

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 50 No. 7

July 2008



Best MG of the Show
Mary Murray's 1979 MGB

Meeting
July 17th 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



The Marque of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 831, Webster, New York 14580-0831

Web Site: www.mgcarclub.com

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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 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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BRUDNO AWARD LIFE MEMBERS

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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:

Susan Kath
1039 Mosley Road
Fairport, NY 14450

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

Chairman's Corner

Dan Suter

REETINGS, EVERYONE. I would like to start out by apologizing for anyone who was inconvenienced by our sudden shift of the June meeting to Wednesday, June 18 rather than the normally scheduled Thursday. (I heard of at least one person who showed up Thursday despite hearing about the change . . . !). We essentially did not have any choice in the matter, so I appreciate everyone's willingness to be flexible. We did enjoy a turnout of over 50 people.

I simply must share more details about my MGA. With additional tuning and the replacement of the date-coded 1971 coil (with a new one), she is now running quite well—well enough to bring it home between 'interior installation' sessions. My kids have decided that I now have a 'way cool' car and Mary Ellen is also pleased with how beautiful it has turned out. It runs as well as I could have hoped, with solid acceleration, good power, smooth shifting, the famous MG handling, and very confidence-inspiring brakes.

As this is written, we have to sort out the remaining interior and top/tonneau tasks, tighten up a few things such as the rear exhaust. Following some high-pitched noise from the rear axle, we may possibly change out the 4.1 limited slip diff for a regular "open" 4.1 unit I had tucked in the garage, so that we can inspect + rebuild the LS unit at our leisure. (I do seem to recall saying to George, "No, I'm sure it will be fine . . . let's just install it."). In any case, you have probably deduced that you will be seeing me at future MGCC events with this car and an unstoppable grin!

We're right in the middle of our 50th year. So many members have impressed me with their enthusiasm, hard work, sense of humor, and camaraderie in planning, running, and enjoying our various events. Let's enjoy the summer and everything left on our calendar!

—Dan

The Herald

Allen Hess

IT'S JULY ALREADY! The car show was four weeks ago and the Jubilee Banquet is less than three months away—the summer is flying! This month features a selection of car show photos and the list of all awards. George Herschell's recollection of his long association with the car show is accompanied by thirty drawings that have graced the car show posters.

Gil Langswager reports on the pilgrimage to Manchester, Vermont. Susan Goodwin writes about the Multi-Club Picnic and weekend in Niagara-on-the-Lake with a little surprise (wear your regalia proudly, it's a small world).

I've also pulled a couple more items from the old Spokes. A few will remember reading the original, some will know the name and most will not. Even so, it reads like a contemporary account of MG/British car ownership.

Next month is the 49th anniversary of the first All MG Races and I am requesting stories to go with the pictures. Same thing goes for the Wagonjack meets. For those "in the know," mention of the outhouse always results in laughter. The rest of us want to be "in the know"—tell us about the good (and bad?) times at the Wagonjack meets.

—TRIUMPH

About the Cover

Allen Hess

Those who attended the awards ceremony at the car show will recall some "confusion" over the Best MG of the Show. As Editor I felt it was my duty to clear this up—the Spokes is on the "web" for all to see. I e-mailed the Murray's (but it was John's address) and asked "who owned the Best MG?". I think you will smile at John's reply. I hope Mary does too.

I'm sure if you ask Mary she will tell you what is hers is hers and what is mine is hers too! It is her MG. We bought the car for her in 1979 (before kids). Our second child was born in 1985 and that pretty much ended her using that vehicle. From 1985 until 2005 it only went 3000 miles. The more it sat, the more problems developed that made it not dependable. Even as the kids grew up Mary didn't dare drive it much. In 2005 she had lost interest in the car and gave me the ultimatum to get it running right or she would get rid of it (the title is in her name). So I put it back into good working order, cleaned it up and kind of took over the car. Now that it was awarded Best MG she's taken it back. I've been demoted to mechanic, detailer and when I'm lucky chauffeur. Good excuse for me to get another car of my own!

John, I must add that mechanic is not so bad. British cars require a lot of maintenance and consequently a lot of "test drives". Congratulations on Best MG.

Activities

Mike and Sue Harrison

THANKS TO CHRIS AND EILEEN WILLIAMS FOR HOSTING the party after the successful 37th Sports Car and Vintage Auto Festival on June 1!!! Much more about the Festival appears elsewhere in this issue.

Congratulations to the winners of events at the Multi-Club Meet in Canada on June 14. Although only a few MGCC members attended, they came away with most of the prizes. See their article with full details.

Hopefully the weather was fine for about 40 club members and friends to travel to Watkins Glen on June 29 for lunch at the Track followed by 3 laps around the track. More about this event in next month's issue.

Looking ahead to July be sure to mark Saturday, the 12th for the Vintage Wine and Wheels Car Show at

Deer Run Winery, Geneseo. See more details in this issue and join us for BBQ, Wine, Music and up to 200 cars on display.

On July 20 our Autocross Season begins. Test your driving skills or volunteer to help. Check for more details in Spokes and also save August 10 and September 28 as the remaining dates for improving your driving record.

The 50th Anniversary Committee will be hosting a Wagonjack Meet at the Wild's farm on August 17. You will hear more from the committee on the details for this part of our Anniversary celebration. Plan to show off your car and partake of good food with your club members.

—MGB GT (Yellow)

The Manchester Car Show

Gil Langswager

FORMERLY KNOWN AS "HILDENE"

WE HAVE BEEN GOING TO THIS SHOW FOR ABOUT 16 years now. It has become a "tradition". But, things change. The show was always on the grounds of the Hildene Estate. We used to have a reception at the Hildene Mansion. It use to be the kick-off event for the Herschell's Mountain Adventure. But, things change.

This year the car show was at a new location on the Dorr farm, just north of Manchester. It was a nice, level field, well drained and easily accessible. The layout was about the same, with a center aisle with rows of classes on either side. The rows were well marked with the class letter. Registration was as we came in, pre-registered in one line, drive-in in the other. The flea market was in rows along the main road. The food vendors were in the row closest to the road where the utilities were. A long way to walk as Betty found out. The car corral was on the far side. We found our row "T" (for Tseries?) and parked in the first spot. Didn't realize we were that early. Across the aisle was row "T-1" (for all other MGs?). That's where Lloyd & Sue Potter parked their MGBGT and where Dave & Nancy Chase would have been if there car would have made it. (But that's another story). Behind us was row "U" (for other British sports cars?). That's where Doug & Cindy Jack parked their Triumph TR3 and where Doug & Laurie Scribner parked their all original, low mileage, Austin Cooper S. Our other members in attendance who didn't enter cars were Carl Prouty, Jim & Gail Colegrove and Dick & Bethel Powers. The windscreen cards we were issued had our class letter and a number. That's all. No name, no home town, just a number. Ours was T-151. (More about

that later). There were a lot of cars, about 500 so I heard. A good variety with some very unusual ones, like a Honda S600 roadster, only 111 were made in 1966. How about a Tatra from Czechoslovakia?

The day was HOT & HUMID! We stuck it out for a while then headed back to the Chalet to cool off and get ready for the reception. The reception was held in Orvis's store. There were bars and grazing stations scattered among the merchandize displays. It was different! Especially since last year they had a great barbecue buffet with plenty of tables to sit at in a big tent. But, things change.

The next day back to the field where it wasn't quite as hot & humid. We did more socializing and looking at cars. Then came the awards ceremony. I mentioned the numbers. That's how they announced the awards. "Class A, first place, A-123. Second place, A-456. Third place, A-261, etc., etc.". No description of the car, no name, just the drone of numbers. Now the cars started to line up to drive up to receive their trophies, but by the time the line started to move, the announcer was done. We didn't commit numbers to memory, and with no description of the car or a name we don't know who won what. We did here T-151, second place and got in line. Our trophy is an "Artisan Mirror", a hand-crafted board of North American maple with "2nd Place Manchester Car Show" etched on it. The Jacks left early Sunday morning so they weren't there. None of us remembered their number, so we don't know if they won anything or not. Previous years, the cars were called up by owner name & car description and the trophies handed out to the applause of the rest of us watching. Not this year. But, things change.

—Gil Langswager

MGCC Minutes of the Meeting

Michael Goodwin

MGCC Meeting Minutes – June 18, 2008

Call to order- 7:36 PM

Minutes of last meeting were accepted as printed in *Spokes*.

New members and guests – None.

Activities – The Activities report was opened, as usual with a bit of humor. Mike Harrison reported that the stuffing party at the Wild's was a great success with lots of good food and camaraderie. He expressed thanks to the Wilds for hosting.

John Murray reported that our club had four cars in attendance at the recent Multi-Club picnic in Queenston, Ontario. The weather was great (unlike Rochester's), and John announced that Mike Goodwin's valve cover car took first place in the races. Mike Goodwin added that the Murrays also received honors in taking first in an obstacle course portion of the Funkhana, and that Susan Goodwin's Mini Cooper team also won a portion of the Funkhana. Mike noted that with a total of seven awards granted, our club (with a mere four cars in attendance) claimed three! John and Mary Murray, Mike and Susan Goodwin, Chuck and Beverly Swarts and Ned Paulsen and his sister, Carol, had a great time.

Laps and Lunch at Watkins Glen is coming up, with 39 signed up. Mike Goodwin volunteered to lead a group of drivers to the event, thanks to help from John Murray, who researched and printed a good route to the event from Eastview Mall.

Other events coming up include the Vintage Wine and Wheels Car Show at Deer Run Winery in Geneseo on July 12th, the first MGCC autocross at MCC on July 20th, the Centennial Celebration of the Great Race from New York to Paris July 25 – 27th in Springville, NY and the Wagonjack Meet and Picnic at the Wild's on August 17th (see elsewhere in *Spokes* for details).

Treasurer's Report - Treasure Susan Kath was absent, but Dan Suter reported on her behalf that Club finances are in good shape, and that Susan is preparing a formal budget review for the upcoming board meeting.

Membership – Jim Priestley was absent, but membership numbers were reportedly over 150 once again. Betty Langswager noted that she signed up two new memberships at the recent Car Show.

Regalia – Doug Scribner presented (as always!) a wonderful array of stuff, and offered special premiums anyone spending over \$25.

SPOKES – Allen Hess broke tradition, and told us that this month only, *Spokes* contributions are due one week plus one day after this meeting. Allen hinted at some upcoming articles he knows are in the works, and made a few suggestions for other article submissions.

Vice Chair – Vice-Chair Dan Goodwin reported on his recent driving experiences in Bangkok, noting especially the surprisingly large number of surprisingly large vehicles and the extreme rush(?) -hour delays at each intersection.

Car Show - Dick Powers gleefully reported what a great day was enjoyed by all attending and involved in the June 1st Vintage Auto Festival. Dick thanked all who worked in any capacity toward the success of the show, brought a car or just attended. He guessed that over 500 cars were registered, and said that in his estimation, it was the best show we've had in Farmington. He said that it was too early to give an estimate of the financial outcome, but promised an update later. Dick expressed many thanks to Eileen and Chris Williams for putting on the post-Show party. Applause echoed his thanks!

50th Anniversary Committee – Dan Suter mentioned the upcoming August 17th Wagonjack and September banquet, and asked the 50th planning committee to meet immediately following the regular meeting.

England – *Safety Fast!* picked up a recent *Spokes* article by George Herschell for their June 2008 issue. (Congratulations to George, and thanks to Chairman Dan Suter for prying this report out of George!)

Librarian – no report

Trustee and Website Report - Leon Zak reported on some website updates and activities. Dan Suter thanked Leon and praised the site; especially for the way car ads are working.

Old Business and Goings-on with Car Projects– The question of “What's going on with the sign?” (that being the rather large MG dealer sign) was raised. There was no real update, but (in their absence) it was (jokingly?) motioned and seconded that the Heaneys take care of storing it.

Mike Harrison reported on his MGB GT restoration, noting a rather ungodly sum of money spent so far. He gave a great little presentation on restoring proper ventilation to the MGB crankcase, involving nothing kinkier than a “Chore Boy” scouring pad. See Mike for details. John Baum reported that his '64 MGB is “back on four wheels”, and Dan Suter gave a brief report on test-driving his MGA after its restoration, noting a few minor bugs to work out. John Thompson talked

Meeting Attendance

June 18, 2008

Betty Langswager	Anne Faust	Dave Chase	Dick Rzepkowski
Gil Langswager	Gene Faust	Jeff Kath	Marlene Rzepkowski
George Herschell	Scott Schipper	Jon Richter	Dick Powers
Dave Asmuth	Bob Tescione	Tom LeStrange	Frank Stepanik
Mike Harrison	Doug Scribner	Cheryl Baldwin	Gene Dinkel
Sue Harrison	Chuck Schaefer	Bill Baldwin	Mary Murray
Carl Prouty	Becky Schaefer	Allen Hess	John Murray
Dan Goodwin	Bob Abels	Leon Zak	Steve Sangster
Dave Wild	Georgian Abels	George Haynes	Bill Rampe
Barb Wild	Susan Goodwin	Paul Wheeler	Kathy Rampe
Susan Krobusek	Bill Wackerman	Don McConnell	Ginny Illegible
Bruce Krobusek	Brooks Schneider	Lyn Smith	John Illegible
Jeff Langswager	Tim Paul	Roger Gunther	M. Illegible
Mike Goodwin	John Thompson	Joeanna DeBlaere	Chris Baum
Dan Suter	Mabel Case	Joe DeBlaere	Joan Baum

about his 1950 Riley drophead 2-door red-on-red convertible (we'd all love to see it, John!).

Dan Goodwin noted that there are no projects pending for the "I Need Help With a Project" effort, but Mike Goodwin reported that even though his timing was rather poor (with many of the Club's ace mechanics running off to sell car parts and stuff like that), he managed to get the engine pulled, repaired, and re-installed in his MGB, thanks to lots of phone and email help from the likes of Allen Hess and Jeff Kath.

Doug Scribner brought a "show-and-tell" item (maybe better classified as a "What he heck is this?" item) for folks to look at and help him figure it out. It was some sort of rack-and-pinion thing... (Figure it out yet, Doug?)

New Business – None

Cars and Parts for Sale – Joe DeBlaere has a 1960 MGA 1600 for sale – see Joe for details.

Door Prizes – An especially lucky member won an imported "Grecian Wonder Sponge". Other prizes, such as wine, T-shirts, and a lug nut brush (who could imagine such a thing?) were awarded, thanks to the unceasing searching of Vice-Chair Dan Goodwin. Thanks, Dan!

Miscellaneous Comments – Bob Tescione reminded us that 50th Anniversary badges and pins are still available. John Murray commented on the Silver Lake Drive-In (Perry, New York) Cruise Nights in June, July and August

Adjournment – The meeting was adjourned at 8:27 PM, and was followed by a meeting of the 50th Anniversary Committee.

—MGB



A 50th Anniversary Event Wagonjack Picnic
August 17th – Noon 'til ?
Catered Barbecue \$TBA
Hosted by Dave & Barb Wild
166 Loud Road, Fairport, NY
Sign up or call 223-1065

Some time ago, Johnny Mandel and Alan and Marilyn Bergman wrote a hauntingly beautiful love song called “Where Do You Start”. It was about the end of a love affair and asks “where do you start” to say goodbye to someone (or something) that has been an integral part of your life for a long time. It was recorded by a number of people but my favorite is by the Four Freshmen. They perfectly captured the sadness and love that was written into that song. That question also hits very close to my situation because this year I am saying farewell to my involvement with the car show and the work I have been doing for that show for the past 37 years. It was not an easy decision to make and one that required a lot of very careful thought and soul searching. However, I feel at this point in my life I need to concentrate all my attention on Nancy’s care and well being and I just cannot, nor will not, let anything stand in the way of that commitment.

But where did it all start? In 1971 the MGCC with the urging of Dave Wild decided to put on a car show and open it to all types of automobiles. I foolishly decided that this was something I would like to be involved with so I told Dave that I would do a drawing for a poster to advertise the show. I did, and the company that I worked for (Great Lakes Press) printed those first posters. Of course at the time they didn’t know about it. What was the term for that type of work? I think it was called a “Government Job”. We also decided that it would be nice if we gave a dash plaque to every entrant so I contacted Rochester Metal Etching and asked if they did that kind of work. They did and that started a long association with them until they closed up shop in the mid 90’s. That was when we found Rallye Productions who we’ve used ever since. But that meant I had to do the drawings twice. Once for the poster and a second drawing reduced and simplified for the plaque so it would reproduce.

In 1986 we decided to try to reach a larger audience by making up a brochure to send out to prospective entrants. Art Brown an advertising agency owner and MG CC member took on the duties of designing those but we used the art work from the poster and had it photographically reduced to fit the brochure. BUT we also decided on a T shirt for the workers and that meant another more simplified drawing for the silk screen process. Now I was doing three different drawings for the promotional material.

In 1987 we started using the *Sports Car & Vintage Auto Festival* type that I designed and we are still using that logo today.

When Art Brown moved out of town I took over the duties of designing the material for the brochures, and Steve Fitch took on the duties of having the T shirts done.

We used a number of screeners until we finally found Bearfoot Sportswear in Spencerport who did our shirts until 2004. That was the year that Leon got in touch with Via Tran in Texas and they have done our shirts ever since. And at a very good price very good quality.

In the late 90’s I decided to set up a spreadsheet of all the financials of the show which (I’ve been doing ever since). It now gives us an accurate accounting of every penny spent and every penny brought in. We were able to track the differences in the costs when we were at the school as opposed to the race track and now the Farmington location. I’ve worked closely with the Lions show treasurer on that.

In 2003 I decided that I wanted to “retire” and get out of the show work and “took the year off”. Leon took over and as he said made sure that the work he did would force me to come back and take it over again. Which he did, so I did come back in 2004. In 2005 as we all know there was no show due to the conflict with the race track and their demands on what and how we would run the show.

In 2006 we found the Farmington location and that has worked out well for us since.

So as of now in 2008 there have been 36 shows (one year no show was held) which means there have been 35 shows and I have done a different drawing for 34 of those 35 shows. Only once did we use a drawing for a second time and only because time was of the utmost importance and I didn’t have the time to get a new one done. I’ve been putting prints of these drawings complete with a biography of each car into a note book with the idea of perhaps someday producing a “History of The MG in Pen and Ink”. It looks good in my rough draft and if I can get them produced at a reasonable price I might consider doing it.

Finally, now after both Nancy and I working on every single show since the first one and having an MG at every single show except this year, I think it’s time for us both to bow out. In 1972 our TD took a first at the show tied with Bob Philips and since then the car has been display only. The TF was at the shows from 1975 until 1984. In 1985 the B took their place in attendance. So this show has been more than just a one day event for both of us. But now it is time to bow out and let someone else come up with some new and fresh ideas.

I have enjoyed working with everyone on the shows and it will not be easy **not** being involved, but the time has come to put away the tools and ideas and concentrate on things more urgent.

My thanks to everyone for your kind comments on my art work. It has been a labor of love, and I **will** miss not being involved. But in time all things change and that’s

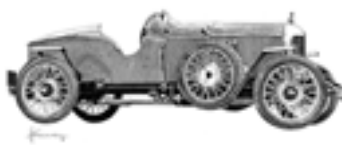
“Where We Will Start”.

SPORTS CAR & VINTAGE AUTO FESTIVAL

George Herschell—MG in Pen & Ink



TA Tickford



Old Number One



MG TF



C Type



PA Airline Coupe



J-2



TD



TD Arnolt Coupe



SA Saloon



M type



J-4



PB



J-2



TD



TC



PA Leonidas



TA Tickford



F Type Magna



MGA



MGB



MGB



TC



R Type



MGC GT



MGA Twin Cam Coupe



TD



K-3 Magnette



PA Dancing Daughters Le Mans



NE Magnette



MGA Le Mans

2008 Autocross • 3 Part-Series

July 20th Novice School

August 10th

September 28th

Monroe Community College

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

Time: Tech Inspection 9:15-9:45AM

Meeting and Walk Through: 9:45-10:15AM

First car off by 10:30 AM

Members \$10, Non-Members \$20

Novice Instructors and Tech Inspectors Needed

Course Ideas and prize ideas/donations welcome

Contact Julie Daykin @ 509-2215

* PRIZES *

- ✓ Most Consistent
- ✓ Most Improvement
- ✓ Group vote for favorite

What do these three vehicles have in common?!



Great Race Centennial Weekend

July 25-27

Springville, New York

<http://www.townofconcordnyhistoricalsociety.org/GreatRace/celebration.htm>

Springville is about 80 miles via local roads or 100 miles via the Thruway from Rochester (S-SE of Buffalo)

Friday – Great Auto Race Exhibition at Bob Johnson Motors Showroom, 195 West Main Street.

Saturday – Gun competition at Springville Field and Stream, White Street; Antique car parade by Genesee Valley Antique Auto Club; Dedication of George Schuster historical marker, 74 North Buffalo Street; Great Auto Race Exhibition (see Friday); film “The Great Race” at Joylan Theater, 11 West Main Street; Community BBQ featuring a presentation by Schuster’s great-grandson, Jeff Mahl at Springville-Griffith Institute High School, 290 North Buffalo Street.

Sunday – Vintage auto tour down North Buffalo Street;
Film “The Greatest Auto Race on Earth” at Joylan Theater,
11 West Main Street;
Genesee Valley Antique Auto Club ‘People’s Choice Award.



The Third Time is the Charm

Our 37th Sports Car & Vintage Auto Festival by Dick Powers

It's hard to believe that four years ago we had to cancel the show. But that event was a real blessing in disguise as it led us to our wonderful new location at the Farmington Town Park.

It's hard to believe too, that we've had three Sports Car & Vintage Auto Festivals there. This third time was the charm with good weather all day, 550 cars (our most ever at Farmington) on the field and so many happy people staying for the awards. I must admit, after all the months of planning, it's fun for Dave Wild and me to hand out the trophies with Joanna De Blaere and the Benets keeping everything running smoothly.

That said, we couldn't do it without all the months of planning meetings the core MG team went through. So thanks to that team of: George Herschell, Arnold Van Denburgh, Tim Paul, Lane Boughton, George Heissenberger, Gene Dinkel, Gil and Betty Langswager, Bob Tescione, George Haynes, Dan Suter, Chris Williams, Wally Roworth, Peter Pegoni, Carl Webeck, Mark Gibson and of course, the folks who started it all, Dave and Barb Wild. Also, thanks to Carl Prouty for selling all those ads and to Eileen Williams for opening her home and hosting the after show party once again.

So, many thanks from Dave Wild and me to All of you who helped make our 2008 Sports Car & Vintage Auto Festival a success: our core MG team, those who secured sponsors, those who set up the field, those 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! This was another Very Good Year. ◀



Just a little higher . . .

—Al Fink



Registration was brisk.

—Al Fink



Dawn Priestley, last minute polish

—Allen Hess



A timely entrant: 1915 Milburn Light Electric

—Al Fink



and a 1899 Locomobile steam kit car

—Al Fink



Well, it wouldn't be that much work . . .

—Allen Hess



First Place 1953 Cadillac

—Allen Hess



Tim Paul's 1952 TD, in progress . . .

—Al Fink



with a Brooklands wheel and engine turned dash

—Allen Hess



Ned Paulsen's First Place Austin Healey

—Al Fink



Bill Baldwin's First Place 1957 Turner 803

—Al Fink



Some of our award winning members

—Al Fink & Allen Hess



First place in Unrestored class 1957 Karmann Ghia —Al Fink



Doug Scribner's unrestored 1965 Austin Cooper S —Al Fink



Brian Fallon's First Place 1973 Porsche 911 RS —Allen Hess



Volvo västern new york medelpunk —Allen Hess



"A Powered Junior Car, under \$100." —Allen Hess



MGA —Al Fink



Sports Car and Vintage Auto Festival 2008 Winners



Best MG of Show
John and Mary Murray
1979 MGB

AA
Newton C. M. Landis
1930 Ford
Wayne Smith
1915 Milburn Light Electric
Rick Miller
1930 Olds F-38

AH
Ned Paulsen
1960 Austin Healey 3000 BN7
Howard Koch
1959 Austin Healey Mk I

AL
Dick Powers
1958 Alfa Romeo
Jack Roberta
1973 Alfa Romeo GTV

AMC
Richard Whelan
1965 Rambler Marlin
Bryan Jones
1969 AMC AMX
Herb Grabb
1956 Nash Metropolitan

BR
John Deyle
1951 English Ford Anglia

BZ
Paul and Ann Zaretsky
1961 Mercedes 196 SL
Peter VanDenburg
1994 Mercedes Benz SL320

CA
Harry Aldridge
1967 Pontiac Firebird
Guy Benjamin
1968 Camaro
John Croll
1968 Camaro SS

CAD
Ted Page
1953 Cadillac
Ed Lewis
1975 Cadillac Eldorado

COA
Roland Littman
1963 Corvair
David & Sandy Shoemaker
1963 Chevrolet Corvair
George Renz
1961 Chev. Corvair

COB
Paul Masters
1965 Chevrolet Corvair Monza
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Ronald Phillips
1941 Ford

CUA
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1963 Chevrolet Nova
Chuck Graham
1955 Chevrolet pickup
Andy Liwush
1967 Ford Mustang GT

CUB
Joe Pucci
1996 Olds Cutlass
Kevin Morley
1987 Ford Thunderbird
Paul Peake
1987 Pontiac Fiero GT

CUD
Adam Swanson
1999 Pontiac Grand Am GT

CVA
David Brennan
1964 Chev. Corvette roadster
Paul DePascale
1957 Chevrolet Corvette
David Brennan Jr.
1963 Chev. Corvette split window

CVB
Daniel Cooper
1979 Chevrolet Corvette
Alan Jenks
1977 Chev. Corvette Coupe
Douglas Sick
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CVC
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CYC
Vern Fasel
1911 Indian one cylinder

DOA
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Ford Torino Cobra Jet
Pat Ryan
1970 Chevy Chevelle SS
Bob Caranddo
1969 Plymouth Roadrunner

DOB
Tom Henderson
1988 Pontiac Trans Am
Art Wolff
1987 Buick Grand National
Scott Karol
1972 Chevrolet Chevelle SS

DZA
Bob Palladine Jr.
1977 Datsun 280 Z
Mike Segretto
1982 Datsun 280 ZX
Ken and Penny Potter
1973 Datsun 240 Z

DZB
Chris Castaldo
1993 Nissan 300 ZX

EX
John Maddock
1972 Citroen SM
Roland Littman
1982 Ferrari Mondial 8

JA
John Gibson
1970 Jaguar E Type
Dana Mastronardi
1969 Jaguar XKE 2+2

JAS
Tom Hebrock
1994 Jaguar VDP
Ed and Gwynne Almekinder
1956 Jaguar Mk VIIM Sedan
Paul Dutra
1952 Jaguar Mk VII

KI
John Matyas
2007 Kit Cobra
Bill Wayman
1899 Locomobile Stanhope
Tom Weider
1958 Porsche D roadster

LO
Larry Tiff
2006 Lotus Elise
Joe Popielarzzyk
1995 Lotus Esprit S4
Anthony Vaccaro
2005 Lotus Elise

MA
Tom Pollock
1960 MGA 1600
Roger Gunther
1957 MGA Roadster
Charles Bauder
1962 MGA MkII Roadster

MBA
Dave Avery
1967 MGB

MBB
Hugh Hamlin
1971 MGB
George Heissenberger
1973 MGB
Sue and Lloyd Potter
1974 MGB GT

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Jim & Gail Colegrove
1969 Austin Healey Sprite MK IV

MR Mary Murray 1979 MGB John Richter 1980 MGB Dick and Marlene Rzepkowski 1979 MGB	POR John Freel 1964 Porsche 356C David Schwaner 1996 Porsche 911 Stephen Crispino 1986 Porsche 911	SIB Mike Salter 1963½ Ford Galaxie Herman French 1958 Chevrolet convertible Richard Wehlan 1957 Plymouth Fury	TRB Rory Raymond 1976 Triumph TR6 Robert Farmer 1976 Triumph TR6
MT Gil Langswager 1953 MG TD Sam Desalvo 1952 MG TD MKII Tim Paul 1953 MG TD	RA Brian Fallon 1973 Porsche 911 RS Barry Brown 1973 Datsun 510 John Smith 1973 MGB	SIC Ken Long 1964 Chevrolet Impala SS Al Birke 1964 Chevrolet Impala convertible James Pullara 1966 Plymouth Valiant	TRC Jack Harrison 1973 Triumph Spitfire Andy Paris 1979 Triumph Spitfire Gene Dinkel 1974 Triumph Spitfire
MINI William Seymour 1971 British Leyland Mini Susan Goodwin 1991 Austin Mini Chad D'Angelo 1964 Morris Mini Minor	RR Michael Shay 1952 Bentley Mk VI Scott Eddy 1972 Rolls Royce Silver Shadow Mike McNamara 1981 Rolls Royce Silver Spur	SID John and Michelle Castelli 1969 Mercury Cougar Ed Reno 1967 Chevelle Edwin Johnson 1967 Nova Sports Coupe	TRD Tony Fox 1971 Triumph Stag Susan Krobusek 1973 Triumph Stag Peter Buechi 1976 Triumph TR7
MU Stephen Brennan 1968 Ford Mustang Coupe Carl Wagner 1965 Ford Mustang Timoth Jennings 1973 Ford Mustang	SA Bill Baldwin 1957 Turner 803 Todd Coggeshall 1974 Saab Sonett III Tom Langdon 1974 Saab Sonett 3	SIE Carole & Butch Pentycofe 1971 Ford Torino 500 Bob Shadders 1971 Chevrolet Chevelle S/S Don Froehler 1977 Ford Thunderbird	TRAC Jason Gardner 1935 John Deere Joseph Ziegler 1952 Allis Chalmers
MZ Marla Jo Henderson 1993 Mazda Miata Russ and Mary Deveso 1990 Mazda Miata MX5 Dennis Costich 1996 Mazda Miata	SB Patrick Mott 1980 Fiat Spider 2000	SR Don Scott 1934 Chevrolet Coupe Don Mansfield 1933 Chevrolet 4 door sedan Richard Judd 1934 Ford Coupe	UN Joyce Crispino 1957 Volkswagen Karmann Ghia Donald Reynolds 1954 Chrysler Windsor Deluxe Doug Scribner 1965 Austin Cooper S
OLS Wayne Goodwin 1971 Oldsmobile Cutlass Earl Mikel 1968 Oldsmobile Cutlass Richard Forester 1973 Oldsmobile Cutlass	SCM Gene Manno 1957 Chevrolet Nomad Len Barron 1955 Chevrolet Belair Donal Karol 1957 Chevrolet Belair	ST Joseph Alpaugh 1954 Studebaker Land Cruiser Richard Panke 1952 Studebaker Commander David Larmouth 1964 Studebaker Avanti	VOL Nicholas Zuck 1966 Volvo 544G
POA Donald Allen 1986 Pontiac Trans Am William Kurrasch 1986 Pontiac Fiero Coupe Bob Lambiase 1970 Pontiac Grand Prix	SCO Bill Iveson 1957 Chevrolet Belair Jerry Lynn 1956 Chevrolet 210 wagon Gail Gropp 1957 Chevrolet Belair 210	TB Nicholas J. Basile 1956 Ford Thunderbird John Love 1956 Ford Thunderbird Pat Micari 1957 Ford Thunderbird	WV Carl Van Camp 1934 Ford Mark Graf 1949 Ford F5
POB Imran Chaudary 1973 Pontiac GTO Mark DeMucker 1967 Pontiac GTO Richard Exton 1965 Pontiac GTO convertible	SIA Hal Waggoner 1953 Buick Skylark John Ross 1955 Buick 76C John Stoffel 1952 Chevrolet Styleline Deluxe	TRA Arnold and Stacey Vandenburg 1962 Triumph TR4 Allen Hess 1963 Triumph TR4 Jeff Kramer 1967 Triumph TR4A	<i>Club members in Bold type and apologies to those missed.</i>

Saturday in the Park (and then some!)

Susan Goodwin

The second annual Multi-Car-Club Picnic was held Saturday June 14th in Queenston, Ontario.

Michael and I went up for a long weekend to Niagara-on-the-Lake, leaving on Friday. Last year when we went to the Multi-Car-Club-Picnic, we had dinner in Niagara-on-the-Lake and it was so nice that we decided to spend the entire weekend there this year. So, we had a very full weekend adventure, starting out by renting bicycles and riding throughout the area stopping at wineries and sampling the goods. We saw a wonderful play "An Inspector Calls" at the Shaw Festival and walked back to our Inn in

a thunderstorm. On Saturday, we headed up to Queenston Heights Park, not sure who was going to show up for the picnic from our club. Of course, we all found each other and had a fun day. Our club attendees were Mike and Susan Goodwin, John and Mary Murray, Ned Paulsen, Ned's sister Carol Cardinale, and Beverly and Chuck Swarts. MGCCWNY came home with three out of seven prizes for the day's events, which were planned by the Toronto club. Michael won 1st place in the valve cover races. The teams of Mike and Susan Goodwin and John and Mary Murray both received prizes in the Funkhana events. *continued→*



Early arrivals, Ned's TR3 and Susan's Mini

—Goodwin



John & Mary, Susan & Mike, Ned & Carol, Beverly & Chuck



Mary & John's winning skill in the ball and cup event

—Goodwin



Mary and John driving the blindfolded figure-eight

—Goodwin



Valve Cover Racers Brian MacFarlane, 2nd place MGCC Toronto and Mike Goodwin, 1st place MGCCWNY.

—Susan Goodwin

The day was rain-free for us and sunny. As we all departed, Michael and I headed back to Niagara-on-the-Lake for one more night. We had dinner at an Irish pub where we had the pleasure of meeting two couples from England, who noticed the MGCC logo on Michael's shirt and asked which centre we were connected with. Their names were Ian (aka Bernie), Paula, Richard, and Glynis, and they are members of the South Eastern Centre of the MG Car Club Ltd., and live outside of London. Each couple owns an MGB GT and Paula also has a green Mini, much like mine. Michael and I told them about the Multi-Car-Club picnic. They would have loved to come if they only had known. The great thing about travel is the opportunity to meet other people and find common interests. We're happy they had a camera with them, so we could get a group photo. They also emailed a few other photos, showing some of their club-related activities.

Next year, we plan on going to the picnic and spending the night in Niagara-on-the-Lake again. Care to join us?

Photos from Ian of the South Eastern Centre of the MG Car Club (London)



Back: Michael, Richard, Ian Front: Susan, Glynis and Paula



Paula and Glynis at Brighton after the run from the old Brooklands Motor Racing circuit (25th Regency Run).



Paula getting her Mini Cooper ready for the 2007 London to Brighton Mini Run. She entered the show and shine category.



Some of our local members preparing for a weekend out to Torquay in Devon (England's Riviera).



My MGB GT at Brands Hatch where I spend much time as a volunteer ambulance driver.

T For Two or Why We Eat Beans Four Times A Week

Bob Kutzenberger

My attraction to MG's Started at an early age. About the time I was old enough to drive, the MGA hit the market. Of course, I thought I just HAD to have one! With Christmas coming up I decided to make a pitch to my Mom and Dad for a sports car. Much to my surprise and delight my folks were receptive to the idea and even went so far as to ask me where such a car could be purchased and what color I preferred. I was ecstatic! It seemed as though Christmas would never come! Christmas morning arrived on schedule and I couldn't wait to see my car . . . sure enough . . . there it was! A bright new shiny red MGA, and just small enough to fit in my stocking, I was crushed.

The years passed and I still had thoughts of a sports car, particularly a TD (or a T anything, for that matter). Finally the right set of circumstances placed me in a position to buy my dream car. Now—dreaming of a TD and actually owning one are two different things. First, I had to convince my family that a purchase of such a vehicle was not only a sound (?) financial investment, but fun and interesting as well. Not knowing quite what my wife's reaction to such a purchase might be, I decided to be sneaky and buy a TD under the guise of a Christmas present (MG's and Christmas having run in my family before). Fortunately, the little lady saw it my way (the fun part anyway) and was all for it. My son was delighted with the idea, and the dog didn't mind as long as she could go along for a ride now and

then. The second problem was finding a suitable TD. I wanted one we could drive with a minimum (?) amount of trouble but yet needed some work done on it. I soon found out that TD's in our price range were short on driving and long on work . . . some how the ratio never seemed to be in our favor.

We finally located a car which seemed to meet our specifications (I didn't say anything about our budget . . . I always liked beans anyway). After the owner made several inquiries into our background, moral character, habits, etc., and decided we were good enough for the car ("you're not going to drive it in the winter, are you?"), we took the big plunge. The brakes needed repair, so after several very cold nights of work our 'new car' was ready to be driven home. That first trip was quite an event as it was raining and I didn't have the side curtains on the car (something about a 'true enthusiast' never using them). I also had to drive during the height of rush hour traffic. The trip convinced me of two things; the front shocks were worse than I had previously suspected and the Englishman responsible for the design and development (?) of the windshield wipers either had a very twisted sense of humor or figured it wouldn't rain much. Aside from getting soaked to the bone and covered with mud, the trip home was uneventful. As I put our TD in the garage, the neighbors came out to see our 'new car'. After listening to several discussions concerning my sanity I began to realize that not all people view the TD in the same light as I. Gee, some people just don't know what they are missing!

Ownership of a T series automobile opens up a whole new world to a person. I soon discovered that none of my tools would fit the nuts and bolts on the TD (clever, those British!). Parts were available for the car, but only if you knew where to get them. People would stop in to look at the 'funny looking' car they saw from the street. I found there

were other T series owners like myself in the area that were more than willing to help me with my problems. I studied the MG Workshop Manual religiously and became familiar with such strange words as silencer, contact breakers, propeller shaft (that one really threw me . . . I'm an old Navy man.), bonnet, and many others. I bought more tools so I could do most of the work on the car myself. I learned the hard way how NOT to paint a car. I discovered the endless joys associated with ordering parts by mail. I tore parts of the car down and learned what made it tick (and lock, knock, rattle, and bang). I convinced my insurance man that I wasn't insane. I joined the MG Car Club. I got tired of eating beans for supper.

Just about the time my finances were recovering from the first stage of TD ownership (initial purchase, tools, parts, etc.), the second stage set in. My wife suddenly discovered none of her wardrobe matched the car. She decided everything should match the TD . . . including my boy's sunglasses. Just imagine the look on a store owners face when confronted with a statement like: ". . . I'd like an outfit to match my TD . . ." My wife's friends soon learned to relate everything to the car when discussing clothing. Such comments as "That would look cute with the TD." were not uncommon. I soon came to the conclusion that if most women were as car crazy as my wife, there would be a revolution in the automotive industry.

Detroit would have to sell a matching wardrobe with each new car. God help me if I ever repaint the car any color but green!

The clothing crises soon passed and we were able to go from beans four times a week to hot dogs (with beans) three times a week. My little wife found that driving the TD was exhilarating (or frustrating . . . depending upon the material state of the car). No part of the surrounding country side was immune from the roar of the engine or the lingering trail of light blue smoke (a problem which has been corrected).

Our driveway became covered with oil spots (considered by some a status symbol). Our faces became tanned, our hair bleached, and my wallet empty! We drove the car to the grocery store, to school, to work, to weddings, uptown, around town, (never downtown) . . . in short, we drove it practically everywhere and loved every minute of it! Naturally, the inevitable happened. One morning at work I received a forlorn phone call from my very wet wife ("Honey, its pouring down rain and the car won't start."). Not wanting the TD to get too wet, I rushed right out. The wife now knows how to disengage a jammed starter pinion (something every wife should know). She is also the only wife in the neighborhood who can change the oil, top off the shocks, set the timing, gap the plugs, adjust the points, and comb her hair with the top down at fifty miles an hour (a feat that has never been too effective)!

While most people consider an automobile an object used for transportation, our TD has become much

more than that. It has become part of the family. While yours truly works on it, the little wife talks (constantly) about it to anyone who will listen. At school my son draws pictures of it (with Dad underneath), and the dog sheds hair on it. We've become known around our neighborhood as "the nutty family with the little green car". If anyone were to ask me just why we have gotten so involved with a car I don't think I could give an exact answer. I guess I would have to say "Its because we're crazy and we'll probably get another car somewhat like it someday . . ." I mean after all, when your wife has learned to fix beans 273 different ways—well, you just can't let a talent like that go to waste!

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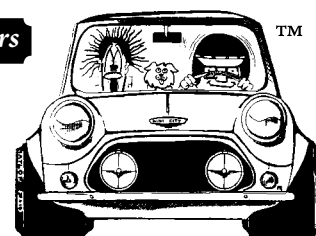
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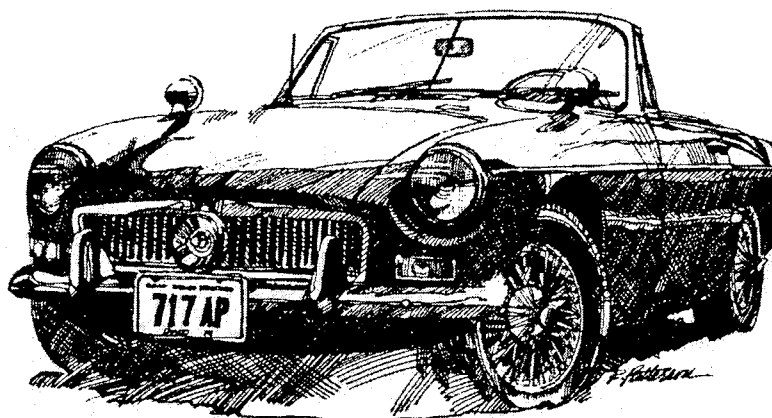
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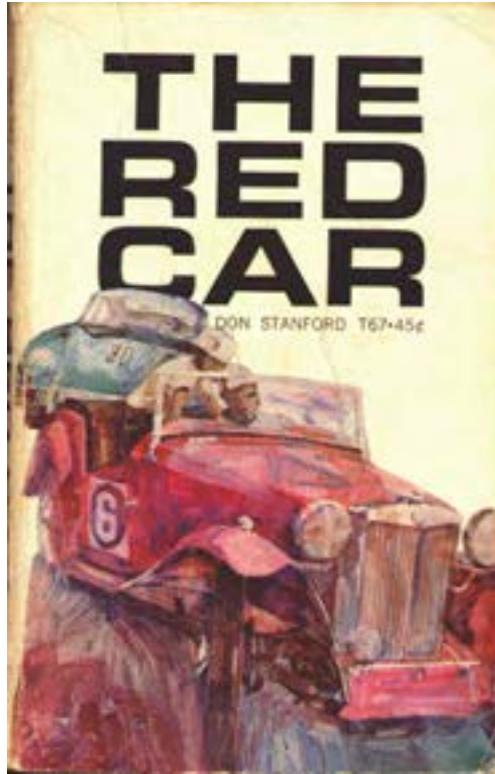
Jay Lockrow



Last month I started out by saying \$4 a gallon might be upon you before you read June MOWOG. I think it might get to \$5 by the 4th of July. Oh joy, when are we going to start drilling for oil in our own country? After the oil companies have all the money we won't be able to by any more anyway.

Anyway there has been a thread on one of the web sites of late about an old MG novel called *The Red Car* by Don Stanford. This was a book written I believe in the early 1950's (No copyright date in my copy) as it mentions an MG TD. The red car however is actually an MG TC. This is a book written for what I would call teenagers or young adults. It would appeal to young males of about twelve to sixteen years of age. Not a long story but the kind of thing youngsters of that age would like. Looking back I believe I read it somewhere in that time frame. I have a copy of it that I picked up at a used book store several years ago and it is sort of a cross between a paperback and a hardcover. At the time I think it was about \$6 but due to demand it has probably gone up some. One night at a New England MG T Register auction I saw an original hardcover copy in new condition go for \$200.

The book is about a young lad, "Hap" of about seventeen that lives in a small Midwestern town. He acquires a wrecked MG TC and the local mechanic called "Frenchy" helps him repair the damage. It just happens that Frenchy seems to know a good deal about imported cars (very convenient) and even knew where there was a burned out TC in a nearby town where they could obtain the necessary spares. (Again, very convenient) At this point Frenchy produces a set of Whitworth wrenches marked EB that are used to work on the car. All the local kids are hanging out in Frenchy's garage helping with the car and someone asks Frenchy what



EB stands for. He loses his cool and spouts something to the tune of "It is the mark of Ettore Bugatti but to you it would mean nothing" and walks off in a huff. Makes an interesting little story but Bugatti made most of his own nuts and bolts and the bolts heads were square, the nuts metric hexagonal, and the threads were metric. Whitworth wrenches would be pretty much useless on a Bugatti and Bugatti wrenches, if there is such a thing, would be pretty much useless on a TC. Having worked on both I fell pretty much accurate.

The story progresses and we see Hap passed by his friend in a 1950 Ford but then Hap passes the Ford on a twisty stretch of road. This sort of thing goes on but eventually there is a Sports Car race in town and Hap enters the TC. Of course Hap is too young so Frenchy takes over the

driving chores. (Again, very convenient and Hap is riding mechanic? This would never happen) Turns out Frenchy used to drive in Europe for Bugatti and is now living in the states after having some sort of incident. I don't recall the incident or if they won the race.

Over many years I have heard many people mention the fact that this book influenced their lives and got them interested in automobiles especially imported cars like the MG TC. I have talked with some of these people and they can recall writing book reports on the book in school and using it for other English projects. For a small youth novel it made a huge impact on a lot of young people.

The book is now some sixty years old but it is remembered with great affection by those that read it as teenagers. Even I, who has not read it for sixty some years, recall the story pretty well but as far as Shakespeare's *Macbeth* that we read in high school, I recall nothing, nor do I really care! ◀

Buffalo Octagon Autumn Sports Classic

Saturday August 30th Como Lake Part, Lancaster, New York

Field Open at 9:00 AM Judging at Noon

Registration Deadline August 23rd. Pre-registration \$10, Day of Show \$15

Information: (716) 632-9001 ♦ www.buffalomg.com

Buffalo Octagon Association ♦ 8617 Bonview Terrace ♦ Williamsville, NY 14221

JULY BIRTHDAYS

- 1 Jim Colegrove
- 2 Barb Fink
- 2 Pat Sangster
- 3 Carol Newman
- 4 Peggi Heissenberger
- 7 Tom LeStrange
- 7 Lee Rush
- 7 John Spencer
- 7 Bob Welch
- 7 John Zoltner
- 8 Russell Daykin
- 9 Tim Rizzo
- 10 Julie Smith
- 11 Dan Burke
- 14 Dave Wild
- 15 Bernard Calkins
- 18 Peggy Haefner
- 20 Robert Gibbin
- 20 Beverly Haynes
- 23 Suzanne Glanville
- 24 Deb Russell
- 25 Hermey Lovell
- 30 Rory Raymond
- 30 Cheryl Asmuth
- 30 Susan Goodwin

HAPPY BIRTHDAY EVERYONE!!

WELCOME BACK

Chris & Deb Russell
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 1976 MG MIDGET,
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JULY ANNIVERSARIES

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- 7 Keith & Jane Gaylo
- 8 Bob & Wendy Austin
- 17 Bill & Kathleen Greer
- 19 Don & Linda McConnell
- 23 David & Jane Schantz
- 23 Donald & Mary Sweeney
- 25 David & Kim Avery
- 25 Bill & Linda Bethune
- 25 Jim & Kathy Walsh

CONGRATULATIONS!

AUGUST ANNIVERSARIES

- 4 Tom & Mary LeStrange
- 5 Al & Mary Isselhard
- 7 Jay & Beverly Lockrow
- 7 John & Patricia MacDonald
- 9 Gregg & Grace Gleba
- 16 George & Peggi Heissenberger
- 17 Harold & Christine Rodman
- 18 Richard & Ann Coleman
- 18 Peggy & Ed Haefner
- 21 Jim & Pat Dix
- 23 Wes & Sue Pittenger
- 26 Bob & Kay Johnson
- 28 Scott & Suzy Hill
- 29 Lane & Kathy Boughton
- 29 Tim & Rhonda Rizzo
- 30 Ned & Julie Paulsen

CONGRATULATIONS!

AUGUST BIRTHDAYS

- 6 David Engdahl
- 7 Wes Pittenger
- 7 Sherry Corcoran
- 7 Mary Costich
- 7 Patricia Richter
- 8 Mary Isselhard
- 9 Jeffrey Kath
- 11 Karen Salisbury
- 14 Elaine Hess
- 14 Marlene Rzepkowski
- 16 Wendy Dakin
- 19 Gail Schipper
- 22 Jay Lockrow
- 25 Linda McConnell
- 25 Julie Paulsen
- 29 Joe Tierno
- 29 Anne Faust
- ? Paula Burkhardt

HAPPY BIRTHDAY EVERYONE!!

WELCOME NEW MEMBERS

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 Fairport, NY 14450-9010
 585-223-2709
 1959 MGA.

Michael Wright
 175 Parma Center Road
 Hilton, NY 14468
 585-392-4405
 1963 MGB, 1964 MGB, 1967 MGB.

Official Regalia

MG Car Club Western NY Centre



50TH Anniversary Badge . . \$20.00

50TH Anniversary Pin \$3.00

Members prices

NEW— 50TH Anniversary Clothing

50th Anniversary Sticker . . 1.50

MGCC Mug \$5.00

Car Badge \$25.00

Badge Clip 5.00

Patch, embroidered 2.50

Key Fob, large leather 4.00

Pin, cloisonné. 3.00

Dash Plaque, 40th Anniv. . . . 4.00

Sticker, front adhesive. 1.50

Sign, magnetic (10") 15.00

Tote Bag, embroidered 15.00

Bumper Sticker 1.00

Name Badges w/MG 15.00

Sport Cap, embroidered 12.00

Vehicle Log Book. 6.00

Fire Extinguisher 12.00



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

All items are available for purchase at our monthly
meetings, or delivery can be arranged.
Contact: Laurie Scribner 585-872-5133 (weekdays).

*All Winners like Bill wear
the stylish MGCC shirt with
embroidered 50th Anniversary
logo (you could see it if he
wasn't wearing the Lotus vest).
Available from MGCC Regalia
for only \$25. Other colors and
styles too!*

MG Car Club Western New York Centre, Inc.

Membership Application

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

Name _____ Birthday _____

Spouse _____ Friend _____ Birthday _____

Home Phone _____ Work Phone _____ Wedding Anniversary _____

Address _____ City _____

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

Cars owned & Year _____

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

Other hobbies, etc. _____

Occupation _____ E-mail address _____

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

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469

MG Car Club Western New York Centre Calendar of Events 2008

For the latest information visit our web site mgcarclub.com

January 3 Board Meeting 13 Wine & Cheese, Valve Cover Races 17 Meeting	February 10 Go Kart Races 21 Meeting	March 2 Steak Roast & Auction 6 Board Meeting 20 Meeting 30 Swing Into Spring	April 17 Meeting, Basket Auction 27 Spring Fling Tour
May 1 Board Meeting 3 50th Rallye 10 Tune-up Clinic 15 Meeting 28 Stuffing Party	June 1 Vintage Auto Festival 14 Multi-club meet, Canada 13-15 Hildene Car Show 19 Meeting 29 Lap 'n Lunch	July 3 Board Meeting 12 Wine & Wheels Show 13 GVACS Car Show (RIT) 17 Meeting 20 Autocross 1	August 10 Autocross 2 17 Wagonjack Picnic 21 Meeting
September 4 Board Meeting 5-7 Watkins Glen 16 Meeting 27 50th Anniv. Banquet 28 Autocross 3	October 5 Fall Foliage Tour 16 Meeting 25 Halloween Rallye	November 6 Board Meeting 9 Yacht Club Brunch 15 Garage Tour 20 Meeting — Elections	December 13 Holiday Party No Meeting

Spokes

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