Spokes - -

Official Publication of the MG Car Club Western New York Centre





1935 Auburn 851 Most Popular Car in Show 1972 Sports Car and Vintage Auto Festival 35th Anniverary 2006

> Meeting May 18th 7:30 PM Burgundy Basin Inn 1361 Marsh Road, Pittsford, NY

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MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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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**.

Alternatively mail to Allen Hees, 17 Sandpiper Lang Pittsford.

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

For the latest information visit our web site www.mgcarclub.com

May	June	July	August	
4 Board Meeting 6 Tune-up Clinic 12–14 Saratoga Weekend 18 Meeting / Carlisle 31 Stuffing Party	4 Vintage Auto Festival 10–11 Hildene Car Show 15 Meeting 18 Autocross 1 25 Garden Tour	6 Board Meeting9 Autocross 211-24 Nova Scotia20 Meeting	6 Pig Roast and Rallye6 GVACS Car Show (RIT)13 Autocross 317 Meeting	

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

The Herald

LEON ZAK

Enough rain to wash off the roads pretty good; enough sun to temporarily dry things out a bit — time to get it on the road. I went to the storage place, took the cover off, put the key in, pulled the choke out and, and, and — it started first try. I love it when that happens. Of course before I put it away last fall I changed from my DIY fuel injection system and put on a new Holly carb (650 cfm); and electronic fuel pump; and plugs; and wires. That may have had something to do with the quick start.

But darn if getting the MG back on the road again isn't a great feeling and one of the signs of Spring and a whole new driving season. I love it. Took it out of the garage down the street and hit the expressway. The fuel injection system does give a bit more power and better fuel economy — but — when the back two barrels open there is nothing else automotive that sounds so great! The reason I put "automotive" in there is there's another sound that was pretty good last Fall. "Honey, why don't you get one of those big tool boxes to put all your tools in?" Now that's a good sound too, and a good way to start counting the "New York Minute" it took to get to the store.

So here's wishing you all Quick Starts! See you on the road.

- **V8**



Barb Zak

Austin and Morris Parts in Stock MG · Triumph · Spridget Parts from Major Supplier

Discount for MGCC Members

E-mail: MiniCityUS@aol.com Website: www.minicityltd.com Tel. (585) 872-6560

Fax. (585) 872-4094



799 Holt Road • Webster, New York 14580

ALLEN HESS

Now, I don't remember what sparked the idea for this issue about the first Sports Car and Vintage Auto Festival. Having seen some early car show pictures in the Club's scrapbooks; knowing that Gil has saved every issue of Spokes; I guess I wondered what was written leading up to the first car show and then after. Late in February I asked Gil if he had the 1972 Spokes before and after the car show. He had April; there seemed to be no May; and the June/July issue was stamped October. Gil generously loaned them to me and I began reading and scanning.

Five current members were named as being in attendance (I will let you discover who they are) and the idea began to take shape. In this issue you will find excerpts from both 1972 copies of Spokes; the car show program; photographs and remembrances of some who were there. I hope you will find the 1972 and 2006 accounts as enlightening and entertaining as I have.

This two month project has been much like a car restoration. You work for months and months on end (years in the case of my TR4) and at the end of the day all you have is still just a garage full of parts. But one day you add a few pieces and suddenly—it begins to look like a car! On Saturday night those few pieces were added to the layout and I could begin to see that this might be good. But just like the car, I am going to have quite a few parts left over.

I wish to thank Gil Langswager, Dave Wild, George Herschell, Al Isselhard and Jay Lockrow for their generous contributions and patience for my numerous requests, e-mails and phone calls.

-TRIUMPH!

A Joke from Spokes

April 1972

SAUNA ATTIRE

The Derby, England, City Council decided that "normal bathing costume" must be worn when mixed sessions began at the municipal sauna baths.

"A normal bathing costume for males. said Louis MacDonald, Chairman of the baths committee, to the council, is one which covers that part of the anatomy which is dangerous to the female of the species

"The normal costume for females is one which covers that part of the anatomy which is even more dangerous to the male of the species."

BROOKS SCHNEIDER

On April 2nd, the MG club made a return visit to Inside Track Speedway for some non weather-dependent go-karting. We had a great turnout once again, with 38 members and guests in attendance. Good friends, go-karts, air hockey, arcade games, and pizza – what's not to like? Our record is still clean, with nobody being ordered off the course for reckless driving. Since better weather is here, if you know of any similar outdoor facilities, please check them out on the club's behalf.



"... and the games were fun too."

-Allen Hess

The April meeting featured the annual Basket Auction and the participation was incredible. There were at least twice as many baskets than we have seen in the five years since Gayle and I joined the club. It was obvious that a lot of thought and effort went into them. Thanks everyone for your basket donations and for generously bidding on them and special thanks to Elaine Hess for a great job of organizing it all. The proceeds will give the Monroe Community College Endowed Scholarship fund another healthy boost.

The next event, which will have taken place before you read this, is the Brunch Run and Wine Tour, organized by Doug and Cindy Jack. We're all hoping for good weather to enable blowing the dust and cobwebs off some little British cars, without Mother Nature pressure-washing them.

On Saturday, May 6th, the annual Spring Tune-Up Clinic will be held at the Monroe Community College Technology Center. Due to problems with the availability of the facility, this is likely to be the only tune-up clinic in 2006. This was originally intended to be followed the next day by Autocross I, but the autocross has been rescheduled to June 18th, due to problems securing the location.

We have a fairly small contingent going on the Saratoga Springs Tour in mid-May. We're looking forward to the report, however, as the statement was made that what they're lacking in numbers, they're making up for in enthusiasm.

Last, but certainly not least, we're in the final stretch leading to the 35th Anniversary Sports Car and Vintage Auto Festival on June 4th. As you know, this is a huge undertaking, so there are plenty of ways for everyone to help. For those

who like stuffing stuff, the Stuffing Party is at Dave and Barb Wild's on Wednesday, May 31st, at 7:00 PM. The weather is, as always, the big unknown is the weather. There is no formal Chicken Sacrifice planned this year, so the committee has requested that any time you eat chicken between now and then, please think of the car show. It couldn't hurt.

Spring Fling at The Old Toad



Our waiter, Carl Prouty, Gayle & Brooks Schneider —G. Sandusky



Jeff & Susan Kath, Joe & Joeanna De Blaere

—Gary Sandusky



Ted Hershey, Dick & Marlene Rzepkowski

-Gary Sandusky

MG Car Club Meeting Minutes April 20, 2006

Call to order-7:41 PM

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

New members and guests: Doug Randall. He has a 1976 MG Midget for sale. Returning member Carl Webeck and Tara Morgan

Regalia- No regalia due to the Basket Auction.

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

Librarian- Alan Costich reported that a copy of Burt Levy's Montezuma's Revenge was donated to the library.

Treasurer Report- Accounts are doing well. Specific details can be obtained from Joeanna DeBlaere, our treasurer.

SPOKES- Articles are due by next Monday, April 24, 2006. Next month SPOKES will be a special issue covering the history of the first MGCC car show.

England- George Herschell made note that the *Triple M* register from England will be touring the USA this summer. They will have many rare cars among them. If you want more details of their stops on the tour see George.

Trustee Report- No Report

Activities- Brooks started his report with the traditional joke. Go Kart event was well attended. Tonight's basket auction will benefit the Endowment Scholarship Fund. See the Activities report in SPOKES for a detailed list of future events. Take note that the first Autocross date has been changed.

Dave Wild reported that there were still limited openings for events at the Watkins Glen Vintage Race weekend. Grand Marshall for this event is Derrick Bell.

Car Show-Report given by Dick Powers. Arrangements are moving ahead. The event is to be held June 4, 2006 at the Farmington Town Park. T-shirts for the event will include one free to the workers (special 35th Anniversary Edition) and one in tan color for the general public to purchase. Car show registration information is now available online, in SPOKES and in flyers. More advertising is needed in the car show program so that if the car show is not successful it will have been well supplemented by the ads in the program. Bob Tescione needs 12 volunteers to call judges for the car show. The response sheet will be due back to him by the next meeting. The stuffing party will be held at Dave and Barb Wild's house Wednesday, May 31, at 7 PM at 166 Loud Rd. The after car show party will be held at Chris and Eileen Williams' house. Pre-sale tickets are now available at 2 for \$5(\$2.50 each). Kids 12 and under are free. Profits from pre-sale tickets go directly to the MGCC. See Dick Powers to sign up to help and for further information.

Web Site- Gary Sandusky asks for more pictures for the web site.

Vice Chair- No Report

Old Business- Vintage Race Weekend in September. Two couples are needed at the Seneca Lodge (from those that requested rooms) to share the log cabin and host the club's party on Saturday night. If no one volunteers then the room assignments will be done through a lottery at the next board meeting and one person that signed up will not get a room.

New Business- No Report

MARLENE RZEPKOWSKI

Cars and Parts- For Sale: Doug Randall has a 1976 MG Midget for sale. It is in good condition and has 70,000 miles. Gary Sandusky has a serviceable 5 hp single stage, 30 gallon roll around compressor that is free for the taking.

Door Prizes – No door prizes in lieu of the Basket Auction.

Misc. Comments- Gary Sandusky is doing a great job taking photos at events. George Herschell recommends Don's Original, at Rt. 250 and 441, as a place for an impromptu cruise night. They have been very supportive to the car show committee as a place for them to meet.

Motion to adjourn and seconded at 8:29 PM.

— MG TF



From the Spokes, April 1972

Attendance

APRIL 20, 2006

Gary Sandusky Elaine Hess Susan Henderson **Beverly Swarts** Allen Hess Anne Faust **Chuck Swarts** Joseph Fazio Gene Faust Carl Prouty Linda Fazio Dave Chase Barb Wild Lane Boughton Nancy Chase Dave Wild Jeff Kath **Bob Abels** Georgean Abels **Bob Tescione** Frank Stepanik Sue Harrison John Zoltner Brooks Schneider Dan Goodwin Bill Baldwin Mike Harrison Cheryl Baldwin George Herschell Jim Priestley Alan Costich Nancy Herschell Dawn Priestley Dick Powers Mabel Case Carl Baxter Cynthia Jack John Thompson George Heissen-Linda Bethune berger Doug Jack Peggi Heissen-Laurie Scribner Bill Bethune Doug Scribner Vivienne Rizzo berger Joeanna DeBlaere Ken Stickle Tim Rizzo Ioe DeBlaere Carl Webeck Rhonda Rizzo George Haynes Ken Heusler Tom LeStrange David Leete Don McConnell Penny Hargrave Mike Goodwin Pat Sangster Gene Dinkel Susan Goodwin **Steve Sangster** Sue Keppler Marlene Rzep-Jim Davis William Brorein Wesley Pittenger kowski Dick Rzepkowski Sue Pittenger Guests Wally Roworth Dan Suter Doug Randall Al Fink Tim Henderson Tara Morgan

Dear Friends,

It is hard to believe it has been 4 months since Julie and I moved from Rochester. It has been hard to readjust to a new town, new job, and unpack all at the same time. One thing that has not been hard is adjusting to the climate! I think I drove my TR-3 more miles in January here in Dayton than in January - April when we lived in Rochester! We have joined the local Triumph club here (Miami Valley Triumphs). It is smaller than the WNY MG Car Club, but still pretty active.

We miss all of you, but plan on keeping up to date through the Spokes and frequent trips to Rochester (first Sunday in June!). Please know that if you ever pass through the area, you have a place to stay (Mid-Ohio only about 90 minutes away).

Take care!

Brian Smith 36 Telford Ave. Dayton, Ohio (937) 299-9552

Car Show Stuffing Party

Wednesday May 31st 7:00 PM

Dave and Barb Wild's

166 Loud Road (off Rt. 31, opposite Egypt Fire Dept.) Fairport, NY Light Refreshments Served 223-1065

Spring Tune-Up Clinic

Saturday, May 6th 10:00 AM until 4:00 PM



Monroe Community College Technology Center near Friendly's on West Henrietta Road (entrance is around behind the building)

Call George Haynes at 585-872-6536

Carlisle Import Weekend

Carlisle, Pennsylvania May 19th-21st

Several MGCC members will be operating a Flea Market space and selling our left-over British car parts. There is also a very large import car show. The group will leave on Thursday, May 18th to arrive and get setup before the show begins on Friday. We will again take parts for other MGCC members who have something for sale but who cannot join us. So look around the garage or basement for something which you could turn into cash. Similarly, we can search for something you might like to buy. Let us know your needs.

For more information or to send along some parts to sell, contact George Haynes at 872-6536 or Alan Costich at 482-2695.

Dave Chase has a block of motel rooms reserved for the weekend. If you need a room, call Dave at 334-6826.







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



2006 MG Garden Tour —

Rhonda & Elaine's Excellent Adventure Number Five

The Cornell Plantations

June is a good month to visit all the collections. The gardens around head-quarters are a mass of color. Peonies, astilbes, false lindigo, Texas blue-star, rhododendrons, masterworts, cranesbills, Siberian iris, and the "big-leaf" magnolia are just a few of the many highlights. The yellow flags and water lilies in the ponds are in full bloom, pink and white Dame's Rocket brightens the Baird Field Flower Meadow, and fringe trees, viburnums, and spireas bloom in the F. R. Newman Arboretum.

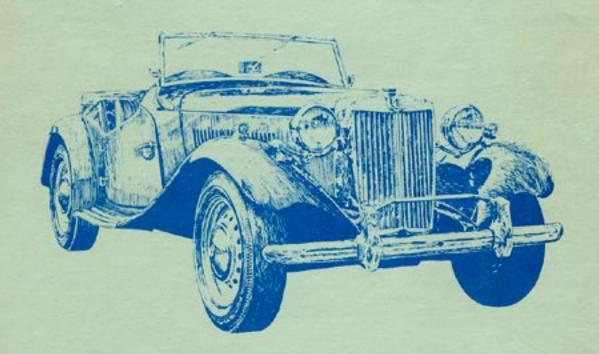
Sunday, June 25

Featuring:

- * Rizzo designed tour to Ithaca
- 🏃 Lunch
- ☆ Guided tour of the gardens
- Your of the arboretum
- [★] Snacks, Ice Cream
- \$5.00 per person entry fee
- ⁵ Food pay as you go.



WESTERN NEW YORK CENTRE



the SPOKES It's Spring again! How do I know? Well, I saw a Robin . . . Jeff and I raked the yard . . . Sunday was Easter Sunday . . . and . . . Bob Kutzenberger was out driving his TD with the hood folded away. Also, I tend to get poetic this time of year. If you save your Spokes (you'd better save them!), look up the April/May 1971 issue and you'll find that your chairman rambled on a bit about Spring and sports cars. No, I'm not going to repeat myself, I'm not that old yet! But look it up and you'll know what I'm thinking about now.

The fact that it is Spring means that we are getting close to the first "Sports Car And Vintage Auto Festival" to be held in Victor on June 4th. This big event means a lot of work for us, but we (meaning all of us in the club) can do it. Some of us are professionals at putting on car shows and all of us are good at special events. I tell you this to assure you that you are a part of a major league team.

Modestly, I'll start with my own qualifications. For three years I was organizer of the Concours D'Elegance held at Watkins Glen in conjunction with the Grand Prix. Luckily, I had the backing of a very active MG Car Club. Dave Wild has presented three very successful car meets at Wagonjack Farm. He is an active member of the Genesee Valley Antique Car Society and has worked on many of their events. Jim Ottman is also a member of the GVACS and the Morgan Owners Club [and 1st Vice President of the Victor Lions Club]. Jim has worked in many capacities in a variety of car events. George Herschell, a frequent winner in car shows, was cochairman of the New England MG 'T' Register's "Gathering Of The Faithful MK XI" at Rome, New York. Bob Philip is working on his second MG restoration and has been a winning entrant in many events. Bob Adams has participated in auto events in many parts of this state and other states, being entrant or organizer, or both. We are well qualified, and with

CHAIRMAN'S CORNER



ITS SPRING AGAIN! HOW DO I KNOW? WELL, I SAW A ROBIN.....JEFF AND I BAKED THE YARD..... SUNDAY WAS EASTER SUNDAY.....AND.....803
KUTZENBERGER WAS OUT DRIVING HIS TD WITH THE HOOD FOLDED AWAY. ALSO, I TEND TO GET POETIC THIS TIME OF VEAR. IF YOU SAVE YOUR SPOKES (YOU'D BETTER SAVE THEM!), LOOK UP THE APRILY WAY 1971 ISSUE AND YOU'LL FIND THAT YOUR CHAIRMAN RAMBLED ON A BIT ABOUT SPRING AND SPORTS CARS. NO, I'M NOT SOING TO REPEAT MY SELF, I'M NOT THAT OLD YET! BUT LOOK IT UP AND YOU'LL KNOW WHAT I'M THINKING ABOUT NOW.

THE FACT THAT IT IS SPRING MEANS THAT HE ARE BETTING CLOSE TO THE FIRST "SPORTS CAR AND VINTAGE AUTO FESTIVAL" TO BE HELD IN VICTOR ON JUNE 4TH. THIS BIS EVENT MEANS A LOT OF WORK FOR US, BUT WE (MEANING ALL OF US IN THE CLUS) CAN DO IT. SOME OF US ARE PROFESSIONALS AT PUTTING ON CAR SHOWS AND ALL OF US ARE GOOD AT SPECIAL EVENTS. I TELL YOU THIS TO ASSURE YOU THAT YOU ARE A PART OF A MAJOR LEAGUE TEAM.

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AT THE NEXT MEETING (APRIL 20TH), COMMITTEES WILL BE FORMED FOR THE EVENT. MG CAR CLUB IS RESPONSIBLE FOR THE DISPLAY AND JUDBING OF THE CARS, AND THE PROGUDEMENT AND PRESENTATION OF THE TROPHIES. WE ALSO WILL ASSIGN FLEA MARKET SPOTS AND PROVIDE FACILITIES FOR THE EXHIBITORS. THE VICTOR LIONS CLUB WILL HANDLE RESISTRATION, ADMISSION, FOOD AND COMMUNICATIONS. WE BOTH WILL WORK ON PUBLICITY, ADVANCE TICKET SALES, AND DOOR PRIZES. SOUNDS LIKE A

cooperation like we had at Wagonjack Farm last fall we can't miss!

At the next meeting (April 20th), committees will be formed for the event. MG Car Club is responsible for the display and judging of the cars, and the procurement and presentation of the trophies. We also will assign flea market spots and provide facilities for the exhibitors. The Victor Lions Club will handle registration, admission, food and communications. We both will work on publicity, advance ticket sales, and door prizes. Sounds like a lot, but, like somebody once said, "many hands make light work".

I don't want to leave you with only thoughts of work. So . . . 'Tis Spring! (Poetics) . . . 'Tis time for driving a sports car without the thought of salt corrosion; driving through the country on back roads, feeling like you and the car are one. That's why you own a sports car!

The club extends a hearty welcome to the following new members:

Ernest Paskey.....MGB-GT Ross Bacon.....MG-TC Bob Tescione.....Volvo PV-544 and 1937 Ford 'Woody' Wagon

EDITOR'S ABERRATIONS

by: Dave Wild

THIS MONTH WE ARE GOING TO EXPOSE THE LATEST VEHICLE THAT BRITISH LEYLAND MOTORS HAS BEEN IMPORTING. NO, NOT THE STAG OR THE JAG VIZ....THIS VEHICLE CAME ON THE SCENE ALMOST SECRETIVELY, AND WITHOUT PANFARE (TYPICAL BRITISH UNDERSTATEMENTS). NEVER HAVING BEEN FORMALLY INTRODUCED TO THE ENTHUSIAST MARKET, IT HAS BEEN AVAILABLE FOR IMMEDIATE DELIVERY FOR ABOUT A YEAR. YET, I DOUBT THAT MORE THAN A HANDFUL OF BRITISH LEYLAND CAR DEALERS EVEN KNOW THAT IT EXISTS! THOSE OF YOU WHO ARE FAMILIAR WITH THE MGA 1600 MKII WILL RECOGNIZE THE ENGINE BLOCK IMMEDIATELY ... 1622 CC. THIS ENSINE, TUNED FOR MAXIMUM TORQUE, IS UNHAMPERED BY ANTI-POLLUTION EQUIPMENT. IT IS COUPLED TO (ARE YOU READY FOR THIS?) A CLOSE-RATIO 9-SPEED GEARBOX. THE HATIOS ARE SO CLOSE THAT
THEY OVERLAP, PROVIDING THE UNIT WITH UNPARALLELED FLEXIBILITY
AND MAXIMUM PERFORMANCE. THIS LIMITED PRODUCTION SPECIAL IS
AVAILABLE IN TWO-TONE BLUE ONLY AND RETAILS IN ROCHESTER FOR \$3100. STANDARD EQUIPMENT INCLUDES A WANUALLY CONTROLLED LIMITED SLIP DIFFERENTIAL, DISC BRAKES, AND HUSE TIMES THAT PROVIDE MAXI-MUM TRACTION "OFF-THE-LINE". A SHORT ARCELBASE, RIDE-TRACK STANCE, FIRM SUSPENSION, AND INDEPENDENTLY CONTROLLED "FIDDLE" BRAKES MAKE THE LEYLAND NUFFIELD 154 A NATURAL FOR TIGHT AUTO CROSSES AND OFF-ROAD TRIALS! IN ITS CLASS IT REALLY HAS NO DOMESTIC COMPETITION YET. FORD HAS DEVELOPED A COMPARASE UNIT USING AN ENGINE FROM ITS JAPANESE TOYO KOGYO AFFILIATE, HOWEVER THIS WILL NOT BE INTRODUCED UNTIL THE "POBERS-THAT-BE" APPROVE THE IMPORTATION OF THE ENGINE. THE CLOSEST FOREIGN COMPETITION IS PROVIDED BY THE JAPANESE (WHO ELSE!) WITH THE SATO AND THE KURGTA BOTH SLIGHTLY LARGER UNITS BUT IN THE SAME PRICE CATEGORY KUBOTA BOTH SLIGHTLY LARGER UNITS BUT IN THE SAME PRICE CATEGORY. THE SATO IS SLIGHTLY CHEAPER, BHILE THE KUBOTA IS MORE EXPENSIVE. GIVEN REASONABLE CARE, THE 154 SHOULD LAST FOREVER. ENGINE PARTS SHOULD BE EASILY AVAILABLE FROM A NUMBER OF SOURCES. READ THE SPECIFICATION SHEET PRINTED ELSEAHERE IN THIS ISSUE AND THEN ENVISION THE MODIFICATION POSSIBILITIES. DARE I MENTION THE POSSIBILITY OF A 154Z?

IT HAS BEEN NOTED THAT A NUMBER OF CLUB NEWSLETTERS AROUND THE COUNTRY HAVE REPRINTED LITEMS THAT HERE ORIGINATED FOR SPOKES-AND WE ARE FLATTERED! YOU ARE WELCOME TO USE ANYTHING YOU MAY FIND OF INTEREST, HOWEVER, PLEASE EXTEND US THE COURTERY OF PROVIDING THE PROPER CREDIT TO THE SPOKES. THE COVER DRAWING QUITE OFTEN APPEARS AND IT IS SUBSESTED THAT YOU OBTAIN PERMISSION FROM THE ARTIST (GEORGE HERSCHELL, 1286 MILL CREEK RUN, WESSTER, N.Y. 14580, PHONE: 716-872-1194) BEFORE USING IT. WE ARE CONFIDENT THAT GEORGE WOULD BE MORE THAN WILLIAMS TO HELP, BUT THE COURTESY OF A REQUEST WOULD BE APPRECIATED. INCIDENTLY, HE HAS A SERIES OF 12 EQUALLY FINE FRAMEABLE DRAWINGS OF VARIOUS TYPES OF MGS AVAILABLE FOR SALE.

This month we are going to expose the latest vehicle that British Leyland motors has been importing. No, not the Stag or the Jag V12 This vehicle came on the scene almost secretively, and without fanfare (typical British understatement?). Never having been formally introduced to the enthusiast market, it has been available for immediate delivery for about a year. Yet, I doubt that more than a handful of British Leyland car dealers even know that it exists! Those of you who are familiar with the MGA 1600 MKII will recognize the engine block immediately . . . 1622 cc. This engine, tuned for maximum torque, is unhampered by anti-pollution equipment. It is coupled

to (are you ready for this?) a close-ratio 9-speed gearbox. The ratios are so close that they overlap, providing the unit with unparalleled flexibility and maximum performance. This limited production special is available in two-tone blue only and retails in Rochester for \$3100. Standard equipment includes a manually controlled limited slip differential, disc brakes, and huge tires that provide maximum traction "off the line". A short wheelbase, wide-track stance, firm suspension, and independently controlled "fiddle" brakes make the Leyland-Nuffield 154 a natural for tight auto crosses and off-road trials. In its class it really has no domestic competition yet. Ford has developed a

comparable unit using an engine from its Japanese Toyo Kogyo affiliate, however this will not be introduced until the "powers-that-be" approve the importation of the engine. The closest foreign competition is provided by the Japanese (who else?) with the Sato and the Kubota, both slightly larger units but in the same price category. The Sato is slightly cheaper, while the Kubota is more expensive. Given reasonable care, the 154 should last forever. Engine parts should be easily available from a number of sources. Read the specification sheet printed elsewhere in this issue and then envision the modification possibilities. Dare I mention the possibility of a 154Z?

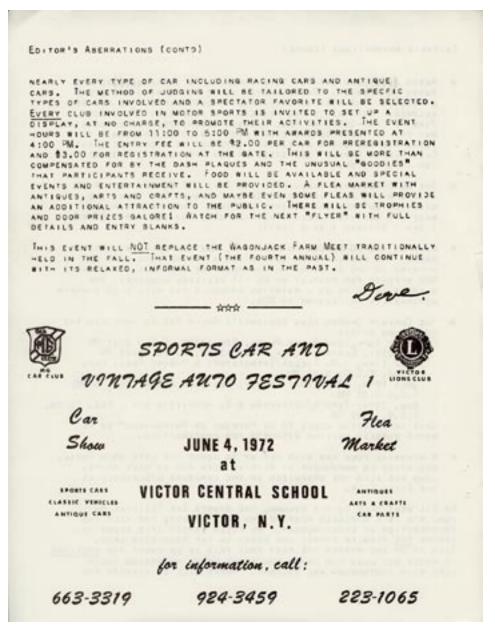
It has been noted that a number of club newsletters around the country have reprinted items that were originated for Spokes and we are flattered! You are welcome to use anything you may find of interest, however, please extend us the courtesy of providing the proper credit to the Spokes. The cover drawing quite often appears and it is suggested that you obtain permission from the artist (George Herschel, 1286 mill Creek Run, Webster, N.Y. 14580, Phone: 716-872-1194) before using it. We are confident that George would be more than willing to help, but the courtesy of a request would be appreciated. Incidentally, he has a series of 12 equally fine frameable drawings of various types of MGs available for sale.

- The Triumph line of cars is now distributed in Rochester through Piehler motors who also sell Pontiac, Fiat and Subaru. Best Motors, who previously held the Triumph franchise, will be specializing in Volvo sales and service.
- According to our sources, the Morris Marina will appear in the United States in the 1973 model year. Will it replace the Austin America? . . .
- A photograph by member Marv Brudno (Continental news/photo) was selected by Joseph Lucas Ltd. for adver-

tising purposes. In enlarged form, it was the focal point (there is a pun there for you "shutter bugs") of the Lucas exhibit at the New York Auto Show. . . .

- Xerox Auto Club's first 1972 gymkhana is on April 23rd at Xerox in Webster. Registration is at 10:00 with the start at 12:00. The cost is \$4.00 And studded tires will not be allowed. Seat belts and helmets are required. Call Bob Pirwitz (457-3509) or Paul Nielson (482-1325) for information. May 7th is their second event with registration from 9 to 12:00 and the start at 11:30. This one is a charity event. Call George Haynes (288-2725) or Bob Syverson (377-3256) for information.
- The MG T-register caravan to the Ohio GOF MK XIV will make an overnight stop in Rochester on Thursday May 18th, the night of our regular monthly meeting. This fact should make our meeting a record-beating greeting meeting! (sorry, I can't believe I said that!)
- Work on the MG Museum in Meredith, Hampshire will begin soon. The display will consist of a few antique cars remaining in the existing museum plus the T-series and vintage MGs offered for display by MG 'T' register members. The display is to be on a rotating schedule and will also contain memorabilia pertaining to MGs. . . .

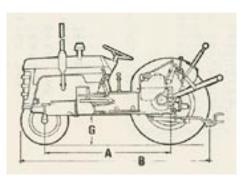
As Gil mentioned in his column, the Sports Car Festival on June 4th is a sizeable venture and will require the help and cooperation of every member. We fully expect this event to become the premier sports car event in the Rochester area. Talk it up and stress the fact that this is an event for everyone to enter not just for those who spend weeks preparing their cars with toothbrush and solvent. There will be classes for nearly every type of car including racing cars and antique cars. The method of judging will be tailored to the specific types of cars involved and a spectator favorite will be selected. Every club



involved in motor sports is invited to set up a display, at no charge, to promote their activities. The event hours will be from 11:00 to 5:00 PM with awards presented at 4:00 PM. The entry fee will be \$2.00 per car for preregistration and \$3.00 for registration at the gate. This will be more than compensated for by the dash plaques and the unusual "goodies" that participants receive. Food will be available and special events and entertainment will be provided. A flea market with antiques, arts and crafts, and maybe even some fleas, will provide an additional attraction to the public. There will be trophies and door prizes galore! Watch for the next "flyer" with full details and entry blanks.

This event will not replace the Wagonjack farm meet traditionally held in the fall. That event (the fourth annual) will continue with the relaxed, informal format as in the past.

Dove.



Leyland-Nuffield 154

MG PANTRY

DIXIE PORK CHOPS

4 TO 6 CHOPS
SALT
SAGE
2 OR 3 APPLES, CORE
CUT IN RINGS

T C BROWN SUGAR 2 TBSP. FLOUR 1 C HOT WATER 1 TBSP. VINEGAR 1/3 C RAISINS

BROWN CHOPS IN FAT, SPRINKLE WITH SALT & SAGE AND PUT IN BAKING DISH. ADD FLOUR TO FAT IN SKILLET; BLEND, ADD WATER, VINEGER; COOK UNTIL THICK; ADD RAISINS AND POUR OVER CHOPS. BAKE UNCOVERED IF CHOPS ARE IN ONE LAYER, IF NOT, COVER THEM. BAKE AT 350 DEGREES FOR 1 HOUR.

CHEESED ZUCCHINI

6 MEDIUM ZUCCHINI SALT GARLIC SALT OREGANO PEPPER

3 TOMATOES
ONIONS
CHEESE (SHARP PROCESS
AMERICAN)
BACON

WUARTER ZUCCHINI LENGTHWISE. PLACE THESE TO COVER THE BOTTOM OF A SHALLOW BAKING DISH. SPRINKLE WITH SALT, GARLIC SALT, PEPPER, AND A PINCH OF OREGANO. SLICE THE TOMATOES (UNPEELED) AND PLACE OVER THE SQUASH. SEASON THE SAME AS BEFORE. PLACE A LAYER OF SLICED ONIONS OVER THE TOMATOES AND SEASON. COVER THE ONIONS WITH A LAYER OF CHEESE AND A LAYER OF BACON. BAKE UNCOVERED AT 350 DEGREES FOR 45 MINUTES.

CREAM CHEESE COOKIES

D C BUTTER

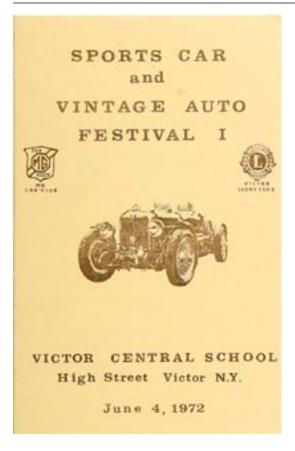
3 OZ. CREAM CHEESE

7 TSP. VANILLA

C SUGAR

CREAM BUTTER AND CHEESE TOGETHER, ADD VANILLA. GRADUALLY ADD SUGAR AND FLOUR. PUT THROUGH COOKIE PRESS OR ROLL INTO BALLS. BAKE FOR 9 MINUTES AT 350 DEGREES.

Welcome to the Sports Car and Vintage Auto Festival I



This event is presented jointly by the Victor Lions Club and the Western N.Y. Centre of the MG Car Club of England. Members of either club will be glad to assist you in any way possible in order to make your day with us a pleasant experience. Serving as Cochairman of the Festival are Jim Ottman and Dave Wild.

In conjunction with the display of cars there is an outdoor market featuring antiques, arts and crafts, and car parts. There are also local car club promotional displays.

All cars will be judged in accordance with basic concours d'elegance practice for originality, cleanliness, mileage, finish, and appearance. There will also be a vote by ballot for the most popular car in the show. These ballots (part of your ticket) are available to all participants and spectators. Ballots are to be cast by 3:30 P.M. Trophies will be awarded in all classes and the most popular vehicle

will receive a special award.

The presentation of trophies will start at 4:00 P.M. Each winner will drive his car to the reception area to receive his award.

Announcers are Bill Bell of WROC's "Deadline Motorsports" program and John McGahn of WCMF-FM. Musical entertainment is by "The Strathmore Union".

The officers of the sponsoring clubs: MG CAR CLUB

Chairman: Gil Langswager Vice Chairman: Bob Philip Secretary: Bob Kutzenberger Treasurer: Bob Adams GMSC Rep: Marv Brudno

VICTOR LIONS CLUB President: Lou Allen 1st Vice Pres. Jim Ottman 2nd Vice Pres. Bill Moore Secretary: Don Smith

Treasurer: Karl Halbleib

Above: from the Program



Photographs by Al Isselhard





George McGurk's 1912 Model T, 1st Place





John McAlpin's 1933 V12 Lincoln Town Car











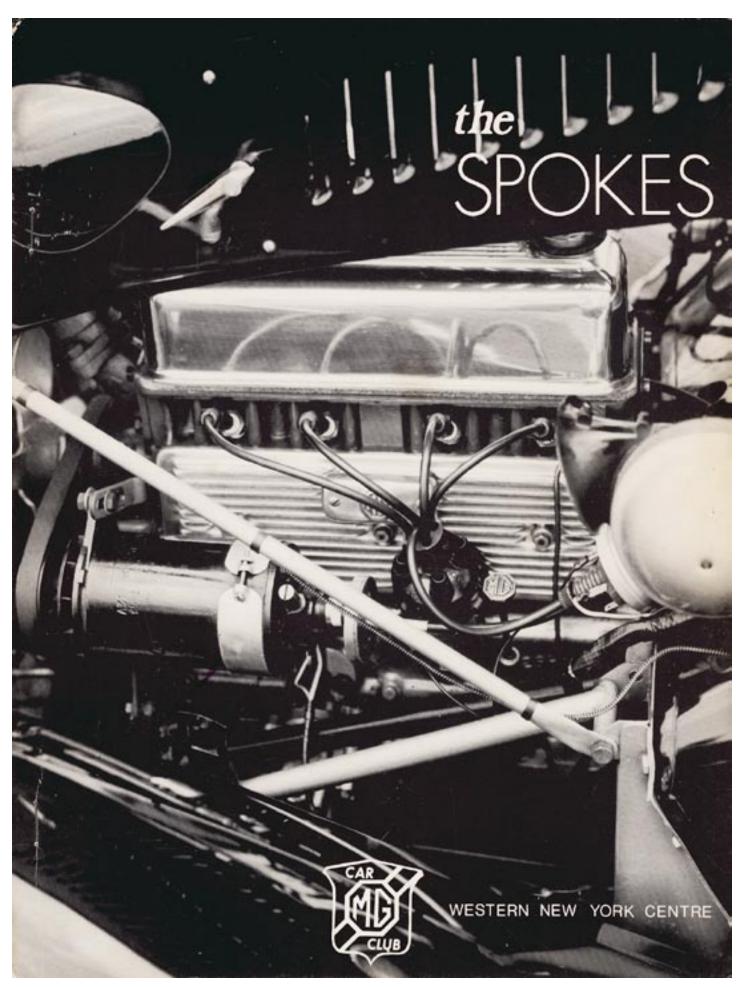


Awards









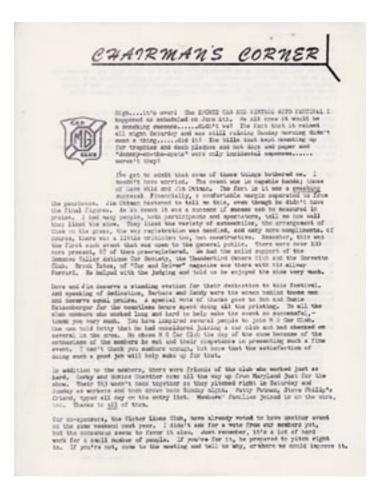
Sigh . . . it's over! The SPORTS CAR AND VINTAGE AUTO FESTIVAL I happened as scheduled on June 4th. We all knew it would be a smashing success . . . didn't we? The fact that it rained all night Saturday and was still raining Sunday morning didn't mean a thing . . . did it? The bills that kept mounting up for trophies and dash plaques and hot dogs and paper and "Johnny-on-the-spots" were only incidental expenses . . . weren't they?

I've got to admit that some of these things bothered me. I needn't have worried. The event was in capable hands, those of Dave Wild and Jim Ottman. The fact is it was a smashing success! Financially, a comfortable margin separated us from the poorhouse. Jim Ottman hastened to tell me this, even though he didn't have the final figures. As an event it was a success if success can be measured in praise. I had many people, both participants and spectators, tell me how well they liked the show. They liked the variety of automobiles, the arrangement of them on the grass, the way registration was handled, and many more compliments. Of course, there was a little criticism too, but constructive. Remember, this was the first such event that was open to the general public. There were over 100 cars present, 67 of them pre-registered. We had the solid support of the Genesee Valley Antique Car Society, the Thunderbird Owners Club and the Corvette Club. Brock Yates, of "Car and Driver" magazine was there with his silver Ferrari. He helped with the judging and told us he enjoyed the show very much.

Dave and Jim deserve a standing ovation for their dedication to this festival. And speaking of dedication, Barbara and Sandy were the women behind those men and deserve equal praise. A special vote of thanks goes to Bob and Susie Kutzenberger for the countless hours spent doing all the printing. To all the club members who worked long and hard to help make the event so successful—thank you very much. You have inspired several people to join MG Car Club. One man told Betty that he had considered joining a car club and had checked on several in the area. He chose MG Car Club the day of the show because of the enthusiasm of the members he met and their competence in presenting such a fine event. I can't thank you members enough, but hope that the satisfaction of doing such a good job will help make up for that.

In addition to the members, there were friends of the club who worked just as hard. Corky and Eunice Guenther came all the way up from Maryland just for the show. Their TR3 wasn't back together so they pitched right in Saturday and Sunday as workers and then drove back Sunday night. Patty Putman, Steve Philip's friend, typed all day on the entry list. Members' families joined in on the work, too. Thanks to all of them.

Our co-sponsors, the Victor Lions Club have already voted to have another event on the same weekend next year. I didn't ask for a vote from our members yet, but the consensus seems to



favor it also. Just remember, it's a lot of hard work for a small number of people. If you're for it, be prepared to pitch right in. If you're not, come to the meeting and tell us why, or where we could improve it.

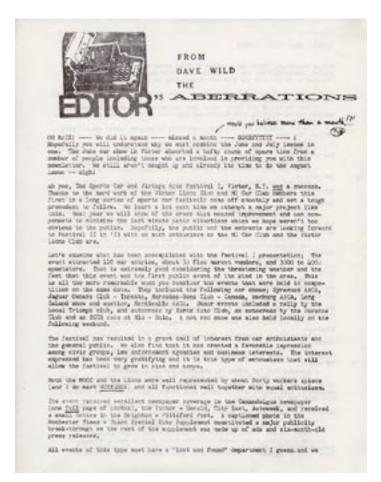
Election time is coming up in November, for the MG Car Club that is. Nominations will be made at the October meeting. Yours truly is a non-candidate this time, having served two terms. It's not too early to start campaigning. Who's going to be the next Chairman or Chairwoman? Chairwoman? . . . Could be another first for the MG Car Club, folks.

Next event is the Wagonjack Farm Meet. It'll be a little earlier this year, last part of September hopefully. Check the "Calendar of Events" it's probably more up-to-date than I am.

Also coming up is the Annual Christmas Party, Sandy Ottman is the chairwoman of the event with Susie Kutzenberger lending assistance. Sandy and Jim organized the one last year and it was great! Things get better every year with us, so this one ought to be better than great!

And so, I'll leave you with thoughts of Christmas!





OH RATS! —We did it again — missed a month — [Would you believe more than a month!?! (Pub.)] — SORRYYYYY—! Hopefully you will understand why we must combine the June and July issues in one. The June car show in Victor absorbed a hefty chunk of spare time from a number of people including those who are involved in providing you with this newsletter. We still aren't caught up and already it's time to do the August issue — sigh!

Ah yes, The Sports Car and Vintage Auto Festival I was a success. Thanks to the hard work of the [forty] Victor Lions Club and [forty] MG Car Club members, this first in a long series of sports car festivals came off smoothly and set a tough precedent to follow. We learn a lot each time we attempt a major project like this. [We now] know of the areas that needed improvement, and can compensate to minimize the last minute panic situations which we hope weren't too obvious to the public. Hopefully, the public and the entrants are looking forward to Festival II in '73 with as much enthusiasm as [we are].

Let's examine what has been accomplished with the Festival I presentation; The event attracted 110 car entries, about 30 flea market vendors, and 3000 to 4000 spectators. That is extremely good considering the threatening weather and the fact that this was the first public event of its kind in the area, This is all the more remarkable when you consider the events that were held in competition on the same date. They included the following car shows; Syracuse AACA; Jaguar Owners Club, Toronto;

Mercedes-Benz Club, Canada; Hamburg AACA; Long Island show and auction and Monticello AACA. Other events included a rally by the local Triumph club and autocrosses by Xerox Auto Club, the Porsche Club and an SCCA race at Mid-Ohio. A hot rod show was held locally the following weekend.

The festival has resulted in a great deal of interest from car enthusiasts and the general public. We also find that it has created a favorable impression among civic groups, law enforcement agencies and business interests. The interest expressed has been very gratifying and it is this type of enthusiasm that will allow the festival to grow in size and scope. . . .

The event received excellent newspaper coverage in the Canandaigua newspaper (one full page of photos), the Victor Herald, City East, Autoweek and received a small notice in the Brighton–Pittsford Post. A captioned photo in the Rochester Times–Union Special Auto Supplement constituted a major publicity break-through as the rest of the supplement was made up of ads and six-month-old press releases.

All events of this type must have a "lost and found" department I guess, and we are no exception. Under the category of found items we have one baby bonnet, yellow, female-type and one cake plate, glass with aluminum cover, labeled "Wheeler". If you have any idea who these belong to please let us know.

Cochairman Jim Ottman and I would like to thank all the entrants and participants and extend a special thanks to:

- The members of the Victor Lions Club who manned the refreshment stands, handled preregistration, sold tickets and provided facilities that wouldn't have been available otherwise.
- George Herschell for the many hours spent on program layout and art work for the fine dash plaques.
- Sandy Ottman who sold the program ads.
- Marsha Moran, Nancy Herschell and Sandy who spent most of the day manning the bake sale.
- Patty Putnam and Sue McKenna [for] typing at registration.
- Donna and John Robinson who did the scoring administration and prepared the results.
- Bill Bell of WROC's "Deadline Motorsports" and John McGahn of WCMF-FM who shared the announcing chores and provided radio advertisement.
- Bob Hughes of "City East" who went out of his way to give the event good coverage.
- The Canandaigua Messenger and Victor Herald who gave us excellent coverage.
- Troop 'E' of the N.Y.S. Troopers, the Ontario County Sheriffs Department, the Victor Fire Dept. and. Ambulance Corps.
- Ruth Philip, Eunice Guenther, and Susie Kutzenberger who sold so many tickets.
- Our friends from Maryland, Eunice and Corky Guenther, who pitched in wherever needed.

—continued on page 21

Origins of the Sports Car & Vintage Auto Festival

Dave Wild



Dave Wild, MGTD — Grand Island Grand Prix Reenactment 2002

The year 2006 marks the 35th anniversary of the Sports Car & Vintage Auto Festival. To fully understand how and why this event was established it is necessary to examine the Rochester area sports car scene back in the 1960s. At that time there were a large number of local car clubs all of which had very active road rally programs. There were so many rallies going on one had the choice of several every weekend!

The Genesee Motorsports Council was formed in an attempt to prevent conflicts among the various club rally dates which helped the situation for a few years. But the end result was that the enthusiasts "burned out" on rallies as the primary activity and as club members drifted away many clubs ceased to exist. The clubs with broader activity interests survived but were also at a low ebb with fewer members. Even the hot rod and custom car clubs were having trouble retaining members and very few if any of those clubs of the '50s exist today.

The MG Car Club, Western New York Centre did not escape these problems but had wider interests than most. We enjoyed a reputation as innovators with a history of races, hill climbs, time trials, winter trials, Concours d'Elegance and what is now termed "rally cross". The MG Car Club survived because it always had fresh ideas, a "can do" attitude and a determination that the club would "carry on". However, we needed a new activity to rebuild membership and enthusiasm.

At the time there was only one local car show, the August antique car show sponsored by the Genesee Valley Antique Car Club. Although growing older, most of our cars did not yet qualify as antiques. We reasoned that there was room for another show that specialized in sports cars but embraced all aspects of the auto hobby. In 1969 that became the informal, non-spectator, members and guests only,

Fall gathering at our home in Fairport, Wagonjack Farm. Interest spread rapidly as our show gained a reputation for drawing out rare cars that had been hidden away for years. Fund raising raffles augmented the treasury and supported a strong club newsletter. Within one year we were back up to 110 members.

I had always felt that the people involved in the various aspects of the automotive hobby should work more closely together to benefit the overall hobby. Information and skill, freely exchanged between the groups could only serve to benefit the whole. Our show could provide an opportunity to bring enthusiasts of antique and classic cars, hot rods, customs and sports cars together in one inclusive setting. More involvement and a more united voice could foster the growth of the area wide motorsports hobby and at the same time benefit local charities. A "win-win" all around!

One of the Wagonjack meet participants was Jim Ottman, a member of the Victor Lions Club and Morgan owner. After several Wagonjack meets we had developed a list of people with interesting cars. A core group of MGCC members was formed which included the Brudnos, Herschells, Langswagers, Ottmans, Philips, Kutzenbergers, Adams, Packers and other families. We made a presentation to the Lions Club about establishing a large Spring car show on a 50/50 basis to open the car enthusiast's season. It was to include all aspects of the car hobby and support the charitable activities of both clubs. We brought to the Lions Club a ready-made 300 car potential show and they brought a show site and community acceptance to us. The MGCC was to provide the show administration and organization. The Lions were to provide the logistical support and food service. This partnership, sealed with a handshake continues to this day. Although we scheduled the Sports Car Festival in the Spring, for eleven years we continued to draw more rare cars out of hiding at our private Wagonjack meet in the late Fall.

The Sports Car Festival was held at the Victor School grounds for many years. We jointly cleared rocks and brush from the fields around the school as the show expanded. As the school built new buildings and expanded the athletic fields it became necessary to move the show. First to the Finger Lakes Race Track and this year to our new site at Farmington Town Park. We endured all kinds of weather during the years of the show including snow one year (In June!). By and large though, the "sun always shines" on the Sports Car & Vintage Auto Festival.

Jim Ottman, representing the Victor Lions Club and I, representing the MG Car Club, co-chaired the first Sports Car & Vintage Auto Festival and carried on for a couple of years until Jim moved from Victor. We had a well trained corps of volunteer workers by then, so I continued as the



Jim Ottman, Morgan — Grand Island Grand Prix Reenactment 2002

Chairman for a total of 13 years. Occasionally during those years, I overheard the Festival being referred to as "my" car show. I did not think it was particularly good for an event that required so many hard working volunteers and raised so much money for charity to be seen as aggrandizing one person. Therefore, I decided to take a lesser role. Fortunately, others have always been willing to step up to take on the responsibility of show chairman and it has continued to grow into the major event it is today!

The members of both the Lions Club and MG Car Club should be very proud that over the 35 years of the Sports Car & Vintage Auto Festival has raised enthusiasm for the auto hobby, the area clubs have become resources for each other, and over \$100,000 dollars have been contributed to local charities! Further, we in the MG Car Club can take pride in the fact that we are still known for our "fresh ideas" and our "can do attitude". ◀



Gil Langswager & Dave Wild - Grand Island Grand Prix 2002

Editor's Aberrations continued from page 19

- Kathy Moran, Phyllis Bell, Beth Yeager, Judy and Paul Nevin, Sandy Ottman, and Cindy Austin (tooth-ache and all) who set up and manned the club promotional booth.
- 'Toby' the clown (Jeff Langswager) and his frog friend (Scott Wild) who entertained and gave out lollipops to the kids just when they were beginning to get restless.
- -Gil Langswager, George Herschell, Bob Philip, Steve Philip, Corky Guenther, Bob Adams, the Herschell boys and the Langswager boys who lined up the cars and flea market vendors.
- Betty Langswager who made the club arm-bands and organized the entry envelopes.
- Bob and Susie Kutzenberger who printed all the flyers, tickets, entry blanks etc.
- Foreign Car Parts of Rochester for sponsoring the trophies for the five "classic" MG classes and Pacesetter Motors for sponsoring the trophies for the MGB class.
- Kawasaki East for making the minicycle door prize possible.
- The judges; Dave Titter, Bruce Austin, Bob Adams, George Herschell, Brock Yates, Bob Malley, Bernie Heckel, Brian Phelps, Bob Philip, Gil Langswager, Gary Langswager, Dick Yeager, John Robinson, Dick Gordon, Bert Patenall, Bob Tescione, Dave Wild, and Chan Southgate.
- Donna Robinson, Betty Langswager, Barb Wild, Sue McKenna, Beth Yeager, Susie Kutzenberger, and Bert Patenall for registration.
- The boy scouts for keeping the area clean throughout the show.
- The girl scouts for providing baby-tending services in the play area.
- Victor Central School District for use of the school grounds.
- The door prize donors which included: Ecurie Fiddler Racing Enterprises, Genesee Valley Petroleum (Kendall Oils), Pacesetter Motors, Finger Lakes Volkswagen, Monroe Fire Extinguisher, Peck's Crafts of Hammondsport, Russell O. Adams of Victor, and Old Cars Magazine. . . . I probably left, someone out—so thank you all for participating.
- ... As previously noted the Grand Prix of the United States, the Glen Fall Autorama, the MGT-series "Safety Fast" days, the Hershey, Pa, antique car show, and the start of the Glidden Tour all are scheduled for the same weekend. The multitudinous ramifications accompanying the chronological juxtaposition of these extravaganzas should be sufficient to pixilate the cerebrum of the most astute aficionado! If those events don't "blow your mind" that last sentence should!

Number one son, Scott has officially christened his McCulloch Go-Kart with the name (are you ready for this?) "Humphrey"

— Humphrey Go-Kart! — Snort, hack, cough!

Dove.

Auto Festival #1

Al Isselhard

My memories of the first MG/Lions Club Auto Festival, in 1972, return as if it were last year.

Gil Langswager was President of the MG club at that time and another MGCC member, Jim Ottman, a Victor, NY resident-and also 1st Vice President of the Victor Lions Club and lived on Main St. in the village. I remember being invited to a dinner meeting between the MG club reps and the Lions club folks at an old church in Victor near Jim's home. I'm sure Dave Wild was there plus Gil, Jim and there were possibly a couple other MG club members in attendance as well. I'm quite sure a nice dinner was served before the formal Lions Club meeting. One of the Lions Club members was a fabulous woodworker/hobbyist and had examples of his craft to show at this meeting. I don't remember his name but I do remember he enjoyed this hobby despite a handicap—he was blind. Details of the auto festival were discussed, ideas presented and the show was on its way. The MG club would somehow get the show cars for the event, handle judging the show, obtain and award trophies while the Lions people would handle all finances, food concessions, ticket sales and collecting, security and manage school grounds. No doubt many other details needed attention as well and somehow they were shared and accomplished by both clubs.

The fabulous George Herschell automotive artwork on the flyers and dash plaques enhanced the show and still continues.

At the time I think Bob Tescione and I were taking a quality control class at the "new" RIT campus in Henrietta. We carried loads of flyers in our cars and after class we walked

acres of the RIT parking lot placing flyers on sports cars trying to encourage the owner's to support the show and enter their sports car at the auto festival.

As show day approached we needed large signs to place at strategic locations on the roads in the Victor area near the show. We bought 2 x 4's and plywood and constructed and lettered many of the large folding signs that lasted for years and directed the participants to the Victor school grounds.

I remember what great support we had from the Genesee Valley Antique Car Society especially for the first show helping the car count. I have no idea how many entries show #1 had – someone else must have that information on hand.

A number of important details needed to harmonize. The Victor school grounds location, for example was fabulous while it lasted: the idea of having the show cars on grass instead of pavement; live music such as the string bands playing most of the afternoon; a great country market to draw and entertain non-car types; swings and play area for the kids; plenty of parking; use of the school buildings for registration and rest rooms; etc. These are a few of the details that worked well to make the event a terrific success. Now add the dedicated staff of the MG and Lions Clubs working in harmony and their efforts equaled success! And having a nice warm summer day didn't hurt either.

Looking at the old Auto Festival #1 slide photos I just pulled from storage shows us all 30+ years younger on a happy successful show day. Viewing the old images is a reminder of club members no longer with us who worked, supported and participated in this and other club events for many years

because they were dedicated sports car people and just plain nice "car folks".

The evening of car show #1, MG members adjourned to the home of Dave and Barb Wild for a fantastic dinner and socializing - an affair as enjoyable as the car show itself. I cannot imagine all the work and effort that Dave and Barb have invested in this car show and country market over the 30+ years it's been happening. This whole affair was their idea and with a little help from their friends it's turned out to be a hugely successful annual event enjoyed not only by we sports car types but the special interest car community as well. The shear size of the one-day event demonstrates its success. So many car collector people look forward to the festival and market each year and a new chapter will begin this June. ◀



Aurora Cobra [auroracobra.org]

—photo Al Isselhard

Bury Me In An Old Mowog Parts Box Jay Lockrow _____

Every year for roughly six years, Dave Wilds Wagonjack Farm in Egypt, NY was the sight of a neat little sports car gathering. This was a great little event, very informal and much fun. The first year I somehow heard about the event through the grapevine and drove down in my recently reassembled TC which I had just replaced the frame on. It was pretty brisk weather and I arrived with leather flying helmet and bundled up like Santa Claus. Pulling in I don't believe I knew a soul and no one knew me. When I told them I had come all the way from Orchard Park there were a few "Oohs and Ahs". After a few cups of hot coffee I was able to get thawed out enough to meet several people who are still my friends (I hope). About the third year, (I can't really remember) I decided to join the WNYMGCC and have been a continuous member ever since George Herschell said the club was really going down hill when they let me join, so I teased him about his fancy drawers for years. This friendly feud has lasted all these years. Wonder if he still has the fancy drawers and if they fit? Most of my clothes from that time period have all shrunk.

There were some interesting cars that showed up at Wagonjack over the years and I can remember a couple of Allards, a Sabra, a C Type Jaguar, a P Type MG and one year we even had a couple of Ferraris. I drove my TC most of the years with the top down going down but sanity got the better of me and I said to h--- with this purist stuff and put the top up on the way back. Amazing what a little weather protection will do when it starts to get really chilly out there. Believe me in late September or October it gets pretty chilly when the sun goes down and it is a long ride back to Buffalo without a top in the dark.

We were all a good deal younger (some 34 years?) and the event was growing steadily when it was decided to shoot the works and have a big time auto show.

Seems that in 1972 the MG Car Club of Western New York along with the Victors Lions Club decided it was time to have a real car show. As luck would have it I was unable to attend that first year but have missed very few since. I know one year I was in bed with the flu and I missed another for what reason I don't remember. In all those years I have driven the TC many times, my Triumph a few times and a few times I chickened out and drove the daily iron. What will I bring this year? Lets see what the weather will bring but it is about time for one last trip in the TC.

Over the years I have judged a good deal of the classes and have always felt I tried to be fair. One year I did a large class and there was an actual Bugatti. Not a kit car but the real thing. If I remember correctly it was a Type 57 coupe and a very nice car. I did my best to give that guy an award but it was a saloon class and most of the American cars were done to a higher standard. In fact if I remember correctly the Bugatti was not completely finished. Sadly, I have never seen the car since and

have often wondered what became of the owner or the car. I do wish he would come back and bring the American Bugatti Club with him.

Putting on a big time car show is not an easy proposition. First of all you need a place to hold it and this was discovered a year ago when the Finger Lakes Race Track cancelled the use of their parking lot about six weeks before the show. This was way too short a time to find another location so the event was cancelled for the first time. We will be back this year, hopefully bigger and better than ever. If you haven't already been told it will be in the town of Farmington, NY, just a little east of the now infamous race track.

If you are a member of any club that goes to this event with any regularity you should think about volunteering for one of the countless jobs that needs to be done. I have been a judge for more years than I care to remember and will do it again this year. I don't live in the Rochester area so all I can really volunteer for is something on the day of the show. Believe me, having been involved in this sort of thing for so many years I'm aware of the amount of work involved. I'm always frustrated by some participant that shows up and complains "Why don't they have more bathrooms?" or "Why can't the Fumb Fumb Six have a class of it's own. Why do we have to be mixed in with the Scissors Six?" I usually ask "Will you volunteer next year to help organize classes and help with the paperwork and get trophies?" "Oh no! That's not my thing. I don't like doing that sort of thing." Need I go on? We have all seen this sort of thing.

Shows take a tremendous amount of work from the organization of classes, picking up the trash at the end of the day, to putting away all the paraphernalia associated with this sort of thing. Tables, tents, orange cones, clip boards, even making sure George Herschell behaves himself. It never ends. If you want to have a successful show volunteer help is needed. Think about it, a few hours will make the day more fun and you usually have plenty of time to view the vehicles you want to see. . . . I can see the volunteers lining up now . . . stop pushing there's a job for everyone! See you all on Sunday June 4th. \triangleleft



MG (S)Miles and What Have We Started? Part LXIV

George Herschell ____

Way back in the Dark Ages (1972 to be exact) a group of members of this car club had the brain child to have a Car Show. Dave and Barb Wild had been hosting the Wagon Jack Farm meet for a few years but someone, or "someones" in the club decided that maybe we should have an "all breed" car show and open it to the general automobile public and see what developed. We were like the kids in the old MGM movies that decided just because there was vacant barn "let's

have a show" (Sorry, many of you younger people

but please bear with me.). But being rather bold and foolish, we all said "why not" and plans were started and the idea moved forward.

have no idea what I'm talking about

Wagonjack had been really successful through that event we had a contact with the Victor Lions Club. They thought it would be a good idea also and volunteered the Victor Central School area on High Street as a site for the show. Committees were formed and the Lions then went to work on the school board to convince them it really was a good idea. We had no idea that they didn't have a firm commitment at the time but things worked out well anyway. The School Board agreed and we and we started to put together a list of those that we thought might be interested in attending such a show.

This was all new ground to us and we did get a few things sorted out in advance. We (MGCC) would do the registration, field layout, judging and scoring and the Lions would do site acquisition, traffic control, food sales, and day of show ticket collection. Something must have worked because that is still the general separation of duties to this day. The school did allow us to use the school building for our registration "office" and also allowed use of the rest rooms there.

The original setting was beautiful with rolling grassy grounds for the display of cars and an office inside that was ideal no mater what the weather turned out to be. The ladies and some of the men from the MGCC did all the registration and tabulating duties, the judging and the passing out of

envelopes when the pre registered cars came through the line, the Herschell and Langswager boys (teenagers at the time) did the running with the registration envelopes to the incoming cars. We had a "door prize raffle" that day which was a mini scooter. There was a flea market and also a very well received bake sale. It turned out to be a really fun family event. We had a poster but no brochures during the early years and

those posters were graciously printed by my employer at the time, Great Lakes Press (although at that time they weren't aware of it). The posters were only one color and quite a bit larger than those we do today (Big company with big presses helped). We did have a dash plaque done by Rochester Metal Etching, who did our plaques for a good many years after that. The Lions set up their food tent and it worked out very well. I don't have the number of cars that were there that day but I'm sure Dave Wild can come up with those numbers. I'm not to sure of how financially successful the show was but it must have done well because we decided to do it again the following year. I guess from there, the rest is history.

I still remember two black TD's always

side by side at these shows. One belonged

to Bob Philip and the other to me. We were always side by side and always in competition with each other. I don't remember which trophy I got that year because Bob and I always seemed to be trading first place honors.* I do know that a few weeks later we drove our TD to Hudson Ohio for a New England MG T Register event and placed first in the TD Class. Needless to say we were thrilled and by placing first we were automatically put in the Premier Class of judging. This meant we had to compete with all the other classes of MGs. (Vintage, TA, TB, TC, TD, and TF) In the Fall of that same year we drove the TD to Newport, RI for the T Register's Fall meet. It was a beautiful drive, and beautiful site for the event. The cars were displayed on the grounds of Belcourt Castle on Bellvue Avenue. It is a magnificent structure and the grounds are fantastic. The car was on display all day and that evening

at the banquet I was totally stunned when the awards were announced. I had no thought of winning anything but when the Premier class was announced, my TD took the First Place award in that category. It was the first TD to win that honor and it was a good many years before another TD did the same. The pewter pitcher was filled with champagne that night and shared with the Langswagers who were with us at that event.

So 1972 was a great year for the MG Car Club, with the beginning of the Sports Car and Vintage Auto Festival (called the Victor Car Show for many years) and for the Herschell family and our TD.



Nancy and George Herschell

Now thirty five years later "we" are still producing that car show in Victor, (sorry Farmington this year) and still partnered with the Victor Lions Club. Over the years there have been a good many members of both clubs that have put a great deal of time and effort into the show and as a result our club has been able to function very well using the proceeds for our charitable gift giving and also for the ongoing funding of the club. Without this show we would not be able to do the many things we do today. It is an entire club event and should be supported by each and every member of the club.

So this year we are having our 35th Annual Sports Car and Vintage Auto Festival. Actually it is only our 34th show due to the fact that we lost our site last year and didn't have time to secure a new location for that year. We're still partnered with the Lions Club, still in (the vicinity of) Victor, and still hoping for good weather. It was amazing to the committee how many regular entrants expressed sadness that there was no show last year. Many people also said that our show is the "kick off" for the year's show season and they always look forward to attending.

Please forgive me if I am mistaken in this next statement but, I believe that there are only a few folks in the club who

have worked on and attended every one of those shows. Dave and Barb Wild who really founded the show have been at every show as well as Bob Tescione, and Nancy and I. One year when my son Jim was confirmed, he couldn't understand why he had to go to church that Sunday instead of skipping it and going to the Car Show. We did go to church and from there came directly to the show in time to Judge.

Also, for 33 of the 34 years of the show, I have done the drawings for every single poster we have produced. I'm starting to run out of ideas and cars but have always felt that seeing as the MG Car Club is one of the two promoters, the cars drawn should be MG's. It has really been a labor of love for me.

Now in closing this month I would suggest that all read Jay Lockrow's column MOWOG before continuing with this article. Yes I agree with Jay and we have been dear friends, or rather "jokingly argumentative" friends for 33 years. I wondered who that "crazy nut" was driving all way down from Buffalo wearing a WW II Leather flying helmet. We chided each other on any number of occasions and at the time I had just finished my TD and I did have a pair of plaid "trousers" ("Pants" just doesn't seem a proper name for them.). No, I do not have them any longer and like Jay's, all my clothes from that era seemed to shrink in the closet from some sort of stagnation in the air. But those "Fancy Pants" as Jay always called them were to me, my "Lucky Trousers". I never attended and/or entered my car in a show, while wearing those "Trousers" that the car didn't win a trophy. When it finally won the First in the T Registers Premier Class it was automatically retired from being judged. I think I retired the "Trousers" at the same time. Today 35 years later I still kid Jay and he still heckles me and if we didn't, each of us would think the other was sick or had lost his mind. It is a wonderful friendship brought about by our love for these little cars.

Let's hope the show continues for many years to come. There are so many memories of the past shows and the cars that were entered that one marvels at what we have been able to accomplish over the years. But as Jay said it takes everyone to pitch in and help. It can't be done by a certain few. Despite all the work and headaches it is still a lot of fun.

Oh and by the way, the Bugatti that Jay refers to was owned by the then chairman of General Dynamics. I don't know what happened to him or the car but Jay is right, it was BEAUTIFUL! See you all on the 4th of June? ◀

Photo opposite page— George Herschell and his TD, circa 1972 * Bob Philip and George Herschell tied for first place. —Spokes 1972



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DICK POWERS, CHAIR

By the time you see this, it will be about five weeks 'till our Sports Car & Vintage Auto Festival XXXV. Lots of work has been done by some of your club members and things are really coming together. When you consider that just a year ago, we were still looking for a place to have the show, this is an accomplishment of major proportions!

At the last MGCC meeting I compared this SC&VAF to a sports car, possibly a red MGA, racing at Watkins Glen. This is a very natural and real analogy for me because with this new location, we have had to "tune" the show in a different way and even make a few modifications to our 35 year old racer. To be sure, we are in a race and on Sunday June 4th we'll be taking the checkered flag.

If you are familiar with the Glen circuit, we have come through the "Boot" and have just taken the sweetest line through turn 9. Turns 10 and 11 are still ahead and then it's just a short sprint to the "Finish Line".

The Stuffing Party (turn 10) will be Wednesday, May 31 at 7 PM. Dave and Barb Wild have again opened their home to us. [See the Stuffing Party ad on page 7] This is when most of the pre-registration packets go together and many hands make this easy and fun too. Please set May 31 aside and plan to be there to help and have some fun too.

Field Setup Day (turn 11) is Saturday June 3rd at Noon. Many years ago we had to go through the field and remove rocks. Fortunately, at the Farmington Town Park, we won't have that to do. This is a lovely purpose-built field with lots of grass. On this day, the Show Car Class locations get laid out, Flea Market and Car Corral spots are established and the Tents go up. As with the Stuffing Party, many hands make light work. We have to start this at Noon since the town has events going on 'till then. Please be there to help as this half day session will pay dividends on Sunday, June 4th.

At the April meeting many came forward to assist and we greatly appreciate your willingness to help. We still need more of you to assist in any way possible, so I'll list those to contact and their phone numbers. Please give them a call.

Show Car Field Layout/Show Car Parking:

Arnold Van Denburgh 315-597-1514

Pre-Registration Packet Hand Out:

Gil Langswager 585-385-9956

Day Of Show Registration:

Dave and Barb Wild 585-223-1065

Car Corral: Peter Pegoni or Wally Roworth 585-293-1345

Flea Market: Lane Boughton 585-924-9295

Judging: George Haynes 585-872-6536

After Show Party:

Hosted by Eileen and Chris Williams 315-926-5079

Just about five weeks till we cross the Finish Line on Sunday June 4th. ◀

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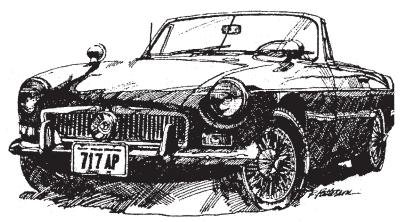


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WALLY ROWORTH

Cover is of Desi Benet's 1966 Morgan.

EDITOR'S NOTES Cindy Capaccio wrote that they were taking the weekends off to go anywhere it seemed interesting. This was to clear their feelings from the tough winter. One was the Wayne McRae "Spring Fling" Toronto MGCC sponsored. Originally both Our Club and the Toronto Club attempted to make it an ongoing affair for both of us. This fun time is in upcoming listings. We need someone to set up the Northern caravan. Niagara on The Lake with Desi was fun and enjoyed with the Canadians as well. A picture of the Prince of Whales Hotel with horse and carriage and four nice pictures of a '66 MG Roadster, two MGAs ('56 and '59) and an MGB.

WORD FROM THE CHAIR Phil Parisi: April brought enough rain for me to think about making an ark. With rebuilding the clutch cylinders, installing front headlights, installing the front parking lights, installing the seats and carpets, re-attaching the dash and getting the engine fired up, I'll be ready for autocross. About the top I only hope that Steve Fitch made the appropriate sacrifices to the Sun Gods. Returning from a business trip I stopped at the Outlet Center near Geneva. I spotted two of the prettiest MGAs ever. Joe Fazio got out of the red one and the blue one was Dave Chase, two of the MG family had come from the Belhurst Castle event- Small world???? No Big Club! While working in the Intech trade show and while walking around I discovered a booth giving away small tubes of 100% pure RTV silicone. I told her I was a vendor and could really use one. She asked why. I told her about my "B". Her son was a car enthusiast and had a '79 Camaro Z28 that he showed. I asked if he knew of our show and she didn't but she bought two tickets and I gave her the program. She gave me two bottles of RTV Silicone. Elks Lodge Supper Thursday, May 16 Spaghetti &meat balls. Join your friends for a nice supper.

May Minutes by Dan Suter. Meeting to order 7:41. Jim Priestley ran the meeting in Phil's absence. Alan Costich was announced as the new Sergeant-at-arms. Dave Rossi was moving to California. April Minutes accepted as written. Mat Ribis Treasurer's Report in order.

ACTIVITIES Anne Faust – Successes: Bellhurst Castle, Niagara-on-the-Lake, Spring Run-Matt Ribis organized and Carlisle. Future plans: Tune-up Clinic; Williamson Flyin Pancake Breakfast; first MGCC Autocross; Hildene, VT event; MG96 at Indy; Albion Strawberry Festival; Pittsford Colonial Days Car show; Sonnennberg Gardens tour and Watkins Glen.

CAR SHOW REPORT Tom Sergeant and Desi Benet: Initial Car Corral and Flea Market registrations look good. The main show plan for the new field. And a contingency plan is available, if necessary. More volunteers are needed.

Vice Chair Jim Priestley: reported George Herschell's slide show and the delicious desserts. Then he gave the Chairman's report. MGCC invitation/business cards are

available. Membership Cards have been printed and will be issued in the next several months. The UK MGCC renewed our affiliation. The 40th Anniversary Committee will plan our club's 40th year 1998 celebration. The March Steak roast was held at Webster Fireman's exempt instead of the Webster Park White House. Saving \$125 Jim suggested a \$100 donation to the Webster Fire Dept. The sign repairs are underway and are to be done for the car show. Gil Langswager provided an update of the MG Indy 96 show; 1,178 entrants confirmed in May. Gil and Dave Wild have attended several "MG Council Registers" meetings run by Ron Embling of MG Magazine. Ad-hoc group meets semi-regularly to coordinate USA based MG Club events.

New Business: Jim made a motion for the club to purchase a digital scanner for SPOKES Editor to use with the computer. Optical character generator, bundled software companionable with SPOKES. It has Dobie Print Shop, fax machine and printer. Purchase \$740 voted on. I also mentioned the difficulty of getting a non smoking bartender at the Elks. Upstairs Bar has been opened to MGCC members. Alan Costich made a "wonderful" motion to buy a double-decker bus, equipped with smokeless ashtrays. Pay from rainy day funds (Cash Reserve). It was seconded but suffered a "surprising and disappointing" defeat on vote. Following this meeting George Herschell gave a slide presentation of various MG's he has photographed.

Ten Years Ago by Sue Keppeler. April Minutes reflected on the Piehler Pontiac Board Room Meeting. Held short to look at all of the Jags engine compartments. 31 members. The Club decided to donate two cassette recorders to the Victor schools in appreciation of the use of the grounds. The Lilac parade was cancelled due to lack of interest. A reprint from Popular Science about gas quality change and what to do about it. Bob Welch wrote about die cast models and how they are made. Cars for Sale: '79 MG Midget 45,000 miles, stored winters, yellow with black interior, \$32,000; '52 MGTD restored 2 years earlier, 48,000 miles, asking \$13,700. Finally in addition to a Karmann Ghia convertible, a '66 MGB roadster, new engine and brakes, needs body work, \$1450 George Haynes. The Williamson Flying Club Apple Blossom Pancake Fly-in Breakfast May 19th.

—Continued on page 33

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Continued from page 31

TWENTY FIVE YEARS AGO by Mr. Gil One of our "firsts" was to "raffle" a "T" Not MGT, or an original model T car, but a ½ size like clowns use in a parade. This led to a MG"T" party in Gil's garage. 5HP single cylinder and about 5mph. Put together by all and driven by all. This is what led to the showing at various events all summer and selling tickets for the annual door prize at Wagonjack. It is what fostered the annual prizes at Victor Car shows. Jim Williams was a member for a while. He had an MGA with a customized Ferrari front end, fender flares and other things totally changed its looks. He stopped at a Wagonjack affair due to the signs. He still has his MGA. Jim joined Car & Driver Magazine in 1971. He was also part of the Brock Yates/Steve Smith/Jim Williams team that drove a Dodge van cross-country non-stop in just over 40 hours. That was the trial run for the cross-country race planned for the fall. (Remember?)

Some items of interest in Marv Brudno's column. Our own Eunice and Stacey Brudno wee the first two women ever to enter the hallowed "Gasoline Alley" at Indianapolis. Tony Hulman made a big deal of presenting them the first press credentials issued to female reporters.

Watkins Glen would be spending over \$2 million on improvements to the circuit to provide the proper arena for the running of the 13th annual U.S. Grand Prix in the fall.

SPOKES had a special notice to sports car enthusiasts traveling through or vacationing in the Rochester area. Names, phone numbers for any needed help. Geographical to the extent it designated Northwest, Northeast, Central and Southeast side. (Not a bad idea even now). Also monthly was the MG Pantry & Market Place, May 1971 issue was the start of the "history of the MG Car Club". There were always interesting articles that our editor, Dave Wild found or wrote. His "Editor Aberrations" column was always interesting, amusing and informative. In 1971 I only had two cars-My MG TD second car I drove to work and my 66 Olds 88 really Betty's car. Life was simpler back in 1971.

CAR SHOW STUFFING PARTY Tuesday, May 28 7:00pm at the Wild's, Walk the field Thursday, May 30 6:00pm- Victor High School. DAY BEFORE SHOW Organizing Activities Saturday June 1 10:00am. SHOW Sunday June 2 Desi in charge 8:00am setup, 10:00am start. After Show Party at the Wild's. Joint Dinner meeting with Victor Lyon's being scheduled. Upcoming Events Scheduled, a Loooong list.

Bury Me In An Old Mowog Parts Box by Jay Lockrow. On July 28th WNYRSCCA and the Jaguar Club of Buffalo will run he 11th Annual Vintage Tour. My duty to advise that this event was set up for vintage cars not otherwise run. Show quality isn't necessary. Just to see and enjoy the ancients. Included are Austin Healeys, Porsches, Jaguars, MGs, Volvos. Also Auburns, Duesenbergs, Cords, Mercs, Ferraris, Aston Martins, Bentleys and dozens more who could enjoy the event.

MG SPOTTINGS IN THE PACIFIC RIM by Bob Welch.

I'm chided for lack of attendance because my sales take me throughout the Pacific area. Happy sightings of MG's just like at home. Phil Richer introduced me to Mr. Naoyuki Harai MGCC Japan Centre. I was invited to a monthly meet.

To arrive at an unnamed area I was given a small map to follow. Centre is in an Italian restaurant with a beautifully restored MGTF in the window. Japanese faces turn red when drinking. MG Driving open Sports car, if stopped. will appear to have flushed appearance from foolish exposure. I also crossed an MGF Hong Kong, Malaysia, Singapore, Burma and Australia are British and have been car markets at least up to the '60s and '70s. My aim to build more international ties for WNY.

Wrong Maneuvers In The Wrong Place by Sue Keppeler. Working on cars is dirty work and manicures are needed by women. Wracked knuckles, blue streak of obscene words, all necessary to obtain our sense of satisfaction on work accomplished. Leaking silicone brake fluid-need to rebuild the master cylinder and also the clutch master and slave cylinders. Easy disconnection up to the clutch line. Spent a long time, with help and finally hack sawed the line. It was late and I just wanted to see if the clutch piston would come out. Newspapers on the Kitchen counter. And using a push rod moved the piston; only to my horror a stream of blackish green fluid came squirting out the line and flew about ten feet away to cover table, chairs, ceiling and wall paper from top to bottom! I felt dumb and sprang into action with paper towels to quickly wipe down the wall paper, pictures, the shelf and its contents, ceiling, baseboards, floor, table and chairs. Went down cellar to Bob's work bench and proceeded to get a face full of the greenish liquid. Oh me! Bob took it to work next day and I spent the time with "409". (There are still some reminders in the kitchen). Other peoples stupid mistakes makes us feel better, so just give me a little credit for sharing this. I could have kept it all to myself.

A LOT OF CLASSIFIEDS/FOR SALE Joe Fazio had a lot of parts, 1971 MGB \$4500 BO, 1958 MGA \$4000, 1980 MGB BO, 1966 Austin Healey 3k BJ8 mk III \$14,000 and Vince Capaccio wanted an Overdrive transmission for his early MGB. Time doesn't permit the full story on the last items, but Ten Years ago 1996 was sure active.

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- 7 David Ott
- 7 Don Riling
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- 11 Peter Pegoni
- 12 Kathy Rampe
- 14 Jessie Cates
- 16 Susan Adnopoz
- 18 Lyn Tennant
- 19 Joe Fazio
- 19 Ron Stone21 Dan Viola
- 22 Barry Christ
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- 23 Bill Benet
- 23 Grace Gleba
- 25 Bill Clicquennoi
- 25 Jan Langswager
- 26 Rosemary Burke
- 27 Tony Palozzi
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- 28 Bessie Kopen
- 28 Monica Maloney
- 28 Dan Young
- 30 John Corcoran
- 31 Kim Avery
- 31 Julie Perry

HAPPY BIRTHDAY EVERYONE!!

MAY 2006

Saratoga Springs Weekend
Tune-Up Clinic
Carlisle, PA
MG Meeting
Cruise Nights
Car Show Stuffing Party

Car Show Stuffing Party So much to do, so little time!

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CONGRATULATIONS!

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Bill & Cheryl Baldwin

JUNE ANNIVERSARIES

- 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
- 13 Jonathon & Julie Perry
- 14 George & Nancy Herschell, Jr.
- 15 Bill & Kathy Rampe
- 16 Norman & Charlotte Wright
- 18 Jack & Bernadette Harrison
- 21 Gil & Betty Langswager
- 23 James & Barbara Kingston
- 24 Mark & Gayle Gibson
- 27 Jeffrey & Mary Ann Peters
- 29 John & Shirley Forrester
- 29 Dick & Marlene Rzepkowski

CONGRATULATIONS!

JUNE BIRTHDAYS

- Madeline Moodie
- 2 Annabelle Tescione
- 3 John Martin
- 6 Latty Goodwin7 Ken Stickle
- 9 Patricia Philip
- 10 Patricia MacDonald
- 11 Charlotte Wright
- 12 Ben Barlow
- 12 Ted Hershey
- 13 Rosemarie Stepanik
- 14 Ellen Baxter
- 15 Julia Daykin
- 16 Bernadette Harrison
- 18 Jeffrey Peters
- 20 Mary Ann Peters
- 22 Matt Callahan23 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

HAPPY BIRTHDAY EVERYONE!!

WELCOME BACK

Carl Webeck 171 Rich's Dugway Road Rochester, NY 14625 585-315-3723

1971 TRIUMPH *G*T6, MK3

MG Car Club Western NY Centre Car Badge \$25.00 Sign, magnetic (10") 15.00 Badge Clip 5.00 Patch, embroidered 2.50 Tote Bag, embroidered 15.00 Key Fob, large leather 4.00 Name Badges w/MG......15.00 Dash Plaque, 40^{th} Anniv. 4.00"Safety Fast" MG Wine Glass. . 6.50 Sticker, front adhesive......1.50 MGCC Cookbook.....5.00 Sticker, silver 1.50

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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 Membership Dues \$30.00 — All memberships expire December 31st.

Name		Birthday				
Spouse		Friend				
	Work Phone					
State 2				New □ or Renewal □		
E-mail address						
Club Interests:						Racing 🗖
Other hobbies, et	c.					
			ays Evenings	Nights □ W	eekends 🗖	

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Jim Priestley

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