

# Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 49 No. 7

July 2007



Best MG of the Show 2007  
Dick & Marlene Rzepkowski's 1954 MG TF

~  
Meeting July 19th 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, NY



Founded 1958

*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 form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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## EXECUTIVE OFFICERS and APPOINTEES

### CHAIRMAN

Leon Zak  
2467 Westside Drive  
North Chili, NY 14514  
(585) 594-9150  
[leon@mgcarclub.com](mailto:leon@mgcarclub.com)

### VICE CHAIRMAN

Dan Suter  
186 Hillrise Drive  
Penfield, NY 14526  
(585) 377-1877  
[dmesuter@rochester.rr.com](mailto:dmesuter@rochester.rr.com)

### SECRETARY

Marlene Rzepkowski  
64 Ross Brook Drive  
Rochester, NY 14625  
(585) 381-3180  
[mrzepkow@rochester.rr.com](mailto:mrzepkow@rochester.rr.com)

### TREASURER

Joeanna De Blaere  
8607 North Shore Drive  
Honeoye, NY 14471  
(585) 229-2230  
[deblaere@frontiernet.net](mailto:deblaere@frontiernet.net)

### ACTIVITIES DIRECTORS

Brooks & Gayle Schneider  
463 Drumcliff Way  
Rochester, NY 14612  
(585) 225-5251  
[bjsbrooks@aol.com](mailto:bjsbrooks@aol.com)

### TRUSTEE

Doug Scribner  
P.O. Box 20883  
Rochester, NY 14602  
(585) 872-5133  
[doug@mgcarclub.com](mailto:doug@mgcarclub.com)

### TRUSTEE

Robert Tescione  
62 Wilmington Street  
Rochester, NY 14620  
(585) 442-7080  
[mogman@rpa.net](mailto:mogman@rpa.net)

### MEMBERSHIP

Jim Priestley  
3326 County Road 40  
Bloomfield, NY 14469  
(585) 657-4225  
[jim@mgcarclub.com](mailto:jim@mgcarclub.com)

### HOSPITALITY

Betty Langswager and  
Barb Wild  
46 Stonington Drive  
Pittsford, NY 14534  
(585) 385-9956

### CARDS AND LETTERS

Nancy Chase  
689 Erie Station Road  
W. Henrietta, NY 14586  
(585) 334-6826

### CLUB REGALIA

Laurie Scribner  
Mini City  
799 Holt Road  
Webster, NY 14580  
(585) 872-5133

### CLUB HISTORIAN

Dave Wild  
166 Loud Road  
Fairport, NY 14450  
(585) 223-1065

### SPOKES EDITOR

Allen Hess  
17 Sandpiper Lane  
Pittsford, NY 14534  
(585) 381-9796  
[spokes@mgcarclub.com](mailto:spokes@mgcarclub.com)

### WEB MASTER

Leon Zak  
2467 Westside Drive  
North Chili, NY 14514  
(585) 594-9150  
[webmaster@mgcarclub.com](mailto:webmaster@mgcarclub.com)

### CAR SHOW CHAIRMAN

Richard Powers  
89 Durand Drive  
Rochester, NY 14622  
(585) 323-2687  
[mgahmogca@rpa.net](mailto:mgahmogca@rpa.net)

### U.K. LIAISON

George Herschell  
1286 Mill Creek Run  
Webster, NY 14580  
(585) 872-1194  
[gherschell@mgcarclub.com](mailto:gherschell@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](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.

### SPOKES STAFF

**Advertising:** George Herschell (585) 872-1194  
**Address Changes:** Jim Priestley (585) 657-4225  
**Mailing:** Doug & Laurie Scribner (585) 872-5133  
**Web Page Photos:** [gary@sandusky.cc](mailto:gary@sandusky.cc)



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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:

Joeanna De Blaere  
8607 North Shore Drive  
Honeoye, NY 14471

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

## From the Chairman

Leon Zak

We're coming into the busy time of the year car and otherwise. Car Show (again, except for the thundershower at the end of it, a GREAT event), the Autocross and Novice School, the first Multi club picnic, the 2nd Autocross in July and the 1000 Island Picnic along with the assorted cruise nights. Weather wise it's been great—So far. A good Sports Car Year.

The Multi club Picnic was terrific - 92 registered cars. Someone remarked that there were more MGs at this event then our Car Show. We saw some cars we've never seen before and made some new friends. The weather was great, the drive out was very nice. Going over the bridge on the into Canada was not a problem and took about 15-20 minutes. In my readings on diy fuel injection it mention running rich helps run the engine a touch cooler. So when we got to the bridge I pulled the choke out and with the outside temp not being overly hot the engine stayed just at the mid point all while waiting for customs. On the way back I did the same thing - but it was quite a bit hotter outside. I kept a close eye on the temp gauge and over the at least 45 minute wait watched it slowly climb. By the time we got to the customs gate I had to keep revving it to keep it running. The temp gauges was one red hair from the limit, the closest I've ever run it. BUT - it didn't overheat.

I had a wonderful time helping Gill and Betty (Thank you!) out with a perfectly run Funkhana (that's Fun - Khana for those pronunciation challenged), everyone enjoyed it.

Dan and Brooks did our club justice at the valve cover races - 2nd and 3rd. Of course what didn't help us get 1st was the fact that the rules the Canadians go by doesn't have a weight limit! Rumor had that the 1st place car was over 30 lbs. We gotta do something about that next year. I believe this is an issue for the board to address.

And speaking of events - I've got the ceilings in the new building painted. My errant contractor surfaced and may be surfacing my driveway and pad as you read this. But I'm not holding my breath. Picked up the paint for the walls today and will be painting this weekend. Except for the wedding we're going to . The nerve of people taking a good painting/driving day to get married. What were they thinking?

— V8

## Last Chance for Bonneville

Several MGCC members have expressed some interest in my proposed road trip to Bonneville for Speed Week in August. As of June 1, only Jeff Kath and I are confirmed, so we now plan to fly to Salt Lake City or Las Vegas and rent a car to drive to Bonneville. If anyone would like to join us, please let me know. Costs will include air fare, car rental, rooms and meals, plus admission for a trip of about 4-5 days. Call George Haynes (585) 872-6536

## The Herald

Allen Hess

CYCLES, neither motor or bi, but car show cycles. Just for fun read Phil Parisi's car show report in the Ten Years Ago column and see what your reaction is. 1997 also was the year to take a trip to England. That cycle hasn't come around again yet.

This month of course features the Car Show. The photos are by Al Fink and Michael Goodwin—Thank you. There are (will be) a couple hundred more on the MGCC web site. Other features include the first autocross; the Triumph Register meet in Geneva; an article by George Haynes; the Hildene weekend by George Herschell and Carl Prouty and of course, Jay Lockrow. Also take note of the numerous MGCC activities coming up and other local car shows.

Leon mentioned that this is the busy time of the season and in the August Spokes we will have photos and stories about the Multi-Club Picnic in Queenston, the Canandaigua and Cazenovia car shows and Autocross II.

Looking a little further out, some members will be attending the Vintage Triumph Register meet in July. Bill Rampe has been very busy lately trying to finish a gorgeous TR3. Later that same week, others will go to the 1000 Islands, then the GVACS show. What a summer!

—TRIUMPH!



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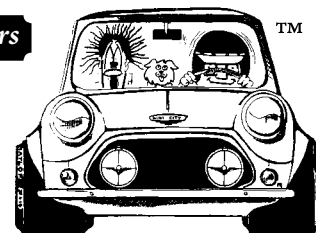
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## Activities

Brooks Schneider

**I**T'S HARD TO IMAGINE AN OPEN-AIR DRIVING SEASON much better than this one has been so far.

The activities have been coming at a pretty rapid pace. Our premier event of the season, Sports Car & Vintage Auto Festival XXXVI, was held on June 3rd. The weather didn't quite hold off long enough, forcing the awards presenters to sound more like auctioneers as they were racing against a rapidly approaching thunderstorm. Despite the damp finish, the show was another great success. Congratulations to the show committee and to all the club members who helped pull off this huge project and thanks to Eileen and Chris Williams for having the courage to host the after-show party again this year.

Autocross 1 (and novice school) was held on June 10th at MCC. Thanks to Phil Parisi's well-documented procedures and prior arrangements and several members (George Haynes, Mike Goodwin, Bill Bethune, and I'm sure many others) stepping up on short notice to run it, everyone had a great time scrubbing a few thousand miles off their tires.

The Triumph Register of America (TRA) event, organized by Cindy and Doug Jack, took place June 12th through June 17th. While Cindy and Doug may modestly claim otherwise, by all reports it came off flawlessly.

The 1st annual multi-club picnic was held on June 23rd in Queenston, Ontario. The weather was perfect and our club was well represented among the roughly 100 cars on display. There is little doubt that this event will be returning in future years.

July will be at least as busy. July 8th will be Autocross 2, where you can hone your skills further. July 20-22 we will be heading north for a weekend in the 1000 Islands. July 29th is the popular GVACS show at RIT.

August 5th is the annual Steak Roast and Rallye at Rush Firemen's Field. August 12th is Autocross 3, and there is a picnic at the Burgundy Basin Inn prior to the August 16th meeting. Whew!

There are still plenty of opportunities for additional activities in 2007. Please give us a call with your suggestions. We are also still looking for volunteers to organize the Halloween Rallye in October. This is rapidly approaching "last call".

—Mini 850

## Annual MG Car Club

# Steak Roast and Rallye Sunday August 5, 2007

1:00 PM

Rallye preceding the Steak Roast with details to follow.

Rush Fire Department Pavilion

Rt. 251 at Rt. 15A in Rush

**Cost - Steak \$7.00 Hot Dog \$1.00**

**Please bring a dish to pass.**

**Please bring your own table service and drinks.**

**Advance sign-up is required so we know how much to buy. Sign up at the June or July meeting or send a check payable**

**to "MG Car Club" to:** Brooks Schneider  
463 Drumcliff Way  
Rochester, NY 14612

Any questions, please contact us at 225-5251, or by E-mail at [bjsbrooks@aol.com](mailto:bjsbrooks@aol.com)

# MGCC Minutes of the Meeting

Joe DeBlaere

---

June 21, 2007

Meeting called to order 7:45 PM.

Minutes of last meeting accepted.

New members: Bill Greer, 1979 MGB and Don & Chris Sardone, 1966 MGB (formerly Bob Philip's car).

## Activities: Brooks Snyder

Past events:

June 3, MGCC car show, Dick Powers reports over 500 cars on field "Thanks to all" it was both emotionally & financially successful.

June 10, Autocross; Haynes, Bethune & Rizzo say 10-12 drivers and 13ish cars-- fun for all.

June 9 & 10 Hilldiene, well attended, Dave Chase MGA Coupe took 3rd place.

June 13-17, Triumph Register of America Event organized by Doug & Cindy Jack, had about 60 cars and 100 people—they did a "fabulous job".

June 23, Multi Club Event, 6 clubs meet in Canada.

Future events:

July 8, Autocross2, see SPOKES

July 20-22, 1000 Islands weekend, see SPOKES.

July 29, GVACS Car Show at RIT, see SPOKES.

**VP report, Dan Suter** spoke of planning the MGCC 50th anniversary for 8/28ish/08.

Both Gil & Betty Langswager and George & Nancy Herschell celebrated their 55th Wedding anniversaries recently. CONGRATULATIONS! Jeff Langswager brought a cake & coffee for the club to enjoy (we did).

**Treasurers report: Joeanna De Blaere** "all is well".

**Memberships: Jim Priestly** says "we're only 6 months away from dues are due for '08"

**Regalia:** Scribner's report "we have a lot of good stuff for sale".

**SPOKES:** Allen Hess asks all info for the next issue be gotten to him by the deadline, which is next Thursday, 6/28.

**Old business:** none

**New business:** Bob Tescione asks for \$10 deposit be made for your 50th Anniversary badge, if you want one.

**REMINDER,** Club picnic is in August (8/16) at the Burgundy Basin picnic pavilion out back. Starts at 6:30, \$5 for members.

Want to go to Bonneville speed week? Call George Haynes right away! 872-6536.

George Herschell reminds us when we go on a club outing (especially out of town) give your emergency contact information, including phone numbers, to the other folks on the trip. Better safe than sorry.

**Cars & parts for Sale:** 1948 TC, top end car, see under SPOKES Classified or call George Herschell 872-1194, for details.

Meeting adjourned around 8:40 post door prizes give away.

## Attendance

June 21, 2007

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Betty Langswager

Gil Langswager

Barb Wild

Dave Wild

Jim Davis

Steve Stewart

Dan Suter

Cindy Jack

Doug Jack

Bob Tescione

Tim Rizzo

Rhonda Rizzo

Vivienne Rizzo

George Herschell

Nancy Herschell

Allyn Wagner

John Thompson

Mabel Case

Bob Abels

Jim Priestley

Gayle Schneider

Brooks Schneider

Carl Webeck

Anne Faust

Gene Faust

Jeff Kath

Tim Henderson

Larry Rausch

Susan Goodwin

Michael Goodwin

George Haynes

Laurie Scribner

Doug Scribner

Timothy Paul

Bill Greer

Dave Chase

Steve Sangster

Pat Sangster

Joe DeBlaere

Joeanna DeBlaere

Elaine Hess

Allen Hess

Don McConnell

Jeff Langswager

John Baum

Carl Baxter

Ellen Baxter

David Engdahl

Wally Roworth

George Heissenberger

Carl Prouty

Leon Zak

Dick Powers

Chris Sardone

Beth Sardone

# Interesting Projects 2007

George Haynes

Gil Langswager and I work together restoring British cars and this year we had the pleasure of working on two MG's with interesting backgrounds. Interesting enough to share our experience with Spokes readers.

Last Fall, we began the complete restoration of a 1952 MG-TD owned by Theresa Croce, who lives in Hilton. This TD was purchased in California during a temporary assignment there by Theresa's Dad, when he worked for Stromberg-Carlson. He purchased the car from movie star Hedy Lamar's husband. At the conclusion of his assignment there, Dad and Mom, now pregnant with Theresa, drove the MG-TD from California to Rochester. Theresa remembers riding with her Dad in the TD when she was about five years old. The car remained in the family through kids, jobs, and eventually, Dad's passing.

Fast forward to more recent times. Now an adult with kids of her own, Theresa was the new owner of the TD and looked around for someone to restore the car for use again, including returning it to its original green color. That's when Gil and I became involved, and in September, 2006, we towed the tired old car to Webster. Tyres were flat and several parts were missing: the radiator, two wheels, one windshield stanchion, part of the spare tyre bracket and the seatback. It looked pretty sad!

Working two days per week, we were able to complete the restoration about a week before our annual Car Show. Sadly, Theresa was not able to bring her freshly-restored TD to our show, but has otherwise driven it nearly 1000 miles in six weeks. Gil and I think the car turned out very nicely and are pleased to have been associated with the restoration of this family heirloom. Theresa has joined the MG Car Club and we hope she can participate in some of our other club events this year.

And a few weeks before our show, I received a call from Chris Sardone, asking if Gil and I would be able to get his 1966 MGB ready to drive after several years off he road. It seems Chris bought this car from Ruth Philip after Bob's passing in 1992. This was the MGB which Bob had bought new, and has been the subject of stories in Spokes by Dick Powers and George Herschell. How could we say no?

It took only two days to replace fuel, radiator and heater hoses and install a new generator and battery, flush out the gas tank and check and rebalance the tyres. With a functioning electrical system and fresh fluids, we tuned the engine and drove the car enough to be confident with it, then had it NYS Inspected and presented it to Chris, his wife Beth and son David. Once again, the car didn't make it to our annual car show but the Sardone's attended the June meeting and I expect we will see much more of them and Bob Philip's still lovely 1966 MGB.

## Genesee Valley Antique Car Society 47th Annual Show

Sunday July 29, 2007

Rain or Shine 9:00 AM – 3:00 PM

Rochester Institute of Technology  
Jefferson Road  
Henrietta, New York

*Registration forms at the MGCC  
meeting. Pre-registration deadline  
July 18th.*

More information:  
Gerd Herrmann 624-1071  
[www.gvacs.com](http://www.gvacs.com)

## 50th Anniversary Regalia

The design of the new logo for our club's 50th Anniversary Regalia was presented at the April meeting. It is an octagonal design in dark green and gold done for the club by George Herschell.



A number of regalia items commemorating the 50th Anniversary will be available. A grille badge and matching lapel pin were announced at the April meeting. Before production of the badge and pin begins, the committee requested that a commitment be made for the badge, by signing up ahead of time and placing a \$10 deposit for the badge. We will begin accepting deposits at the June club meeting.

***For members only, the badge will sell for \$20.00 and the pin will sell for \$3.00.*** We are planning to have the badges available in the fall.

Bob Tescione

For the 50th Anniversary Committee

*if it's British . . .*



*it's*

# **The Briton**

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## **10th Annual Bugs in the Garden Volkswagen Show and Shine**

Saturday July 14th from 9AM-3PM  
Rose Garden Restaurant and Grove  
2753 Wehrle Drive, Clarence, (near  
Buffalo) New York

Registration is free, vendors are free, and parking is free.  
The only thing to pay for is the German/American food and  
beverages at the Rose Garden.

Sponsored by the Volkswagen Association of Western New  
York, this is a friendly gathering of Volkswagen and other  
German car enthusiasts- not a judged show. All are welcome  
regardless of year, type, cooling or condition. Bring your resto,  
custom, project, bus, bug, GTI, whatever. Brand new cars are as  
welcome as classics.

*If similar car clubs would like to join us for the day please  
contact us and we'll reserve a section of the grove  
for you and yours.*

For further information contact  
Ray Ball: [rayzor30@adelphia.net](mailto:rayzor30@adelphia.net)

## **July 14, 2007 ROTARY CLUB OF BATAVIA'S FIRST ANNUAL**



All Proceeds to benefit United Memorial Medical Center "Rotary's Commitment to Health Care"

### ***A DAY LONG EVENT FOR THE WHOLE FAMILY***

- **RIB COMPETITION:** AREA RESTURANTS AND INDIVIDUALS COMPETING FOR  
THE BEST BBQ IN WESTERN N.Y. 2:00PM - 5:00PM
- **SUPER CRUISE/CAR SHOW:** WESTERN NY'S BEST STOCK, CUSTOM &  
ANTIQUUE CARS, TRUCKS & BIKES 2:00PM - 6:00PM
- **ENTERTAINMENT TENT:** LIVE MUSIC with BEER SERVED 2:00pm -11:00pm

\*\*\*\*\*

**OTHER ACTIVITIES:** NASCAR Collectables Silent Auction, Raffles, 50/50  
Kids Activities, Food Available all day

***"Don't miss out on all the fun"***  
***Rain or Shine***

**EVENT LOCATION:**  
**"BATAVIA DOWNS GAMING", PARK ROAD, BATAVIA**



# Sports Car & Vintage Auto Festival 2007

Another Very Good Year! by Dick Powers

Our second year at the Farming Town Park gave us another car show we can all be proud of. Mother Nature gave us good weather most of the day and about 500 cars made for another very good year.

This year we didn't have as many pre-registered cars as last, but the good weather brought in a steady stream of day of show entries. We also had a very full Car Corral and a nearly maxed out vendor area.

The new field works very well and our entrants enjoy this location too. Even with the rain late in the day, many folks stayed to find out if they won a trophy. With the rain

falling, we did our best to quickly hand out the trophies, but there were still many happy, mostly wet, folks at the gazebo. This was another very good year.

Again, much thanks from me to All who helped make our 2007 Sports Car and Vintage Auto Festival possible. Our core MG team, those who secured sponsors, those who set up the field, who labored in the field and under the tents, the judges, those who entered a car and those who gave much needed words of encouragement, you can all take pride in a job well done!



Field Marshall Arnold Van Denburgh

—Al Fink



Placing the class signs

—Mike Goodwin



How many does it take to . . . ?

—Al Fink



Preparing judging forms

—Mike Goodwin



Pre-registration all smiles

—Al Fink



Day of show registration

—Mike Goodwin





*Bill Baldwin arrives in the Turner*

—Al Fink



*John MacDonald greets the Saxon*

—Al Fink



*You let this one get away . . .*

—Mike Goodwin



*Street Rod class*

—Mike Goodwin



*Studebaker and Avanti*

—Al Fink



*Corvairs and Chevys*

—Al Fink



*Cadillac chrome*

—Al Fink



*Stuart Etheridge's Cooper S*

—Al Fink





*Studebaker*

—Mike Goodwin



*Citroen 2CV*

—Mike Goodwin



*American Fins*

—Al Fink



*English bonnets*

—Al Fink



*Morgans*

—Al Fink



*MG Car Nut*

—Allen Hess



*Sunbeam Tiger*

—Al Fink



*Austin Healey*

—Allen Hess

# Sports Car and Vintage Auto Festival 2007 Winners



Best MG of Show  
**Dick & Marlene Rzepkowski**  
1954 MG TF

AA  
Bill Wayman  
1929 Reo Flying Cloud  
Alden & Caryl Favro  
1932 Ford B  
Larry Beaman  
1915 Saxon Convertible

AH  
Jay Levy  
1966 Austin Healey BJ8 MkIII  
Doug Bibby & Steve Young  
1961 Austin Healey 3000  
**Ned Paulsen**  
1960 Austin Healey 3000 BN7

AL  
Rick Zuccaro  
1991 Alfa Romeo Spider  
Diego Natoli  
1991 Alfa Romeo 164S  
Jack Roberta  
1973 Alfa Romeo GTV

AMC  
Karen Johnson  
1965 Rambler Marlin  
Eleanor Verechneider  
1961 Nash Metropolitan  
Ron Gearing  
1969 AMC AMX

BZ  
Mort Polsky  
1967 Mercedes Benz 250SL  
Peter VanDenburg  
1994 Mercedes Benz SL320

CA  
Harry Aldridge  
1967 Pontiac Firebird  
Rich Reisheim  
1967 Chevrolet Camaro RS  
Gerald Sebring  
1971 Pontiac Trans Am

CAD  
Ed Lewis  
1975 Cadillac

COA  
George Renz  
1961 Chev. Corvair Rampside  
David Shoemaker  
1963 Chevrolet Corvair

COB  
Sam & Marissa Andolino  
1965 Chevrolet Corvair  
Paul Masters  
1965 Chevrolet Corvair Monza  
Donald B. Vair  
1965 Corvair Monza convert.

COM  
Newton Landis  
1931 Ford Pickup  
Brent & Karen Woodhouse  
1971 GMC 1500 Supercustom  
John Pimkowski  
1943 Ford Jeep

CUA  
Derek Mitchell  
1968 Pontiac Firebird  
Nathan Drake  
1970 Chevrolet Nova  
David Stote  
1959 Studebaker

CUB  
Troy Sears  
2004 Pontiac GTO  
Don Giroux  
2003 Chevy Monte Carlo  
Paul Peake  
1987 Pontiac Fiero

CUC  
Michael Baldo  
2000 Toyota Celica GT-S  
Rafael Lopez  
1986 Toyota Truck SR5

CUD  
Adam & Jessica Swanson  
1999 Pontiac Grand Am GT  
William S. Querrie  
2002 Grand Am GT  
Andrew Michielson  
1999 Dodge Dakota R/T

CVA  
Rick & Gary Isaacs  
1960 Chevrolet Corvette  
Beth Cooper  
1960 Chev. Corvette roadster  
David Brennan  
1964 Chev. Corvette roadster

CVB  
Alan Jenks  
1977 Chev. Corvette Coupe  
Thomas Vary  
1973 Chevrolet Corvette  
Douglas Sick  
1970 Chevrolet Corvette LT-2

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CYC  
Edward Smith  
1974 BMW R90/6 motorcycle  
Andy Treitler  
1939 Harley Davidson WLDD  
Ron Stone  
1975 BMW R90S

DOA  
JGeorge Yohonn  
1965 Chevrolet Impala SS  
Joe Maiorana  
1969 Chevrolet Nova  
Gregory Fosco  
1970 Plymouth Barracuda

DOB  
Tom & Brandon Henderson  
1979 Camaro Z28  
Art Wolff  
1987 Buick Grand National  
Dave Cascino  
1977 Chevrolet Monte Carlo

DZA  
Mike Segretto  
1982 Datsun 280 ZX  
Bob Palladine Jr.  
1977 Datsun 280 Z  
Ron Whitlock  
1971 Datsun 240 Z

DZB  
Roger Casanova  
1993 Nissan 300 SX  
David Wilcynski  
2003 Nissan 350 Z  
Chris Castaldo  
1993 Nissan 300 ZX

EX  
Roland Littman  
1982 Ferrari Mondial 8  
Jack Bloemendaal  
1972 Ferrari 365 GTC/4  
Jay Molis  
1984 Lamborghini Jalpa

JA  
Aldis Lemesis  
1962 Jaguar E type  
Maurice Stewart  
1972 Jaguar E type

JAS  
Tom Hebrock  
1994 Jaguar XD6  
Ray Perez  
1996 Jaguar XJR  
KI  
Dick Steeb  
1935 Auburn Elegant  
Jeffrey Peters  
1986 Fiero Ferrari F40  
Patrick Bowles  
1966 Ford Cobra

LO  
Larry Tiff  
2006 Lotus Elise  
Anthony Vaccaro  
2004 Lotus Elise  
Joe Popielarzzyk  
1954 Lotus Esprit

MA  
**Roger Gunther**  
1957 MGA Roadster  
Tom Pollock  
1960 MGA 1600  
**Joe DeBlaere**  
1960 MGA Roadster

MBA  
**George R. Herschell**  
1966 MGB  
Dave Kray  
1968 MGB  
Louis Townsend-Pors  
1965 MGB

MBB  
**Jim Priestley**  
1970 MGB  
John Cudmore  
1972 MGB GT  
**Sean Seeley**  
1974 MGB GT



MINI <b>Dan Viola</b> 1961 Austin Mini Stuart Etheridge 1967 Austin Mini Cooper S Alan Guest 1974 Mini Pickup	POA Bob Lambiase 1970 Pontiac Grand Prix George Nick 1957 Pontiac Starchief Donald Allen 1986 Pontiac Trans Am	SCM Len Barron 1955 Chevrolet Belair Janice Coon 1957 Chevrolet station wagon Jim Lehner 1955 Chevrolet 210	ST Jim Caffrey 1951 Studebaker Champion Richard Panke 1952 Studebaker Commander
MOG James Snyder 1991 Morgan Plus 8 <b>Bill &amp; Desi Benet</b> 1966 Morgan Roadster	POB Richard Exton 1965 Pontiac GTO convertible Bruce & Diane Boncke 1965 Pontiac GTO Barbara Nielsen 1968 Pontiac GTO	SCO Robert Caruso 1955 Chevrolet Belair Bill Iveson 1957 Chevrolet Belair Gail Gropp 1957 Chevrolet Belair 210	TB John Love 1956 Ford Thunderbird Nicholas J. Basile 1956 Ford Thunderbird Robert L. Ferguson 1964 Ford Thunderbird Landau
MM <b>Dick &amp; Marlene Rzepkowski</b> 1977 MG Midget <b>Jim &amp; Gail Colegrove</b> 1969 Austin Healey Sprite MK IV John Malvaso 1976 MG Midget	POR Tom Keating 1964 Porsche 356C Michael Cohn 1977 Porsche 924 Michael Haskin 1987 Porsche 930	SIA Robert Bitgood 1949 Hudson Commodore Donald J. Reynolds 1954 Chrysler Windsor Deluxe James Nicholas 1955 Mercury 4 door	TRA <b>Allen Hess</b> 1964 Triumph TR4 Jeff Kramer 1967 Triumph TR4A <b>Doug &amp; Cindy Jack</b> 1958 Triumph TR3A
MR John Rogowski 1980 MGB George Barbari 1980 MGB <b>John Murray</b> 1979 MGB	RA Brock Yates 1972 Dodge Challenger Jeff Benson 1971 Datsun 510 <b>Dick Giambra</b> 1974 Alfa Romeo GTV	SIB Richard Wehlan 1957 Plymouth Fury Michael Lempert 1963 Chevrolet Bel Air Terry & Michelle Rzepkowski 1963 Ford Falcon convertible	TRB <b>Mark Gibson</b> 1970 Triumph TR6 Pat Santy 1970 Triumph TR6 Valerie Zoltner 1976 Triumph TR6
MT <b>Dick &amp; Marlene Rzepkowski</b> 1954 MG TF Sam Desalvo 1952 MG TD MKII Debbie & Tom Larkin 1953 MG TD	RR Rob Newton 1976 Rolls Royce Silver Shadow Ron Stokes 1925 Bentley 3 Litre Speed Anthony Ferrera 1958 Bentley S1	SIC James Pullara 1966 Plymouth Valiant <b>Robert Abels</b> 1964 Saab GT 850 Bernie Sackett 1964 Buick Riviera	TRC Dan Jonas 1980 Triumph Spitfire <b>George Haynes</b> 1968 Triumph GT6 convertible Vincent Barone Triumph GT6
MU Timoth Jennings 1973 Ford Mustang Stephen Brennan 1968 Ford Mustang Coupe Philip Huss 1967 Ford Mustang	SA Stephen Waybright 1965 Sunbeam Tiger Bud Stets 1963 Daimler SP 250 Todd Coggeshall 1974 Saab Sonett III	SID Edwin Johnson 1967 Nova Sports Coupe Robert Clark 1968 Chevrolet Malibu Guy Benjamin 1968 Chevrolet Camaro	TRD <b>Kathy Rampe</b> 1973 Triumph Stag Carl Peake 1980 Triumph TR7
MZ <b>Stephen Stewart</b> 1995 Mazda Miata MX5  Dale Stothard 1996 Mazda Miata MX5	SB Tony Perez 1997 Dodge Viper Joe Delorenzo 1975 Bricklin SV-1 Bob Annis 1989 Chrysler TC Maserati	SIE Carole & Butch Pentycofe 1971 Ford Torino 500 Bob Shadders 1971 Chevrolet Chevelle S/S Tony Musso 1977 Chevrolet Monte Carlo	WV Richard Nisbet Sr. 1930 Ford AA
OLS Earl Mikel 1968 Oldsmobile Cutlass Jim Grassmick 1986 Oldsmobile Cutlass Robert Peterson Jr. 1966 Oldsmobile Deluxe Club Coupe	SBY Jim Maclachian 1967 Shelby GT350	SR John Gefell 1937 Ford Coupe Don Mansfield 1933 Chevrolet 4 door sedan Richard Judd 1934 Ford Coupe	VOL <b>Nicholas Zuck</b> 1966 Volvo 544G  VW Patrick White 1974 Volkswagen Beetle
<i>Club members in Bold type and apologies to those missed.</i>			



## MG (S)Miles and “What If?” Part LXXI (71)

George Herschell

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Once again this year we made our regular yearly June trip to Manchester Vermont and the big Car show at the Hildene Mansion. We've been doing this trip for at least 17 years and have always had a great time. It was the starting point for all of our New England Mountain Adventures and there is a regular contingent that makes this pilgrimage every year. We decided a good many years ago that this was a good way to unwind after our car show on the first Sunday in June as this show follows a week later. This year was no exception and we left as usual from our house on Friday morning. Starting from our house were the Langswager's, the Abel's, the Chase's, and Carl Prouty. Leaving later were the Scribner's and the Rzepkowski's, and coming from the south of NY were the Potter's and the Colegrove's. So WNY Centre was well represented at the show.

The trip started out very well and we had a nice drive to Vermont. It was hot though and we have come to expect that on these yearly jaunts. We had a good but thankfully uneventful drive there and arrived safe at the motel. Saturday we awoke to a partly cloudy day and went out to the VSCCA Hill Climb up Mt. Equinox. Some nice cars in attendance but the running was halted for an accident or something up the hill so we didn't stay too long. We went into town and had lunch and then off to the show field.

It was a good show with a real nice turnout of cars. There is everything and anything you can imagine at that show and the organizers told me there were about 600 cars there. It seemed to me that the show was smaller than in the past but it was still a nice day. We went back to the field again on Sunday and although there was some light rain it didn't dampen our time there. The only trophy garnered was by Dave and Nancy Chase for their A Coupe.

Sunday night we didn't go out to eat with the rest of the group, but elected to get something light instead. We got back to the room and watched TV for awhile and turned in early, (about 11:00) because we knew it was going to be an early morning on Monday for the drive home. I did get most of the car packed up that night to save time in the morning. Little did I know how important this would become.

During the night, (about 1:00 AM) Nancy got up (for necessary reasons) and on the way back to bed she lost her balance and went over backwards and hit the corner of the wall with such force that it broke some of the plaster out of the wall. At the same time it exposed some of the metal lath underneath and she got a really nasty gash on the back of her head. It was bleeding quite badly and I was lucky that there was still ice in our cooler. With the ice and the motels towels I managed to get the bleeding slowed (but not stopped). I thought it best to call 911 and get some professional emergency help. The ambulance came and their suggestion was to go immediately to the

hospital to have it taken care of. We had our choice of either Bennington or Rutland and seeing that I am more familiar with the Bennington area we opted for that. (In the final analysis it turned out to be the best decision I could have made) Route 7 is a wonderful scenic route in the daylight but at night it is BLACK. No lighting at all and fortunately I was able to follow the lights of the ambulance ahead of me. I followed them (in the B) running at about 75 MPH up Route 7 to Bennington for a distance of about 30 miles. It was an interesting but nerve wracking drive.

Once at the hospital the staff there took care of her immediately and the entire staff that we came in contact with was great and most helpful. They had to put in 13 staples to close the gash and I measured it later here at home and it was 2 ¾ inches long. Finally at about three thirty in the morning we were able to leave to go back the thirty miles to the motel. You have no idea of the blackness of that road and all the way back in the MG (running slower than 75 MPH) all I could think of was “please no deer”. Allen and Elaine Hess's “wildlife encounter” was uppermost in my mind. We got back to the motel a little after four AM and Nancy sat in the chair and I flopped on the bed and dozed until about 6. We “got up” at about 6:30 and I got some “take out” breakfast from the restaurant at the motel. I got the rest of the car packed and we left with the rest of the group at about 9:00 for the drive home. It was the same group except for the Abel's as they were going to go beyond for some more touring.

Things were going fine but near Johnstown Carl had to give me a push to “jump start” the car but everything else seemed fine. When we got to Verona we decided to jump on the Thruway to avoid the construction between Verona and Baldwinsville. At Baldwinsville we picked up Route 31 and headed for home.

We were fine until we got about 20 miles from our house and the car decided it had had enough and quit by the side of the road. I did get AAA to tow it home and Carl took Nancy home from there in his family car. I waited with Gil and Betty for the tow truck. My son Jim came out to meet us and I rode home with him. It was nothing serious with the car and it was running again a few days later when I got a new voltage regulator and installed it. That was the original regulator and I guess I should have expected that at some point it would need replacing but . . .

Now the follow up. We went to our family doctor and she gave Nancy “what for” for not calling me and always trying to do things herself. She also had to have some more blood tests to rule out any other possibilities and is going to have a couple of more tests this week. She went to our surgeon to have the staples removed on Monday the 25th and is doing fine now.



*Abels, Langswagers, Scribners, Rzepkowskis, Chases —Carl Prouty*



*Betty ready for the show*

*—Carl Prouty*



*Taking it easy,*

*—Carl Prouty*



*Let the feasting begin,*

*—Carl Prouty*

I have finally convinced her to call me when she has to get up in the middle of the night, but I think I will have to get a fog horn for her to be able to wake me. I do have a tendency to being a very sound sleeper. I do have to try to convince her that it is easier for me to help her get up during the night than to pick her up off the floor if she falls. As you are well aware she can be a very stubborn lady at times.

I did write a “thank you” letter to both the Emergency Rescue Squad in Manchester and the Hospital in Bennington when we got home thanking all of them for the wonderful care Nancy got while there. They (the hospital) even called Tuesday morning to make sure everything was alright with Nancy. That says a lot to me about their service and caring and concern for their patients. If you are ever in the area and need the services of a hospital, The Southwestern Vermont Medical Center, in Bennington is probably one of the finest most caring facilities we have ever been in.

I still can’t believe that things came off as “well” as they did and that Nancy and I were able to do all that driving with so little sleep.

But now to the “What ifs”.

What if I wasn’t able to get the bleeding at least slowed down?

What if I wouldn’t have been able to get through to the 911 operator when I needed to?

What if that had been a night of blinding driving rain?

What if the voltage regulator had decided to quit on the way to or from the hospital? I do carry flares but that road is not very well traveled at night and the B is very small and not a very visible car at night.

What if Nancy was not as level headed as she is and could not handle situations like this with the remarkable amount of calmness she has?

What if we didn’t have the good friends and traveling companions with us to help when it was needed?

Thankfully the “What Ifs” never occurred.

I want to thank everyone traveling with us for being there when we did need them.

To Carl for taking Nancy home while I waited for the tow truck.

To Gil and Betty for staying with me until the car was finally settled on the truck.

To all the ladies that helped Nancy during the “necessary stops” along the way.

You are all wonderful friends and we both are most grateful for your friendship and your help.

You have all proved once again that MG truly is:

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# Autocross I Results June 10, 2007

Wally Roworth

CLASS	BEST	FIRST	SECOND	THIRD
<i>MGB</i>				
Mike Goodwin	2.16.53	2.17.88	2.14.53	2.19.60
Phil Goodwin	2.23.38	2.24.78	2.23.38	2.21.25

## *Under 2 Liter Stock*

Tony Makepeace		OC	OC	OC
----------------	--	----	----	----

## *Under 2 Liter Prepared*

Anatoly Bourov	1.50.32	1.51.10	1.50.50	1.50.32
Tom Glanville	2.06.91	2.16.25	2.06.91	2.08.56
Julie Daykin	2.08.69	2.12.78	2.08.69	DNR

## *Over 2 Liter Stock*

Tim Rizzo	2.05.09	2.10.56	2.06.78	2.05.09
Peter Glanville	2.07.12	2.07.12	2.09.41	2.10.03
Daniel Glanville	2.13.03	2.18.63	2.14.03	2.13.03
Rory Raymond	2.14.66	2.23.38c	2.15.37	2.14.66
James Nehfle	2.17.85	2.18.50	2.18.94	2.17.85
Scott Schipper	2.20.71	OC	OC	2.20.71
Valerie Zoltner	2.31.47	OC	2.31.47c	2.34.03

## *Over 2 Liter Prepared*

George Haynes	1.57.34	2.01.50	2.01.16c	1.57.34
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## *Overall Times*

First	Anatoly Bourov	'00 Toyota	1.50.32
Second	George Haynes	'65 Triumph TR4A	1.57.34
Third	Tim Rizzo	'02 Dodge Intrepid	2.05.09
Fourth	Tom Glanville	'80 MGB	2.06.91
Fifth	Peter Glanville	'05 Mustang	2.07.12
Sixth	Julie Daykin	'72 MG Midget	2.08.69
Seventh	Daniel Glanville	'06 Dodge	2.13.03
Eighth	Rory Raymond	'92 Subaru SVX	2.14.66
Ninth	Mike Goodwin	'78 MGB	2.16.53
Tenth	James Nehfle	'02 Dodge Intrepid	2.17.85
Eleventh	Scott Schipper	'92 Subaru SVX	2.20.71
Twelvth	Phil Goodwin	'78 MGB	2.23.38
Thirteenth	Valerie Zoltner	'76 Triumph TR6	2.31.47



Anatoly Bourov



Phil Goodwin



Valerie Zoltner



Julia Daykin

Photos on right by Mike and Susan Goodwin  
Three photos below by Rory Raymond



Rory Raymond



Peter Glanville



James Nehfle

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**1988 Porsche 944 Turbo-S** – Very nice, very fast driver, perfect silver rosa/burgundy, new clutch, tensioner service, etc.

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**1971 Porsche 911T Targa** – Very nice driver, could be show. Dark gold/black. Rare Mahle wheels and sport seats

**1972 Porsche 911T** – Older white repaint in good shape, 93K original, 10K on engine, new brakes, webers. original pan.

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## *Triumph Register of America 2007 Geneva, New York*



*No. TS 1 LO the first TR2, 1953 (yes, the first!)*



*First Place Concours TR2*



*TRA National Meet organizers Cindy & Doug Jack, TR3A*



*Beverly & George Haynes, TR4A*



*Bill & Kathy Rampe, Triumph Stag (33rd Wedding Anniversary)*



*Ned Paulsen & his sister Carol Cardinale TR3A*



*Allen & Elaine Hess TR4*

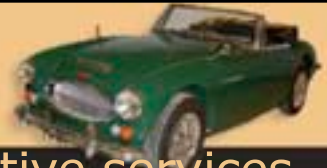


*Some of the TRs at the picnic*



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# Ten Years Ago July 1997

Wally Roworth

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Cover: Kancamagus Highway's Highest Point (2800') ON OUR NEW ENGLAND MOUNTAIN ADVENTURE: Wagners B GT, Langswager's C GT, Herschell's B, Faust's B GT.

WORD FROM THE CHAIR BY PHIL PARISI: I guess we should have sacrificed more chickens in May because the weather Gods only held up the rain until later in the Show. Still 700 cars participated. Thank you for the inside and outdoor applause for my car. This makes this club so great. Many organization leaders have a pet project or goal when they take over the position. I didn't feel I could improve on this good running group. However, now I have perceived a problem and I need club members input to resolve it. Noting the number of MGs made since 1925 and comparing that to the present, it is a mighty small percentage left. I'm afraid that in 25 or 50 years there will not be anybody around to collect and drive what we are preserving. What plans is this club making to preserve the marque LONG TERM? After pondering for months I believe one reason for collecting old cars, of any marque, is because of the pleasant memories associated with them or thoughts of the fun that can be had. We must involve as many young people as possible with as many pleasant vintage sports car experiences as possible so that they will want these cars for themselves. Please think about ways we can involve lots of young people with our cars and share our thoughts with each other and with me. I see it as the only way to preserve the marque long term.

MINUTES MEETING JULY 15 1997: Car show details, specifically 623 preregistered, 150 registered day of show, 60 in car corral, 105 no-show and 728 show total. The Marv Brudno Award was given to Bess and Alex Koppen and Bob Philip was awarded the best MG award for his J2. Monthly gourmets were instituted to check out local restaurants by Desi Benet and it has been well received. September 6 with George Haynes the Autumn Sports Classic at Watkins Glen. Sue Keppler was the source of this.

TWENTY YEARS AGO MR GIL: Ruth Philip wrote "Our Fourteen Day Race Thru Europe" Journal style we are going to try and get it reprinted for the real Story. Show Statistics 110 cars in 31 classes Three to Four thousand spectators. Most popular car 1935 Boattail Speedster. A Kawasaki Mini bike was the door prize. 30 flea market vendors. It rained overnight and morning but cleared up in time for the show. Financial report: "a comfortable margin separated us from the poor house". Dave Wilds article was full of praises and enthusiasm for the success of the show. He and Jim Ottman chaired this event and it came off well. That issue of "Spokes" reprinted an article from December 1971 "Car Classic" magazine. It was about Cliff and his son Jay and their car collection. Pictures of Mercedes 100-5, the type 3T Bugatti and Cliff's racing MG TC. George Herschell wrote about the MGT Register gathering in Hudson, Ohio. One of his

first place wins -this one was the beautiful black TD. Marv Brudno told us about his trip to Road Atlanta for the Can-Am race. He was a very colorful writer. He did write and take excellent photos for some of the auto publications of the day. Yes 1972 was quite a year.

July and August meetings were on Chrome Plating, how it's done stripped and polished. Show Chrome is 3 layers copper, nickel and chrome.

BURY ME IN AN OLD MOWOG PARTS BOX BY JAY LOCKROW. Discussing engines and what possible difference it makes whether an engine is pushrod, overhead cam, side valve or other configuration. I burrowed into my vast automotive library getting more involved and in high school a kid said that his Olds 88 could beat our MG. Bigger size is better. And other factors need to be applied because you don't run an XPAG 1250 cc pushrod against a nearly 8 litre V-8, but with a different configuration, shorter stroke, bigger bore and double cam, multi valve cylinder you get more RPM, torque, power and top speed and better reliability. Today you are better off because of the smoothness of the four and six overhead cams for street use. Metallurgy and cooling and a much broader RPM range. Better in general than the Offenhauser built for high RPM and alcohol based fuel. And as a general statement engines are purpose built-tractor, passenger car or racer. And he was looking for Griff Borgeson's book "The Classic Twin Cam Engine."

ON COLLECTING BY CHRIS WILLIAMS. He told of his rough trip into Helsinki for a conference. Spent Sunday getting rid of the jet lag. Then he talked about various vehicles he has seen. Picked on a mid 70's Bonneville. There were several larger cars like a Lincoln Convertible, top down and there were Chevys. The average Finn car is Saab, Volvo, Volkswagen or German Ford and some Fiats and Opels. Taxis were Mercedes and BMW and some Volvos. There was the clatter of a diesel engine that emanated from the engine rooms of the sport ute fleet. There was a Japanese Truck Invasion. I found out that the preponderance of US cars were used and tax free. One of the neat things about doing this standards stuff from time to time is that I get to see a lot of vehicles which are not sold in the USA. Mercedes makes a van (like Son of Aerostar) and a 4 door mini pickup that might be sold in the US has sold for years in Asia.

THE NEW ENGLAND MOUNTAIN ADVENTURE MKIV BY GEORGE HERSCHELL: Another Successful trip and all were well pleased. and 4 B's 1 C GT along with 2 B Roadsters, a Jensen Healey, a Mercedes and the black MG "R" for Riviera Which A Colquhoun used as a truck to carry the excess stuff home. 12,201 miles on his trip and no major mishaps. The last day your "fearless leader couldn't find the seat of his pants with two hands resulting in a couple of occasions when we played sports car square dance to get back on the right

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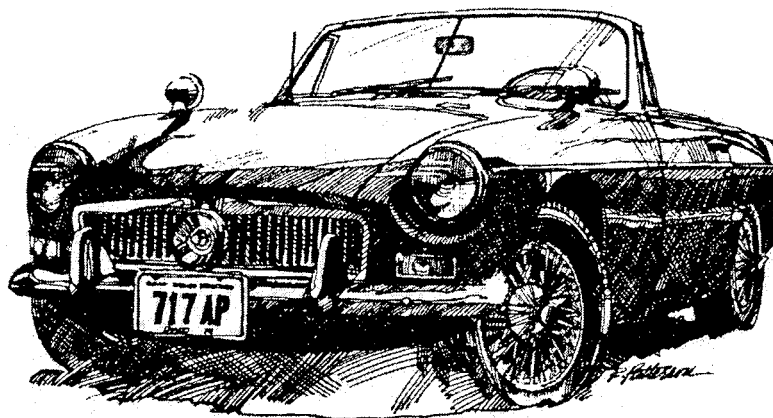
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*Ten Years Ago continued—*

route but the crowning blow was when he couldn't find his way out of a Burger parking lot in Oswego. Oh well as Al Colquhoun always says even Betty Crocker burns a cake once in awhile. If nothing else it was good for a laugh and I don't think I will ever live the day down. I said once I would the trips until I got them right and I guess I just blew it on that last day. I'll have to get the OK from Nancy on that one though.

It was a fun trip, weather was perfect even got some free car washes overnight. It seems as though the crew cleaned out the ice cream stands. K Kellerhaus decided to weigh one of our members and charge by amount the weight increased. Charlie Searles got up each morning and washed all the windscreens- Good Samaritan Award, Bill and Suzanne Glanville Distance Award- 1590 Mile, mostly top down. Lloyd and Sue \\\[Potter-most creative packing. Anne and Gene Faust for finding all the Quilt shops and Railroad memorabilia in existence. Al and Liz Colquoun for "trucking"

Bob and Georgean Abels for finding all the Antique Shops in New England and with the top down. George said he would show him how to put the top up. ??Dick and Bethel Powers for taking the kidding on George's love of Ice Cream. Wagners and Langswagers for helping to keep- Gerry Gougen in business with their trip to Walpole. Nancy and I would like to thank each and every one of you for a fun trip. We've done four , all different but great fun. Again our thanks to all for making this a wonderful new England Mountain Adventure MK IV!

SILVERSTONE BY BOB WELCH. The Silverstone International racing is the biggest event in the MG Car Club Calendar Held in England, with the collection of Centres, Registers, MG'S and MG Enthusiasts, The GREAT British presence is augmented by Germany, Belgium, South Africa, Japan and Australia. Nick Cox Overseas coordinator for North America, I learned that the DeBlaeres were there. It was a real thrill seeing all these great old Sports Cars doing what they were designed for. MGB's Midgets, MG A's and T-series Cars. Especially enjoyed watching Vintage MG's including K3's, KN's N-Types J-2'S, PAs , PB's and Ls. Several of the MG F's were raced and I want one! Not likely because there is no Dealer network in the U.S. Silverstone '97 just great fun. Something for every MG enthusiast. There was also cool temperatures, some rain and some mud but these were simply minor annoyances. MG's and MG people made the day. Each day the Rover Group Aerobatics Group flying 300hp EXTRAS provided an exciting time.

SILVERSTONE 1997 BY JOE DEBLAERE On 2 week vacation with Joeanna and her family in Leicester, England. We had the opportunity to visit Silverstone which is the formal location of the British Grand Prix. Weekend of 14th and 15th was the Annual MG car club meet (racing, road and show - Like our own. Met Nick Cox International rep for North America and

U.K. There were many copies of SPOKES on the table as was a poster for our car show (Thanks to George Herschel). Nick directed us to the T-Shirt spot but he was wearing a beauty, with the Union Jack over an MG- Bought it from a magazine in the states. Oh well. 1,000 MG's including the MGF with maybe 50 cars. Cost of MGF 17450 equates to \$28,000 no shipping included. Mid engine. Nice looking in and out and good fit. Was offered a drive on Sunday but, unfortunately, we were coming home on Sunday. I understand the car was co-designed by Honda and Leyland. An air show for a half hour by 2 acrobat planes that trailed smoke the whole time. Like Watkins Glen there were campers, racers and cars everywhere. The most unusual van was cherry 62ish VW bus. 12 Germans direct from the old country with an MG Octagon on he side. Unusual combination. They partied and later in the day they were peacefully sleeping on the ground. We did see a nice MG pick up truck! While driving we spotted two signs ADVERSE CAMBER Tilted in wrong direction and CAUTION AHEAD ALL CATS EYES REMOVED which meant that there were no lines or night reflectors on the newly paved road. After figuring the way to negotiate the roundabouts (Traffic Circles) driving on the left (wrong side ) isn't too bad, but don't start from London with no previous driving experience.

We landed in Glasgow, Scotland The weather was damp, but not our spirits We got to see everything we wanted Nancy will cover the non car activities. We picked up our Fiat Punt. I had never seen one and my first reaction was a concrete block on wheels. It drove as such but had good get up and go. on the highway. Trying to park was like pushing a trailer uphill. It provided me with aerobic exercise for 3 weeks . Certainly not an MG. From Glasgow airport through the glasgow morning traffic drove through Sterling, Perth, and Dundee (33 night home). We then drove through Eden borough and saw a Red MGC, thought it might be Gil and Betty. IT wasn't. Saw our first MGF at the Edinburgh Hotel. An exec from London who was looking for land to build a summer cottage. It was BRG and roadster. The Scottish roads are good for MG's.

Later that Day we met Paul Brazier and he took us on a fantastic tour around the area and wound up at his home. We met Linda and Robert William a son born about a month after our last visit. A real treat to meet my English/Scotch "nephew". A photo shows his MG attire. Nancy had a great time. The Next day we went with Paul, Linda and Robert. We went to a combination car show and open house. There was a Triumph Vitesse and a Rolls Royce Ice Cream Car. And a picture to prove it. Dick Powers eat your heart out. We also saw a MIG 15 and 44 years ago one was strafing them in Korea. That night was marvelous at their home, hospitality was wonderful and our hope is to return the favor. Paul took me for a ride in his "B"GT. Riding back to the Hotel we saw the Edinburgh Night lights were breathtaking. Drove down to Carlisle and the Lake District on Friday and we drove through Kirkstone Pass 1,300 feet up. {To Be Cont.}



## Classified Ads

**WANTED:** Rose colored sunvisor for MGT series. and Wind blocker for an MGB (goes behind the seats). Bob Joslyn (585) 671-1712

**WANTED:** MGB in good driving condition; need not be perfect, but not a major project, either. Chrome-bumper roadster preferred but will consider all. Call Hollis Hames at 585-271-7754.

**WANTED:** 1972 ('69 - '74½) MGB front left fender. Need not be perfect, but better than what I have. Red preferred ☺. Laurie 872-5133.

**WANTED:** Pre 1985 *Automobile Quarterlies*, pre 1961 *Road and Track* and *Sports Cars Illustrated*, books with photos on Classic American /European cars of the 20's and 30's. Nick Zuck fnzoatka@frontiernet.net or (585) 889-5280.

**FOR SALE:** 1949 MG TC TC #6976 Clipper Blue. 1970's restoration by Doug Redmond. 2001-professional work on brakes, steering and engine. Low mileage reproduction tires new from Barry Walker in England. Wheels trued at California Wire Wheel-2001. New steering wheel 2001-original three-spoke wheel available with car. Extra wheel. Tonneau cover, original MG owner's manual, tool roll, English style license plates (TC 6976), side curtains w/case, many spares. Current NYS registration and inspection-a driver! Contact owner Geoffrey A. Briggs (585) 344-0834

**FOR SALE:** 1963 MGB - PARTS CAR Mostly complete pull handle 1963 MGB roadster. All original drive train with wire wheels and factory hardtop. This is a 3 main bearing 1800cc engine and early type D overdrive. This would be a great upgrade for a MGA. Body rust is beyond repair but car has many usable parts including doors, aluminum hood, dash, drive train and many others. Car is located in the Town of Mendon, NY. \$900.00 Call Gary 585-582-2049

See Pictures <http://www.sandusky.cc/Pictures/ForSale/63MGB/index.html>



**FOR SALE:** 1958 MGA 1500 Roadster. Complete frame off restoration, deep green, tan leather interior, burlwood dash. 4,300 miles on engine. MGA manuals and books. \$17,500. Bill Clicquennoi (585) 202-5992.

**FOR SALE:** 1976 MG Midget. Blue, new top and carpeting. No Rust. \$5,000.00 Call Mike or Sue (315) 483-0368

**FOR SALE:** 1951 MG-TD. A complete car with solid body but incorrect instruments and bumpers. Owner has given up on this project after working on it in early 1970's. Asking \$3,500, but offers welcomed. Call Frank Burtzell at 334-2673.

**FOR SALE:** 1979 Triumph Spitfire. Green with tan interior. Completely restored five years ago; few carefully-driven miles since. A nice trouble-free car. Call Bill Rampe at 585-671-6519 or 585-330-1661 (cell) for more details.

**FOR SALE:** Set of factory 17 inch Mini Cooper rims with Yokohama ES100 205/45ZR17 tires. Asking \$440.00. Steve Stewart 585-586-9152

**FOR SALE:** 1934 Duesenberg model with a bottle of Scotch in the base. 18" long x 6" wide. Blue with white top. 40 years old. \$125.00 Call Joe Fazio (585) 248-8117

**FOR SALE:** 1998 Chevy Pick-up, 2 wheel drive, V-6, auto, CC, A/C, ext. cab. bed liner, class 3

hitch, remote start, new brakes, rotors, 117K, good condition, \$4900/BO Jim 334-6081

**FOR SALE:** Pair of SU HS6 1¾" carburetors with chrome pots and throttle linkage \$200.00 Dave Asmuth 315-587-2117

**FOR SALE:** Hard top for 1961-'80 MG Midget convertible. This is an aftermarket 1976 Midget hard top in excellent condition. Asking \$650.00. Jim 585-943-6353.

**FOR SALE:** I have found a line of 165R15 tyres suitable for MG-T's, MGA's and other British cars. Don't pay Coker's price for Michelins (about \$125. each). Call me first! George 585-872-6536

**LOOKING** for a good home for 6 14" Rostyle wheels. Lenny Bieck 621-3029



## “Guess Who”

HINTS: When they were 16; former members & editors of SPOKES in the 90's; now living in a B&B in Virginia.



—from Joe DeBlaere and Photos from Bob and Wendy Austin



### VEHICLE STORAGE

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# Bury Me In An Old Mowog Parts Box

Jay Lockrow



A few weeks ago I was in a doctor's office waiting for Beverly and I picked up a copy of Motor Trend. I'm not a big Motor Trend fan as it is mostly modern cars and as far as I am concerned most of the fun of ownership is gone because you can't do anything yourself anymore. I will admit they are much more reliable but when something does go wrong... Well we have been through this before.

Anyway I forget who wrote the column I was reading but the part that interested me was that some of the software that is available today in an automobile could, with a little more input, hurt you and me and the interest we all have in automobiles big time.

It seems that some of the Global Positioning software has some capabilities that you might not want to hear about. From what I understand If you are driving say from Rochester to Buffalo and you are in a bit of a hurry big brother could be able to track you and not pull you over, heavens no, the constables might miss their coffee break, might have to leave more than just the donut hole. They would be able to mail you a speeding ticket, thank you. They don't even have to get off there duffs now to bring in revenue and isn't that what radar traps and speed traps are all about? Using the law for the purpose of producing revenue? It was lucrative and easy. At least now most municipalities no longer have radar because they can no longer keep the money. Speeding fines now go to the state so most are changed to a parking violation so the municipality can keep the money. Be careful, there are a lot of expensive parking violations out there.

Don't get me wrong, I am not promoting speeding in any manner. I probably drive under the limit most of the time. Depending on the road conditions and/or weather I go even slower. However every once in a while it is good for the car to give it a little high speed exercise. "Blow it out" as my dad used to say. I'm perfectly happy at 55 to 65 but say you are on said trip from Rochester to Buffalo say on route 20. There are a few stretches West of Avon for example where it is pretty sparsely populated. You might have the urge to wind it up a little for a few miles only to discover a summons in the mail next week. The very thought of Big Brother Watching every move you make is disconcerting to say the least.

This has not come to be yet but this article mentioned that the capabilities are there but they would never do such a thing. Yeah right, just as vehicle emissions were only supposed to be for pollution control not vehicle control. The point is the capabilities are there and we all know all you have to say to a politician is the word "money" and they all want more for their social programs so they can buy more votes.

This is of course a really good reason to keep your older sports car built before the days of these computer controlled electrical gismos. This of course would be fine unless the state would require the installation of global positioning in

all cars. Don't laugh, you have to have an inspection sticker on your classic car don't you, and possibly after market seat belts? I can see myself now going into some auto parts store and asking for and after market global positioning unit.... "Good morning sir, how can I help you?" "Good morning, I need and after market global positioning unit" What type of car sir?" "It is a 1949 M.G. TC with positive ground!" "A what?" "A 1949 M.G. TC with positive ground and I also need one for a 1969 Triumph TR6 and also one for my friend that has a 1937 Morgan Trike!" "Well sir let me check the book." He would never return, and how do you explain this to the DMV people? Don't get me going on these characters either. One time I had one of them call a Triumph a "Treeuph" and I believe my TC is still registered as a "roadstein." I should do a column on some of these horror stories.

Let's keep in mind the Bill of Rights in the Constitution. Unfortunately motorcars were not yet invented or possibly there might be a right for the people to "Keep and Drive an Automobile" But we do have the "right to assemble, freedom of the press, freedom of speech (so far)" as well as others. Beware of Big Brother, keep aware and fight back. The car you save might be an M.G. K3 Magnette, a nice 60s muscle car or even a Model A Ford. ◀

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**HAPPY BIRTHDAY EVERYONE!!**

\* \* \* \* \*

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**HAPPY BIRTHDAY EVERYONE!!**

\* \* \* \* \*

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## MG Car Club Western NY Centre

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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 \_\_\_\_\_

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

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Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

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# MG Car Club Western New York Centre      Calendar of Events 2007

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

<b>January</b>  4 Board Meeting 18 Meeting 20 Wine & Cheese, Valve Cover Races	<b>February</b>  11 Go Kart Races 15 Meeting	<b>March</b>  1 Board Meeting 4 Steak Roast & Auction 15 Meeting 25 Swing Into Spring	<b>April</b>  19 Meeting
<b>May</b>  3 Board Meeting 12 Tune-up Clinic 17 Meeting / Carlisle 30 Stuffing Party	<b>June</b>  3 Vintage Auto Festival 10 Autocross & Novice Sch. 9-10 Hildene Car Show 21 Meeting 23 Multi-club meet, Canada	<b>July</b>  12 Board Meeting 8 Autocross 2 19 Meeting 20-22 1000 Islands Weekend 29 GVACS Car Show (RIT)	<b>August</b>  5 Steak Roast and Rallye 12 Autocross 3 16 Meeting
<b>September</b>  6 Board Meeting 7-9 Watkins Glen 16 Autocross 4 21 Meeting	<b>October</b>  7 Fall Foliage Tour 14 Garage Tour 18 Meeting 27 Halloween Rallye	<b>November</b>  1 Board Meeting 11 Yacht Club Brunch 15 Meeting — Elections	<b>December</b>  8 Holiday Party No Meeting

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