new radiator hoses were about 2 inches too long so I promptly cut my finger and then the hoses to the proper length. I replaced the hoses, fan, radiator and antifreeze. Things were looking up (yeah right!). I heard a small gurgling sound, like a calm babbling brook, coming from under the



car. It was green. A small green babbling brook coming out from under the car. It did not have a calming affect. The lowest hose clamp, the hardest one to get too, was untightened. One of those days. Then things really got interesting. My neighbor's cat comes to investigate. I'm not normally a cat person but I really like this cat—she visits (for a scratch) whenever she hears me outside in the garage or on the deck. She came to smell the green babbling

brook. Antifreeze is poisonous to animals. All I need to do is accidentally kill the neighbor's cat. I ran to chase her away. I promptly stepped in the antifreeze green babbling brook & now had green footprints on my nice, previously clean (except for the brook), garage floor. Did I mention how slippery antifreeze is? Envision both my sneakers in view with the rafters of my garage roof. I slipped and almost fell on my Astor bar. Lucky I didn't break something internally. One of those days. After saving the Kitty (that is her name too), I resumed reassembly. We're almost ready to go. Went to start it—nothing. The new, 3 week old, battery was dead. One of those days. Remember earlier I mentioned turning over the engine with the key. I had left the ignition on, probably for days. I recharged the battery. Then I went to get my trouble light out from under the car. How can the light be on the floor, under the car, plugged into the wall but the light won't move? The radiator had securely pinched the electric cord when it was put back on. One of those days. I cut the wire rather than undoing the radiator again. Now the trouble light is in trouble (needs fixing). Time to start her up. I think I'll wait until tomorrow given it has been one of those days.

Finally, now it runs strong. Problem solved. Yahooo!!!!!!

Moral of the story: Perseverance is your friend. Do not think it won't be too bad. Do not gleefully start reassembly. Babbling brooks are overrated. Try not to have one of those days. ◀



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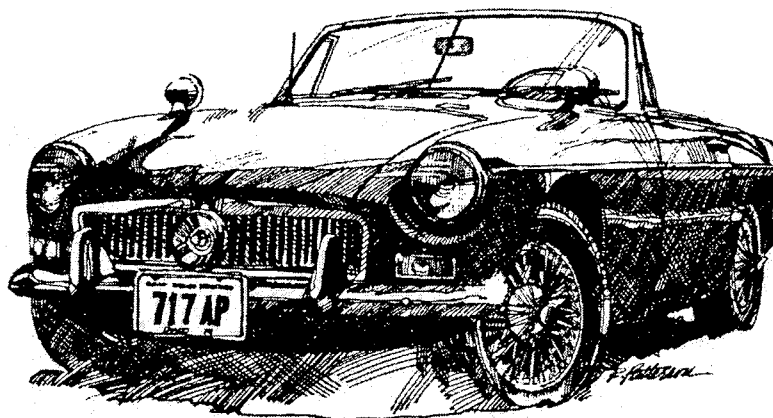
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# Race Report



**Brian Fallon 31**

Celtic Heritage Racing consists of Ed Diamond (Welsh), Steve Stewart (Scottish) and myself (Irish/Scots). Ed is the team owner and primary driver, Steve is our race crew chief and I act as Team Manager/project engineer and second driver. Al Costich and John Simonson are occasional crew members as is Dennis Costich when we are at New Hampshire International Speedway. Larry Eksten our engine builder often comes with us too.

Celtic Heritage racing has a new car this year to go with the new team name. It is a 1973 Porsche 911RS Clone. The fabrication, body and paint work was done by Barry Brown at Riter Restoration.

June 15–18 Watkins Glen Ed and Brian drive 1 hour enduro HSR

July 22–23 Watkins Glen Ed driving SCCA/HRG

Aug. 18–19 Lime Rock Ed driving SCCA/HRG

Sept. 7–10 Watkins Glen Ed and Brian drive 1 hour enduro SVRA

Sept. 16–17 Watkins Glen Ed drives Saturday, Brian drives Sunday SCCA/HRG

Sept. 29–30 Lime Rock Ed driving SCCA/HRG

Oct. 19–20 Road Atlanta Ed and Brian drive 1 hour enduro SVRA

Nov. 30–Dec. 3 Sebring Ed and Brian drive 4 hour enduro HSR



Other MG Car Club members racing this summer include **Joe Tierno** – MGA, **Dick Giambra** – Alfa GTV, **Ted Hershey** – MG Midget and **Tom Glanville** – MG Midget.



**Richard Powers 222**

September 7–10 Watkins Glen

October – Lime Rock



**Alan Costich 68**

June 22–25 Mosport VARAC

July 22–23 Watkins Glen SCCA Regional/HRG

Aug. 17–20 Mid-Ohio SVRA

Sept. 7–10 Watkins Glen SVRA

Sept. 16–17 Watkins Glen SCCA Regional/HRG

Sept. 29–30 Lime Rock SCCA HRG



**Richard Rzepkowski 74**

June 16–18 Watkins Glen HSR.

August 18–20 at Mid Ohio SVRA

September 8–10, Zippo Grand Prix at Watkins Glen SVRA

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# Ten Years Ago, June 1996

Wally Roworth

Spokes Cover: 1962 MGA II (Bob Molnar, 1995 winner Best MG of Victor Car Show.

Editor's Note Cindy Capaccio: Since the very successful car show this past Saturday we know the driving season is in full swing. Near record breaking attendance at the Victor Car Show. This was the Silver Anniversary of the Festival. Congratulations on the successful show; everyone worked hard. The weather was perfect, cars spectacular and everywhere smiling faces. It was a great show. Desi and Tom did a great job and Barb and Dave did their usual tremendous job of the after show "picnic". What very special friends you are. I will be trying out a slightly new format. For SPOKES. I'm getting more familiar with the computer, got the scanner installed, and make my way thru a Graphic Design class at SUNY Empire State College. More attractive page for your great articles. Think of an article and some photos as you take off for the summer.

Preliminary Car Show Results Tom Sergeant: 1104 cars total, 168 Corral, 179 Vendors.

Flea market and with Desi's help making it the most successful show yet!

Chair Phil Parisi: "Thank You month" Jim Priestley for his filling in last meeting. Making a great presentation and the dessert activity. Corny but I missed it. Next are Show Participants who put forth the remarkable effort. I appreciate their dedication to the club and the show. Thanks goes to the original show founders. (Well known and thanks to people who whisper in my ear to keep consistency continuing in the club. Lastly to Lady Luck for the show weather.

June Minutes Dan Suter: Chairman Phil Parisi opened meeting at 7:40 p.m. May Minutes accepted as written. New members and guests announced and welcomed.

"Events" by Anne Faust. Second Auto Cross- July 21. Sonnenburg Garden's tour, Canandaigua Yacht Club visit, Genesee Country Museum Transportation Exposition. Walnut Hill Carriage Meet on August 18, RIT Car Show- July 28, Watkins Glen Vintage Races and Stowe, VT British Invasion Weekend (both September).

Regalia by Dave Chase: This booth was successful this year at the Car Show. Phil updated vacationing Spokes editors. Scanner purchased, E-Mailing into Editors is a possibility soon.

Vice-Chair report by Jim Priestley- Watkins Glen Vintage Race weekend registration forms are available, Club has a supply of Moss Moore 10% off flyers from the show. June meeting had a Technical Question and Answer session by experienced club members. July meeting will have a Photo contest following the meeting.

Chairman report Phil: A George East man House road rallye, SCCA US road rallye Challenge and the Annual Buffalo Octagon Association show in ? Como Park, Buffalo.

Presentation of 1996 Robert Philip Scholarship was

made to Ryan McNally, a second year student at MCC. Ryan and family were present for the scholarship presentation. George Herschell provided a copy of his recent Spokes article explaining some of George Philip's restoration efforts and craftsmanship over the years.

Phil announced that a nominating committee is to be established after the next board meeting. The purpose is to identify future candidates for club offices. Welcomed participation by any member.

Bill Leavitt provided a plaque with car dash plaques from the first 24 car shows. It was presented to Dave Wild as Club historian and original inspiration for the Car Show which grew out of the car show held at his Wagonjack farm in Fairport.

A 40th anniversary committee will plan the 40th Anniversary's 1998 celebration.

John Forrester, George Haynes, Al Costich and Doug Scribner the Q & A technicians.

New members, guests and members were listed.

Activities by Anne Faust: After Sonnenberg Gardens tour and wine tasting we go to the "Sailor's Sandwich Bar" for lunch. MGCC Badge a must! Hildene and other national and regional events are on tap- keep your tanks topped off- Matt Ribis is always ready for a last minute "Early Bird run"

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# Bury Me In An Old Mowog Parts Box

Jay Lockrow



Is it finally SPRING??? Have had both Theodore and Cecil out for some spring exercise but nothing too far as yet. Theodore takes premium petrol and the price of that stuff is almost as bad as whiskey. Maybe whiskey would be cheaper, it might even cure the ping on acceleration.

Anyway it sure is fun to drive a proper automobile again after a long inactive period. My family still chides me every once in a while when I'm driving one of the cars with an automagic (my word for the things) gearbox. I still have the habit of reaching for the clutch and taking the car out of gear. I guess it is just an ingrained reaction but I really do find myself doing it in the automagics.

Never one for all the automatic accessories on cars I have always been one of the last to give in and purchase any of the automagic gearboxes, power windows, automatic locks, antennas, cruise control, radios with tapes and DVD and so forth. I wait until it comes as standard equipment and then raise holy hell when given the price. I always tell them to take off some of the automatic gimcracks and get the price down to reality. Never does work but at least I put in my two cents worth.

Over the weekend of May 11 and 12 I had the opportunity to borrow a Toyota pickup in order to bring a table from my stepmothers back to my daughters in Hamilton New York. This vehicle was equipped with all the widgets and bells. It had a magnificent five speed gearbox that was a joy to operate. Anyone not being able to drive a standard with a gearbox that smooth there has to be something wrong with them. It was effortless and the fifth gear on the expressway was like a overdrive. Just delightful. We did play with the DVD player off and on but I have this necessary accessory in my car and I could easily live without it. You can spend just so much time fumbling with CD's that to me it is just a bother.

This vehicle, like my Honda, had power windows. The only time I find them convenient is at toll booths. Then it is nice to buzz down the window, give the thieves there money and go. Take the car home, go into the house and leave your keys on the bureau. Remember something and go back out to the car and discover the window or windows are open. With wind ups you could just wind them up but with the silly power jobs you have to go back into the house, get the keys and make the return trip just to close the (#^%\*(^\*(&&\*()) windows. This is a pain I could live without. Power locks? I never found it extremely difficult to press down the little door lock. I look at these sort of gimcracks as one more thing to give trouble.

Remember the Morris Minor? As youngsters we used to call them a Morris Minus but when you stop and look at them I wonder where did we go wrong? Here is a wonderfully simple little car that is beautifully straight forward without all the widgets and bells. Granted they were not fast but they will do an honest 55 mph and with a little tuning you could get a good deal more. The very average mechanic (a chap like myself) could maintain one in your own garage with some very basic tools. Granted someday you may need to overhaul and engine but you could have one out probably within two hours and send it off to the rebuild. Things like brakes, radiator, tuning, etc are so simple and straightforward I wonder why we don't go back to something like this. I mean do we really need power assisted brakes, buzz up windows, bells to tell you that you left your keys in the ignition or lights on or even those ridiculous automatic light shutoffs.

The fact is someone in England actually tried to remanufacture the cars but the MOT (Ministry of Transport) rules and regulations were such they could just not make it feasible. However

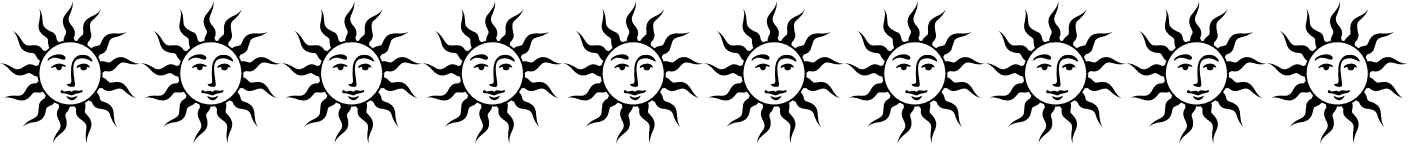
most parts for these cars are available and quite reasonable.\* Believe it or not here is the best part. With petrol at roughly \$3.00 a gallon the mighty Morris gets over 40 miles per gallon.

There are some shortfalls however. You can't cruise on the expressway at 75 mph and you really need to learn how to operate a four speed gearbox. Best of all you really need to learn how to drive a car. You have to downshift for heavy grades, learn to back off well before the stop sign, not do 50 until you are six feet from it and slam on the brakes. You need to learn how to keep the rpm up so that you can drive smoothly and quickly. You don't just get it into high and leave it there and lug the blazes out of the engine. You'll pound the bearings to bits. Something so many people fail to do because the automatics have done it for them. But do they know how to drive? NO! They operate, not drive.

For one the thought of driving one of these almost every day would be fun. I'm not in any big hurry to go anywhere and a expressway full of these or even cars like an Austin Mini would be a comfort. We all need to slow down. Just think of the money you could save on petrol. However they are prone to rust as most cars made of steel so it would be worth while to keep them out of the (%^(\*&#\$\$@^&\*) salt. So you would need a salt master for the salt months. Now, if you have a really nice well maintained Morris Minus . . . ◀



\* [from our very own Mini City]

JUNE BIRTHDAYS

- 1 Madeline Moodie
- 2 Annabelle Tescione
- 6 Latty Goodwin
- 9 Patricia Philip
- 10 Patricia MacDonald
- 11 Charlotte Wright
- 12 Ben Barlow
- 12 Ted Hershey
- 13 Rosemarie Stepanik
- 15 Julia Daykin
- 18 Jeffrey Peters
- 20 Mary Ann Peters
- 23 Carl Prouty
- 24 John Baum
- 24 Keith Price
- 25 Bob Austin
- 25 Eileen Williams
- 26 Gene Dinkel
- 28 George Shetterly, II
- 30 David Asmuth
- 30 John MacDonald
- 30 Valerie Zoltner

JUNE ANNIVERSARIES

- 2 William & Margret Brorein, Jr.
- 2 Dan & Rosemary Burke
- 2 Leroy & Harriette Hokenson
- 7 John & Margaret Cook
- 7 Stephen & Linda Stewart
- 9 Jim & Gail Colegrove
- 11 Ron & Evelyn Stone
- 12 Doug & Laurie Scribner
- 12 Arnold & Stacey Van Denburgh
- 13 Jeffrey & Susan Kath
- 14 George & Nancy Herschell, Jr.
- 15 Bill & Kathy Rampe
- 16 Norman & Charlotte Wright
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- 23 James & Barbara Kingston
- 24 Mark & Gayle Gibson
- 27 Jeffrey & Mary Ann Peters
- 29 John & Shirley Forrester
- 29 Dick & Marlene Rzepkowski

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- 21 Thomas & Gail Rapp
- 23 Donald & Mary Sweeney
- 25 Bill & Linda Bethune
- 25 Jim & Kathy Walsh
- 30 Gary & Ava Bodine
- 31 Paul & Fia Lilley

**CONGRATULATIONS!**JULY BIRTHDAYS

- 1 Jim Colegrove
- 2 Barb Fink
- 2 Pat Sangster
- 3 Carol Newman
- 4 Peggi Heissenberger
- 7 Tom LeStrange
- 7 John Spencer
- 7 Robert Welch
- 7 John Zoltner
- 8 Russell Daykin
- 9 Tim Rizzo
- 10 Julie Smith
- 11 Dan Burke
- 14 Dave Wild
- 15 Bernard Calkins
- 18 Peggy Haefner
- 20 Beverly Haynes
- 22 Tom Lenweaver
- 22 Carol Garner
- 23 Suzanne Glanville
- 24 Donna Pritchard
- 25 Hermey Lovell
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## MG Car Club Western NY Centre



Car Badge . . . . .	\$25.00	Sign, magnetic (10") . . . . .	15.00
Badge Clip . . . . .	5.00	Blanket . . . . .	18.00
Patch, embroidered . . . . .	2.50	Tote Bag, embroidered . . . . .	15.00
Key Fob, large leather . . . . .	4.00	Bumper Sticker . . . . .	1.00
Pin, cloisonné . . . . .	3.00	Name Badges w/MG . . . . .	15.00
Dash Plaque, 40 <sup>th</sup> Anniv. . . . .	4.00	"Safety Fast" MG Wine Glass . . . . .	6.50
Sticker, front adhesive . . . . .	1.50	MGCC Cookbook . . . . .	5.00
Sticker, silver . . . . .	1.50		



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).

## MG Car Club Western New York Centre, Inc.

### Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

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

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

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Wedding Anniversary \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New ☐ or Renewal ☐

Cars owned & Year \_\_\_\_\_

Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐

Other hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_ E-mail address \_\_\_\_\_

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3326 County Road 40  
Bloomfield, NY 14469



# MG Car Club Western New York Centre      Calendar of Events 2006

*For the latest information visit our web site [mgcarclub.com](http://mgcarclub.com)*

<b>January</b>  5 Board Meeting 19 Meeting 21 Wine & Cheese, Valve Cover Races	<b>February</b>  12 Go Kart Races 16 Meeting	<b>March</b>  5 Steak Roast & Auction 7 Board Meeting 16 Meeting 19 Swing Into Spring	<b>April</b>  2 Go Kart Races II 20 Meeting 30 Brunch & Wine Tour
<b>May</b>  4 Board Meeting 6 Tune-up Clinic 12-14 Saratoga Weekend 18 Meeting / Carlisle 31 Stuffing Party	<b>June</b>  4 Vintage Auto Festival 10-11 Hildene Car Show 15 Meeting 18 Autocross 1 25 Garden Tour	<b>July</b>  6 Board Meeting 9 Autocross 2 11-24 Nova Scotia 20 Meeting	<b>August</b>  6 Pig Roast and Rallye 6 GVACS Car Show (RIT) 13 Autocross 3 17 Meeting
<b>September</b>  5 Board Meeting 8-10 Watkins Glen 21 Meeting 24 Autocross 4	<b>October</b>  8 Fall Foliage Tour 15 Garage Tour 19 Meeting 28 Halloween Rallye	<b>November</b>  2 Board Meeting Yacht Club Brunch 16 Meeting	<b>December</b>  2 Holiday Party No Meeting

## Spokes

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Will the sun shine?