

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 51 No. 4

Issue No. 601

April 2009



OUR FRENCH MG?

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

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

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

VICE CHAIRMAN

Dan Goodwin
95 Country Downs Circle
Fairport, NY 14450
(585) 223-9584
dlgipk@rit.edu

SECRETARY

Mike Goodwin
8 Harmony Circle
Rochester, NY 14624
(585) 889-2646
mrgoodwin@frontiernet.net

TREASURER

Susan Kath
1039 Mosley Road
Fairport, NY 14450
(585) 425-9994
keuka01@frontiernet.net

ACTIVITIES DIRECTORS

Mike and Sue Harrison
6640 Ann Lee Drive
North Rose, NY 14516
(315) 483-0368
mharrison3@rochester.rr.com

TRUSTEE

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

TRUSTEE

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

MEMBERSHIP

Jim Priestley
3326 County Road 40
Bloomfield, NY 14469
(585) 657-4225
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
wagonjack@mgcarclub.com

SPOKES EDITOR

Allen Hess
17 Sandpiper Lane
Pittsford, NY 14534
(585) 766-0175
spokes@mgcarclub.com

WEB MASTER

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

CAR SHOW Co-Chair

Geo. & Peggi Heissenberger
6611 Fish Brook Run
Victor, NY 14564
(585) 742-1096
gheissenberger@rochester.rr.com

U.K. LIAISON

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

SUBMISSIONS ARE WELCOME.

DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen 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: Nick Zuck (585) 889-5280
Address Changes: Jim Priestley (585) 657-4225
Mailing: Doug & Laurie Scribner (585) 872-5133
Web Page Photos: gary@sandusky.cc
Send Photos to Spokes & Web: photos@mgcarclub.com

ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

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

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*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

DRIVING SEASON IS UPON US! MY MAIL ORDER OF ZDDP Plus oil additive should arrive on Monday of this week and then I will be firing up the MGA to start the new season. I have read of 'Drive your British Car' day which I believe will be on May 2 this year.

At a dinner party recently, a lady overheard me say something about my MG and she asked if I had one. (1? 4!) She shared with me her favorite memories of going out for ice cream with her best friend and friend's mom in the mom's MG—complete with hair getting blown into the ice cream cone as they drove home! She recalled that her friend had 7 siblings but that the mom had held onto her MG for the sheer freedom it offered her. It struck me how universal the attachment is that we can all have with these cars and what they can represent.

We are continuing to grow closer to the Sports Car and Vintage Auto Festival. If you are not already planning on helping this effort, please do so. George Heissenberger and his team have done an excellent job in planning and will be pleased to hear from you. Please find contact info elsewhere in Spokes. [page 2]

You will also notice that many of our Spokes advertisers as well as some new vendors are joining our ranks. We are pleased to have this support. In your travels if (and when) you patronize these businesses, please consider taking a moment to tell them you saw their ad in Spokes.

Remember the Basket Auction at the April meeting! Proceeds will go to the MCC Scholarship Endowment fund.

In terms of club business, things appear to be in good order at the moment. I plan to review our 2009 Budget at the May meeting following board discussions.

—Dan



The Herald

Allen Hess

SERENDIPITY—I'LL TAKE IT! George Herschell writes about a Google search in Australia that leads to the Spokes, himself, South Africa, Germany and the UK. Meanwhile Gil Langswager continues our new series *The History of Our Cars*, while Dave Asmuth keeps us up to date on Dick Power's Morgan. As the Spokes nears completion this afternoon (and this space is empty), I check e-mail one more time. The sender's name is unfamiliar but the subject is not—*Bury Me In An Old Mowog Parts Box*. Enjoy it—I did.

—TRIUMPH

Dear MG Club Members,

I was researching MG clubs on the internet and I happened upon your July 2008 issue of Spokes and was pleased to read the column, *Bury Me In An Old Mowog Parts Box* by Jay Lockrow. It referenced a book that I hold dear, *The Red Car* by Don Stanford. I first read this book when I was 12 and still read it at least yearly (it sits on my night stand). I finally got my red car, a 1949 MGTC #TC9163 a number of years ago and it will be the last of my vehicles that I will let go. I "bought" the book from our county library after the kindest of librarians offered to do so in light of my continuing to renew the book and paying late fees that supposedly exceeded the book's value. I own a copy of a book that I consider priceless along with a re-printed copy I purchased a few years ago. The book not only spawned a love for TC's but inspired me to do what Hap Adams did and restore a car that had been damaged.



When I was a junior in high school, I accepted in lieu of cash for work done for a neighbor who was a landscaper, a 1954 Porsche 1500 coupe. He took it as partial payment for a job but did not know what it was. What it was was my "red car" with a boat load of bondo on the body and the engine in boxes. But it was a treasure to me and I slept in it the first night. With more than just casual help from a Porsche mechanic my parents knew, we had the engine rebuilt and the car running in three months. I owned that care for nine years and still regret selling it.



I belong to the TC Motoring Guild, www.tcmotoringguild.org. They meet about 250 miles south of me so I rarely get to see the members' cars in person. My love affair with the TC is one I cherish even though it's only weekends driving around and an occasional day trip. Please tell Mr. Lockrow that I enjoyed his article and Happy Motoring to all.

—Dennis Johnson, Fresno, California

Activities

Mike and Sue Harrison

OUR CLUB MEETING THIS MONTH, APRIL 16, WILL feature the annual Basket Raffle to raise funds for the MCC endowed scholarship. If you are planning to donate a basket, please let the Harrison's know by April 15. All others please bring cash to purchase raffle tickets so you can take home one of the clever baskets if your number is drawn.

Hopefully we will have a nice sunny Spring Day on Sunday, April 19 and many of you will drive to The Old Toad for our Swing Into Spring event. Contact Laurie Scribner or Dick Powers with your meal choice by April 10. See elsewhere in this issue for details.

Coming up on Saturday, May 9, is the Spring Tuneup Clinic at MCC. To sign up, call George Haynes or do so at the next club meeting. Coffee and donuts will be provided.

The second event for May is the Asmuth Apple Blossom

Rallye or Tour on Sunday, May 17. You can participate in the competitive rallye or just follow the tour driving instructions. Details on lunch at Connelly's Cove on Sodus Bay will be available next month.

We drove our MGB to the March club meeting and drove home in a snowstorm. Hopefully the April and May events will provide more pleasant driving conditions and many of you will have your cars out of winter storage and on the road again.

—MGB GT

**THE KING'S BEND LODGE IN PITTSFORD HAS BEEN
RESERVED FOR THE MGCC HALLOWEEN RALLYE.
YOUR CLUB NEEDS YOU TO ORGANIZE THIS EVENT—
YOU CAN'T LOSE.**

Basket Auction at the April 16 Meeting

Proceeds go to the MG Car Club Endowed Scholarship at Monroe Community College.

Donate a "basket" of goods or services.

"Bid" on baskets of your choice
by purchasing tickets.

Past ideas include:

Anything automotive: car wash, oil change,

tune up, rally kit

Anything British: food, beer

Wine

Picnic

Gardening

Food other than British

**If you plan to donate a basket
please call**

Mike or Sue (315) 483-036

**If you don't bring a basket,
bring money to bid!**



MGCC Minutes of the Meeting, March 19, 2009

Michael Goodwin

Chairman Dan Suter called the meeting to order at 7:36 PM.

The minutes of the last meeting were accepted as published in *Spokes*.

New Members, Guests and Presentation of the Philip Scholarship – There were no new members present. One guest, Mr. Robert (Bob) Wegman introduced himself.

Bob Wegman is a recipient of this year's MG Car Club Philip Scholarship, given to deserving students in Monroe Community College's Auto Technology Program. Vice-Chairman Dan Goodwin presented Bob with his certificate. Bob talked a bit about his work and academic history, career plans, and his early sports car experience (a great story involving a young lad, an older brother's Austin Healey Sprite, a short driveway, third gear, a fence, a pool, and [egad], well, that's about all!) Bob said he was "thrilled and grateful" at receiving the honor. A short break in the meeting ensued so members could introduce themselves to Bob. In addition to the scholarship, Bob has been given a one-year membership in the MGCC. [Secretary's Note #1: See last month's meeting minutes for information on this year's other Philip Scholarship winner and new Club member, Mr. Mike Yonker.]

Activities – Mike and Sue Harrison began the Activities with a few Irish jokes in recognition of the recent St. Pat's Day. [Secretary's Note #2: Also known as the O'Harrisons, the dynamic duo is back in full force!] Mike and Sue thanked Leon and Doug for cooking at the recent Steak Roast, and thanked Mike Goodwin for putting together the "Pub Quiz" activity. Upcoming events include the April Basket Auction, Swing Into Spring (about which Dick Powers gave a few details – let Dick or Laurie Scribner know your menu choice!), and the May Tune-Up Clinic. George Haynes encouraged all to bring in their cars to the Clinic for tune-up and other projects, and offered a sign-up sheet for the event. Also, the "Asmuth Apple Blossom Tour and Rallye" is coming up May 17th. Dave Asmuth was accepting signups, also. For all these events and more, see elsewhere in *Spokes*.

Dave Wild reported on Vintage races at Watkins Glen. For 2009, the featured marque will be Morgan, and for 2010 it will be Alfa Romeo.

Mike Harrison urged us all to get our cars out now that Spring is here [?], noting that Betty and Gil's MGC GT and the Harrison's MGB GT were both out tonight.

Treasurer's Report -Susan Kath reported that the Club's accounts are sufficient, noting that we've recently paid for our PO Box and Postal permit. Contact Susan for further details.

Membership – Jim Priestley announced that if you haven't paid your 2009 dues, you're late. Thirty-three memberships were stricken from the list this year, though Jim reported that a recent postcard reminder mailing successfully cut this number down from about sixty.

Regalia – "Nice taste of Spring this week, huh?!" Doug Scribner showed off a nice selection of special reduced-price deals on cold weather wear, noting that warm weather togs and other "new and different things" will be on display in May. He reminded us that there will be no regalia at the April meeting so that instead, we can spend our money on Basket Auction tickets!

SPOKES – Chairman Dan Suter thanked Acting Editor Allen Hess for putting together another fine issue. Allen thanked Bill Baldwin for the Turner article, and promised additional interesting articles in this and upcoming issues. Allen reminded us that always, if you have photos or articles for *Spokes*, they're always due one week after the meeting. [Secretary's Note #3: When asked about the status of the editorship by a certain more-than-casually-interested member, Allen reported that *Spokes* now has an editor-in-training; details will be announced later.]

Vice-Chairman's Report – Dan Goodwin raised the topic of the Upper Monroe Neighborhood Association's plans to have special cars on display at their neighborhood festival this year. Dan first mentioned this two or three meetings ago. [Secretary's Note #4: The Secretary ought to know if it was two, or if it was three, or if perhaps it was four meetings ago. You might think the Secretary would dig back into past meeting notes to be sure to get this right. You'd be wrong. I don't get paid for this gig. If you really need to know, you can dig back into previous minutes yourself.] Dan noted that the date for this neighborhood festival and car display has still not been firmly set, but will likely be July or August (and can be influenced by us!). If 12 to 15 cars were displayed, it would be considered a success, so if you're interested in showing off your car and/or helping with this effort, please contact Dan.

Car Show Report – George Heissenberger gave us an update on the progress toward a successful 2009 Car Show. On-line registration is available this year. Thanks to Leon Zak, it's already up and running, with a couple of cars already registered. George urged us to get online and register. The dash plaques are in, the printing of the brochures and programs is lined up. George commented on orientation or training that will be given to new volunteers this year, bright vests to be worn by those directing cars to their places on the field, and called for volunteers to help with any aspect of the Show. Contact George if you have any

Meeting Attendance

March 19, 2009

Betty Langswager	Brian Fallon	Tim Rizzo	Frank Stepanik	Jim Priestley
Gil Langswager	Barb Wild	Rhonda Rizzo	Mabel Case	Scott Hill
Carl Prouty	Dave Wild	Lane Boughton	John Thompson	Karl Burkhardt
Mike Harrison	Cheryl Baldwin	Dave Chase	Allen Hess	Ben Barlow
Sue Harrison	Bill Baldwin	John Baum	Elaine Hess	Bruce Willis
Nancy Herschell	Brooks Schneider	Chris Baum	Mary Murray	Norm Wright
George Herschell	Mike Goodwin	Don McConnell	John Murray	Sue Keppeler
Tom LeStrange	Susan Goodwin	Leon Zak	Bill Bethune	Al Fink
Bob Tescione	Cindy Jack	Hollis G. Hames	David Leete	Gene Dinkel
Alan Costich	Sean Seeley	Daniel Suter	Allyn Wagner	Dick Powers
Dick Giambra	Doug Jack	Dick Rzepkowski	Doug Scribner	
George Haynes	Vivienne Rizzo	Marlene Rzepkowski	Laurie Scribner	Guests:
Dave Asmuth	Susan Kath	David Engdahl	George Heissenberger	Robert Wegman
Dan Goodwin	Jeff Kath	Loren DeVries	Tim Henderson	

questions or would like to help out.

England – George Herschell reported that our affiliation with the England Club has been renewed. He also mentioned that high-quality 1:43 scale MG models are advertised in the most recent issue of *Safety Fast!*

Librarian – Al Costich reported that the book holdings of the library are now listed on the website, along with video offerings.

Trustee and Website Report - Leon Zak had no Trustee Report this month. Leon did, however, report that the website has a new look. Check it out at www.mgcarclub.com.

Old Business, Car Projects, etc. – George Haynes stated that the auction in conjunction with the March Steak Roast has been a longstanding tradition of the Club, that he was disappointed that there was no auction this year and that he'd like very much to see it reinstated. Chairman Dan Suter noted that it's likely we'll see it again next year.

George Heissenberger gave thanks for the help and advice with his radiator and fan. Dave Engdahl reported that his car is already out this year and is running well. Dick Powers gave an update on his Morgan restoration project, noting that it's a "pieciful Morgan – a piece here, a piece there..." He praised the work that George Haynes and

Gil Langswager continue to do, and invited anyone who's interested to arrange to drop in and see it coming together.

New Business – Dan Suter announced that the Club has an immediate need for a *Spokes* Advertising Coordinator. The interim coordinator had to withdraw, and previous coordinator, George Herschell (who held the position for many years) echoed Dan's statement that the job is well organized. George offered to help anyone who'd like to take on the role.

Cars and Parts For Sale – None.

Announcements – Tim Rizzo announced that the BMW Club is hosting a "Street Survival School", particularly geared toward new drivers. Tim highly recommends that any of us who know beginning drivers consider getting them to enroll. Contact Tim for details.

Cindy Jack announced that the Greater Rochester Triumph Touring Club will be holding a UK Car Day at Genesee Valley Park Sunday April 23rd. Contact Cindy or other GRTTC members for details.

Door Prizes – Dan Goodwin presented a nice selection of wines, car cleaning stuff and Watkins Glen posters.

Adjournment – The meeting was adjourned at 8:33.

—MGB



Genesee Valley Antique Car Society invites the MGCC to hear
Assemblyman Bill Reilich speak on "Legislation Affecting the Old Car Hobby"
Place: Lutheran Church of the Resurrection
3736 St Paul Blvd (where Cooper Rd & St Paul meet)
Date: Friday April 17th 7:30 pm
During the GVAC Monthly Meeting **SEATING IS VERY LIMITED.**

Swing into Spring VII

Sunday, April 19, 2009, 4:00 PM

*The Old Toad
277 Alexander St
Rochester, NY*



Food Selection Deadline Friday April 10th.
No money needed in advance, just your food selection.
The price listed Does Not include tip and tax.
Food selections are below.

CONTACT

Laurie Scribner: MiniCityUS@aol.com or 585-872-5133
Dick Powers: mgahmogca@rpa.net or 585-323-2687

Shepherds Pie \$10.00

A traditional dish of ground beef and garden vegetables in rich beef gravy. Topped with creamy mashed potatoes and melted cheddar cheese. Served with British Chips and garden peas.

Fish and Chips \$11.50 (large) \$7.00 (small)

Beer battered haddock served with British Chips, choice of mushy peas or garden peas, side of tartar sauce, and a lemon wedge.

Yorkshire Pudding Dinner \$10.50

Slices of succulent roast beef in a giant Yorkshire pudding with creamy mashed potatoes, roasted potatoes, and seasonal vegetables covered in a rich gravy.

Soup & Half Sandwich \$7.00

Order off the menu for choices.

Vegetarian selections can be ordered the day of the event.

Want to make a repair to your car, but would like some expert help close at hand?

You dream of having a lift?

You would drive across town for free coffee and donuts?

Then come to the MGCC Spring Tune-Up Clinic

Saturday, May 9th 10 AM until 4 PM

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

Sign-up to work on your car or be a helper—call George Haynes at 585-872-6536

Sign up sheets at the next meeting.



MCC Robert Philip Memorial Scholarship Awards



Steve Philip (right) and Kristy Graves present the scholarship to Mike Yonker.



Vice-Chairman Dan Goodwin presents Robert Wegman the Philip scholarship.



Ex-Marine Corps Mike Yonker thanks the membership.



Former firefighter Robert Wegman relates the story of his first sports car experience [see the minutes].



Kristy Graves chats with Doug and Cindy Jack.



Robert Wegman meets Hollis Hames, Gil Langswager and Jim Priestley.

RALLYE!

Apple Blossom Rallye & Tour Sunday May 17, 2009

Rallye Masters: Dave Asmuth, Mike Harrison & Bob Barker

Starts at 9:00 AM

Old Ames Plaza at the corner of Rt.104 and Slocum Road, Ontario

Approximately 3 hours and 2 check points

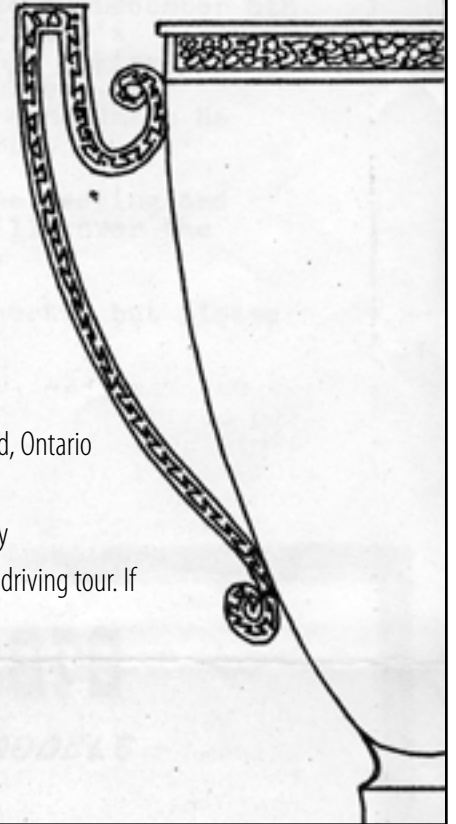
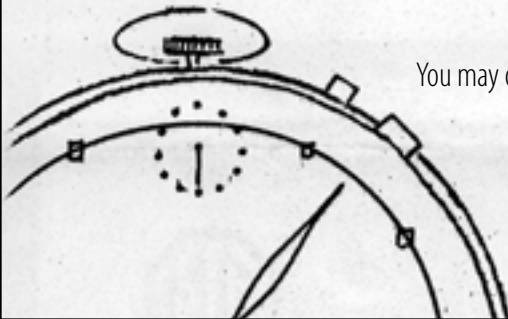
Lunch at Connelly's Cove, East Side of Sodus Bay

You may drive this event as either a timed rallye or simply a driving tour. If you wish to rally, bring a timepiece.

Cost to be determined.

Dave (585) 621-7035 Mike (315) 483-0368

e-mail: mharrison3@rochester.rr.com



Are You Looking for NOS? NLA?

Something with a little patina?

Some spare parts? Just in case . . .

Is the journey as good as getting there?



Then You Need to Go to Carlisle, Pennsylvania!
The Import and Kit Car Weekend is May 14th – 17th



As usual, several MGCC members will be operating a Flea Market space and selling our left-over British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 14th to arrive and get setup before the show begins on Friday. In addition to our own wares to sell, we encourage others to send along any parts they would like to sell, or tell us what we might bring home for you. So look around the garage or basement for something which could turn into cash. Let us know your needs.

For more information or to send parts to sell, **contact Gil Langswager (585) 385-9956 or mrgil@mgcarclub.com**

Dave Chase has a block of motel rooms reserved for the weekend, call Dave at 334-6826 by May 1st.

More information at the next MGCC meeting. ◀

Winter Steak Roast & Pub Quiz



“—and for today only, I’ll make you a deal . . .”



“What about this one?”



“I’ll be back for dessert.”



Quiz Master Michael Goodwin [I don’t like that look . . .]



“Another?”



“Don’t antagonize the quiz master . . .”



He’s enjoying this too much.



There were winners and losers—now I don’t remember who was which. [the secretary didn’t identify them in the minutes, not even a “note”]

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The Rebirth of a Morgan, Part 1

Dave Asmuth

While trying to occupy my time this winter with something constructive and educational, I decided to visit George Haynes, Gil Langswager, and Dick Powers at George's garage in Webster for their Morgan project.

Dick's 1958 (maybe 1957) had been in storage and was purchased some 30 years ago. It should be noted that this car had been wrecked and was in bad shape. You should also understand that no two Morgans are alike even if they come off the assembly line a few hours apart. Remember this is not a car you can say "let's order a shop manual for a 1958 Morgan"

Starting with a new frame Dick had obtained, the project began. For the next few months I tried to stop at least once a week to check on the process, watching George & Gil assembling this car piece by piece with new, used, rebuilt, homemade, and a few "I think this will work" parts.

They assembled and dismantled the car over and over again to obtain the proper fit and alignment. Many hours were spent grinding, drilling, sawing, welding, sanding, and filing in an effort to get this car together and ready for the paint shop. Finally the car took shape and at the MGCC meeting on Feb. 19th Dick Powers informed me that the car was headed to the paint booth.

In the coming months I'll be writing Part II of this article "After the Paint Job".



The Morgan after the accident August 28, 1978



Rachel and Andrew with Morgan pieces



New wood in the rear fender wells



George and Gil fit engine into new frame



New wood and metal, October 12, 2008



Body restoration nearing completion

OUR "FRENCH" MG?

By Mr. Gil

The MG TD we have owned for the last 51 years came from France! That's right, it was purchased brand new off a showroom floor in Paris. Of course it was made in Abingdon, along with all the others, as an export model for the French market. Henry Apetz, an American GI stationed in France, bought it in May, 1953. He was to be shipped home soon and wanted to bring an MG home with him. His wife Lois was over there with him. When it came time to ship the car, he had to drive it to Bordeaux. They were to travel from there also so he and Lois and another couple and all their luggage managed to get in (or on) the TD for the trip. I wished he had taken a picture of that!



Henry Apetz and Gil Langswager June 2002

Back home in Rochester Hank & Lois lived on the East side and Hank came to work at Rochester Products in the same department as I did. I had a red, 1953 MG TD, the same as Hank's, and we ended up parking next to each other one day. Naturally a friendship developed.

The TD was Hank's only car so he drove it winter & summer back & forth across the city. He did have it undercoated, but we know now that wasn't such a good idea. The TD was starting to look a little scruffy & Hank wanted to have it painted. Since he lived in an apartment, I offered half of my garage for him to work on the car, preparing it for repaint. He had bought a Chevy to drive while he did this. When he was re-assembling the car he broke the cartilage in his knee while kneeling down to put on a running board. He ended up in the hospital. The doctor told him he would have limited use of that leg, which was his "clutch" leg. When I visited him in the hospital, he said he was going to sell the TD. Knowing that it was better than my well used TD, I said I would buy it if I could sell mine. Of course I had to finish putting it back together.

I advertised mine & sold it rather quickly to a young couple in Brockport. Never thought to write down the serial number so I could keep track of it. There was no "MG T Register" back then. I even had a second opportunity when Walt Parshall bought it & joined the MG Car Club. But I failed again. A lesson here, keep the numbers so the car's history can be maintained.

So now we had MG TD 27837. That was in September, 1957. Hank continued to work at Rochester Products for a while, then moved to St. Louis for a better job. He & Lois divorced. He retired to Florida, but we always kept in touch. I would keep him up to date on my work on the TD & our

adventures with it. A few years ago, right after our 50th wedding anniversary he was in town and came to visit the TD. I offered to let him drive it but he was content just to ride in it over the back roads south of here. Last year we got a call from his wife, Jackie, that he passed away. She asked for a picture of the TD to put on display next to his casket.

Our "new" TD was our second car and the one I drove back & forth to work. Back while we still had the first TD, we joined the "Genesee Valley Auto Sports Club" and started to run rallies & other events. This was what you did with sports cars. This TD fit right in. I don't think some of the members noticed the difference. By late 1957 some of the MG owners in town came up with the idea of forming a local MG Car Club. Gordie Rogers, a member of our club, invited us to their initial meeting. That is how we became charter members of the MG Car Club. Much has been written about the history of the club so I won't get into that.

The TD was a fun car. Back then I kept the top down most of the time, winter and summer. One day I had to run uptown after work and on the way back in heavy 5 o'clock traffic the skies opened up. I couldn't pull over and the rain came down in buckets! Oh well, I was already soaked to the skin so I just drove home. The cheap necktie I had on stained my shirt green. Another time, just before Christmas, I had to stop at Pillings Baby Furniture Store to pick up a child's rocking chair for one of the boys. It started snowing as I loaded it in the TD. The top was down, of course. The chair wouldn't fit with the top up anyway. So I got a lot of looks as I drove home in that fluffy white snow.

We did a lot of camping back then. We had a "J.C.Higgins" tent trailer. It was an aluminum box trailer with a tent that went up and over the side. It didn't weigh a lot. Anyway,

I sold our family car and ordered a new one which wasn't delivered right away. The TD was our only car for a few weeks. We went camping for a weekend down near Bath, pulling the trailer with the TD. That was Betty & I, our two boys & our Gordon Setter, Inky, all in the car. I put the top up with the side curtains in place to make sure we all stayed in the car. Other times we camped for a week or two during the summer to extend our vacation. We'd tow the trailer with our family car but I would drive the TD so I could commute back & forth to work while Betty & the boys enjoyed camping. In those days I had the sweetest sounding exhaust system on the TD. Betty said she could hear me almost all the way to work. Of course this was at 6:00 AM. I don't know if the other campers heard me or not.

One time the club had a rallye to Dunkirk for the Sports Car races. Betty didn't go, so another club member rode with me. He was an OK navigator but somehow we got behind. I was trying to make up some time when I heard a serious "knocking" sound. Was that me? Was it coming from the TD engine? Well I limped it into Dunkirk and we enjoyed the races. Sunday afternoon we bumbled a ride home. The next day Betty & I drove the family car down to tow The TD home. I figured I could rent a tow bar when I got there. They didn't have one. So I hooked up a tow strap so Betty could pull me home. We tried to get on the Thruway but they don't allow that kind of towing. So we came back on route 20. Betty learned real fast how to tow and I learned real fast how to be a towee.

I didn't know much about working on cars back then, I just enjoyed driving them. I decided I better learn. Charlie Wolf was a fellow member of the Genesee Valley Auto Sports Club, an accomplished foreign car mechanic, and worked the same place I did. We agreed I would hire him to tell me how to overhaul my engine. I would do the work and he would guide me. He also knew where to get parts and had a connection at B & M Speed Shop. So that's how I learned to work on cars. I'm not a certified mechanic, but I rely heavily on the shop manual, and I certainly know TD's.

Some time in the '60's the "New England MG T Register" was formed. George Herschell knew about it and joined. He's number 185. He urged me to join, but I kept putting it off. I finally joined in 1968 as member #901. Our first "GOF", Gathering of the Faithful, was in Wakefield, Massachusetts. It was about an 8 hour drive up the thruway and the Mass pike. We hit the beltway around Boston just before 5:00. Not much fun driving a TD in that kind of traffic, but we made it. That opened a whole new world of motoring to us. All these people who owned T series MG's came from everywhere to show off their cars, compare notes and swap stories. From then on we drove the TD to as many GOF's as we could. They took us to many states in the Northeast & Canada.

Somewhere along here I decided it was not a good idea to keep driving the TD through the winter with all the salt on the roads and the increased traffic. So we bought a "salt car".

In fact we had a series of salt cars, all of them Corvairs. You could buy one for a couple hundred bucks and it was a great winter car with good traction. I usually got what I paid for them after driving them a couple of years.

Then I got transferred to Alabama. We drove both MG's down, Betty driving the MGC and me the TD. I was leading going through Cincinnati, OH on I75 in rush hour traffic when I saw her slowing down and pulling over. I managed to get over to the shoulder and back up to her. I hooked up the tow strap and pulled her to the nearest exit. As we came to the end of the ramp I stopped as easily as I could but she ran into me! The MGC has power brakes and since the engine wasn't running the brakes didn't work too good. There was no damage. I had a couple of lawn chairs strapped to the luggage rack that took the blow. It was the fuel pump which I was able to replace and get us back on the road. The next day started out foggy and then turned hot. We were on I65 near the Alabama border and the TD temperature gauge was nearing the peg. We pulled over under an overpass to get some shade and cool off the cars. Of course we set up the lawn chairs to sit in. A state trooper pulled up to see what was going on. I don't know what he thought but we explained our situation. He suggested we get off at the next exit and spend the night there instead of pushing on. Good idea. It was unusually hot for September. In fact the next day in Tuscaloosa, I experienced vapor lock for the first time in the TD.

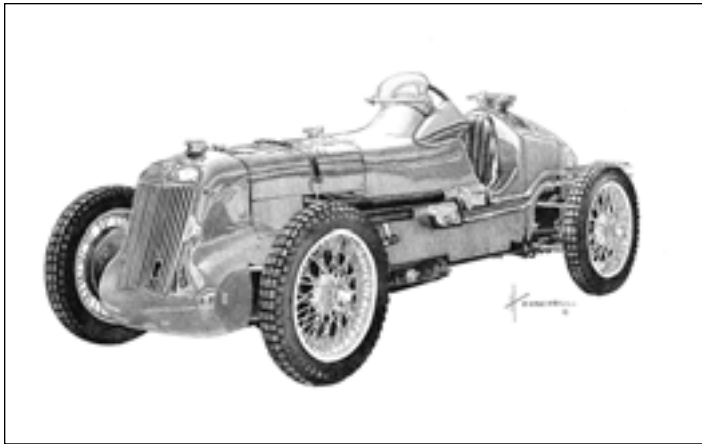
The ten years we spent in Alabama gave us more new adventures with the TD. We attended many GOF's and other car events in Alabama, as well as Georgia, South Carolina, & Florida. Then I retired and moved back North! Can you believe that? But now we're here continuing to enjoy our membership in the MG Car Club, driving the TD to as many events as we can in the good weather and letting it hibernate in the winter. I've had a few problems but all were fixable. One year it had 3 rides on a rollback truck, two in the New England area & one in New York. I'm glad we belong to AAA. I was afraid they would cancel us that year. In all cases they towed it to where I could fix it myself.

Our little "French" British MG TD is still going strong and we're trying to keep up with it. ♣



In 1965 at the New York Worlds Fair the Pepsi Cola Company had a wonderful exhibit called “It’s a Small World”. It was a series of excursions through rooms with cute animated figures from around the world in native costumes and the song playing was It’s A Small World. Nancy and I both loved the display when we first saw it and were very surprised many years later to find out the Walt Disney Company had purchased the display and had it installed at Disneyworld in Florida. So naturally every time we went to Disneyworld Nancy made sure that was the first attraction we had to visit at the Magic Kingdom. So with apologies to Pepsi and Disney, I have to say the past month proved to me just how small the world really is especially when it involves MG’s.

About a month ago I got an E-mail from a person in Australia asking me whose car I used for the drawing I did of the MG R Type. I recognized the name but had never had any direct previous contact with that person. The signature was “Pip”, and I recognized it immediately. I asked him where he got my name and where he had seen the drawing. He told me he “Googled” MG R Type and came up with the article I wrote for Spokes in November of 2006. Pip Bucknells R Type was in that article.



He was most complimentary about the drawing and I couldn’t believe that Spokes had been recognized by Google. We have been E-mailing since and although I never met him it was his car that I had a photograph of in that article to illustrate another R Type. *[photo next page]*

I told him the drawing was my friend Ralph Clark’s car from South Africa and he said he thought he saw Ralph’s garage reflected in the front of the car in the drawing. Naturally he knows Ralph because as I stated in the article they corresponded back and forth for many years to get the details correct when Pip was restoring his R Type. Since then we have been E-mailing regularly and he was kind

enough to give me Ralph’s E-mail address so I have been in contact with him once again.

Pip also told me he had two PA’s and was kind enough to share some information with me. I had quoted some “facts” in my “bio” of the PA I had drawn (one of the Dancing Daughters Factory Team cars and a sister car to Leonidas,) and as it turns out some of my information was incorrect. I was able to change it and correct what I had been thinking was correct. That info was based on my research and trusting the information to be correct was not the best idea. I thanked him for that, changed my bio of the car and we continue to correspond.

Then a few weeks later, I got an E-mail from a Robert Paisley in the UK asking me about R Type MG’s. He also saw the Spokes article and has a personal reason for wanting information about an R Type. It seems the car he is looking for was originally owned by Malcolm Campbell and was also raced extensively by Reggie Tongue and George Symonds in the thirties. It was raced later by John Coundely in the early 50s. This photo was shot in 1951 and probably was when John Coundely was racing it at Silverstone and at Ibsley (near Beaulieu) The car was later sold and eventually ended up in a scrap yard in Germany.



Gary Schonwald, from New York, found and rescued the car and brought it back to New York. Robert attempted to contact Gary but never had any luck. I told Robert I had spoken to Gary at a few T Register events but the conversation never got into a discussion of the R Type.

Robert is looking for the car because he is friends with George Symond’s son Richard and they are in the planning stages of marking the 50th anniversary of the Terwin Water speed trails to be held in 2010. Robert wrote to Gary but received no response and thought I might have some idea of how he might get in touch with him or at least find out where the car finally ended up.

I told him I would contact Pip and find out if he knew

anything about the car and its present whereabouts. Pip did know the car and the owner and it is now once again back in Germany with a collector and it is undergoing a complete restoration. Pip gave me the gentleman's name which I recognized from some of my research. I E-mailed him with the request and asked if he would like to contact Robert direct. We had a nice exchange of a few E-mails and he assured me he would contact Robert. He did tell me though that the car would not be ready, as the restoration is taking much longer than he anticipated. He did say however that he would like to meet both Robert and George Symond's son. Karl, the R types owner, told me he has a number of MG's and we exchanged a few E-mails and found we have another friend in common. The late Gerry Gougen was a good friend of ours and also of Karl in Germany. Karl told me enjoyed meeting Gerry every year at the big autojumble at Beaulieu. We've been to Beaulieu a number of times but never for the autojumble.

Karl is now in the process of getting in touch with Robert and I'm sure they will have much to discuss. I did hear from Pip just recently and his R type will be racing at

the big vintage event in Australia. His note says "We have been asked to drive RA0259 on the track at the Australian Grand Prix later this month. There will be runtimes of 15 minutes on each of four days, so an hour racing should be fun. There will only be three MG's at the AGP this year and they include the K3 I used to own and the R-type I still own. Christopher (Pip's son) will be driving the R-type every day (26TH, 27TH, 28TH and 29TH.) When not waiting to get on the track, we would mostly be in the Historic Paddock—a large tented area. We leave early on 30TH to drive back to Adelaide".

I will pass along the information to all interested as soon as I find out how things are progressing in this "round the world "chase" between the UK, Webster, South Africa, Australia, England, Germany, and finally back to the US and Webster.

So once again returning to Pepsi Cola and Disney, and my opening sentence, (which is also the opening line of the song sung at that display) "It's A Small World" I will close (for now) with the last line of the song.

"It's A Small (MG) World After All."



Pip Bucknells R Type MG

R.I.T Bob Howie Memorial Classic Car Display

Bob Howie joined the RIT family in 1996. During his last term on Staff Council, Bob conceived and created the Classic Car Display. He had a love for the classics, especially his own beauty, a 1966 Chevelle, and he wanted to share his love with the world. He envisioned an RIT family event where alumni, students, retirees, current faculty and staff could come together and enjoy the day. The event was such a success that Bob was asked and readily agreed to continue spearheading that portion of program for the next two years – even after his retirement.



He was greatly pleased when Dr. Destler, the new president of RIT, saw the display for the first time and exclaimed, “This is great! You’re doing it again next year, right?” Of course, Bob’s response was, “You betcha!”

Bob passed away in August, 2008, shortly after the third annual Classic Car Display. We are proud to honor him at this fourth display, the first Bob Howie Memorial Classic Car Display.

R.I.T Staff Council is pleased to announce the Bob Howie Memorial Classic Car Display, to be held (weather permitting) in conjunction with the Staff Appreciation Day & Community Picnic on

Wednesday, May 27, 2009 from 11am-3pm.

Remember - this event is weather dependent!

Classic vehicles belonging to R.I.T employees, retirees, trustees, alumni and students will be on display for the enjoyment of the R.I.T community in the Southeast Section of “D” Lot, near the Gordon Field House.

Staff Council extends an invitation to owners of “classic rides” in the R.I.T community to join the festivities. Whether it’s a classic car, truck, motor-cycle, etc., we would like to have your “special” vehicle at the 2009 Bob Howie Memorial Classic Car Display.

Please contact Dave Harris at 47@MAIL.RIT.EDU or 475-2060 with the following information if you would like to show your classic ride.

1) Vehicle Year _____

2) Vehicle Make _____

3) Vehicle Model _____

4) Owner Name _____

5) Owner Phone Number _____

6) Owner E-mail _____

7) Choose one:

____ RIT Staff – Department _____

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____ RIT Trustee

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June 20-21, 2009

In cooperation with the New York State Office of Parks,
Recreation and Historic Preservation - Central Region.

Saturday, June 20th and Sunday, June 21st Father's Day weekend the MG Car Club has teamed up with the Jaguar Association of Central New York to present an unprecedented weekend of entertainment and activities for all car enthusiasts.

Saturday June 20th starts with the Jaguar Association of Central New York's "Slalom" Time Trial Competition.

Afterwards the MG Car Club of CNY will sponsor "The Eurocar Fun Run 2009" starting from Craftsman Inn in Fayetteville NY, the Official Hotel of Eurocar.

(Times to be announced)

Sunday, June 21st The MG Car Club of Central NY will sponsor Eurocar 2008 on the lawn at Lorenzo State Historic Park, Cazenovia, NY. The show runs from 9am-3pm, and is open to all cars and motorcycles of European make. There will be vendors, food, trophies and door prizes and car judging, Goody bags and plaquets to 1st-150 entrants. A major portion of our proceeds will go to a local charity, which will be in attendance. Walking trails and a historic house are available for touring.

This show has been extremely well received as it is the only local show specifically for all cars and motorcycles of European make. Participants come from statewide locations as well as Canada with a diverse range of vehicles dating from Pre-war through current day luxury sport models.

This is a great chance to see a unique motorized gathering. Along with being a pleasing location, it is also directly viewed from Route 20. A significant number of passing motorists simply stop when they see the show on the grounds. Free admission for spectators encourages even more to come in. We have also drawn media attention each year the show has been held. Generous sponsorship allows us to have free spectator admission and great awards.

For more details or registration form:

<http://www.mgcarclub.com/cny>

or call Rick Kuriz at (315) 299-4351
kuriz@twcny.ny.com



MG CAR CLUB of Central New York

<http://www.mgcarclub.com/cny>



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www.trackmasters.com

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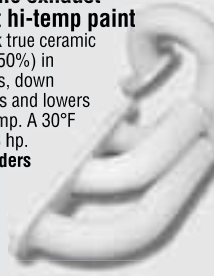
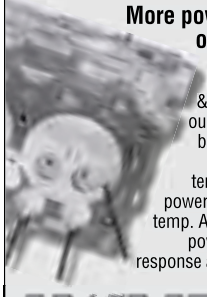
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Upcoming event at the **International Motor Racing Research Center**, 610 S. Decatur St., Watkins Glen, NY.

Drivers of alternate fueled vehicles, hybrids and fuel-efficient, gasoline-powered cars will have two unique opportunities to test their vehicles at the **5TH ANNUAL GREEN GRAND PRIX IN WATKINS GLEN ON MAY 2**.

This year, organizers are offering the event's signature road rally through the region, as well as a new fuel economy competition.

The participatory events are part of a daylong celebration of sustainable transportation. The Green Grand Prix is based at the International Motor Racing Research Center (www.racingarchives.org). Activities include educational displays, speakers, cars on show, exhibits, music and food.

Both road events are open to anyone, and organizers anticipate vehicles that will include all hybrid models, plug-in hybrids, hydrogen fuel cell cars and cars running on biodiesel, diesel, flex-fuel and pure electric. Organizers also expect many other interesting alternate fueled vehicles, such as those powered by vegetable oil, as well as by LP and compressed natural gas.

The Doris Bovee Memorial Road Rally is the only official Sports Car Club of America road rally of its kind in the nation. The time-speed-distance rally covers more than 60 miles of scenic roadways. It honors the memory of well-known area environmentalist Doris Bovee, who taught for many years in the Corning-Painted Post school district and was known for her love of plants and birds. She also was involved with SCCA road rallies and was part of the Glen Region SCCA (www.glen-scca.org) at its inception.

After they return to the village, rally drivers and their navigators will park at the Racing Research Center.

The new ChicagoSoft Green Grand Prix Fuel Economy Run will offer its competitors the opportunity to set fuel economy records in various categories around the 80-mile perimeter of Seneca Lake. Fuel Economy Run entrants also will return to the Racing Research Center to take part in afternoon festivities.

Many sustainable energy and environmental displays and activities are planned between 1-5 p.m. All events bring together a diverse mix of vehicles and their owners, businesses promoting renewable energy and related products, environmental groups, students and faculty members from elementary to university level and the general public.

All afternoon activities and displays are free and open to the public.

Entries are now being accepted for the Doris Bovee Memorial Road Rally and the ChicagoSoft Green Grand Prix Fuel Economy Run. Online registration and other information can be found at www.greengrandprix.com. Entry fees are tax-deductible, as all Green Grand Prix activities are not-for profit.

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1960 Austin Healey 3000 – Much mechanical refurbishment done, no rust, needs paint - \$24,500

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1973 Triumph TR-6 – Original paint, true 45K, new top, never rusted, preservation class candidate? - \$12,000

1988 Porsche 911 Carrera Targa – Mint original, near perfect, 57K miles, Black/Black - \$24,500

1983 Porsche 911SC – High quality car, 57K miles, platinum, many performance extras - \$19,950

1969 Porsche 912 Targa – Most desirable 912, 83K, fresh engine, will need some work in off season - \$12,500

1968 Porsche 911T – Beautiful black body and interior, engine rebuilt with webbers, needs floor pan work - \$16,000

1989 Mercedes 560SL – Mint original 64K miles car on consignment, red/tan – price tbd

I have several special projects for my own use & investment. I could be persuaded to sell. They include a '58 Alfa Giuliett, Mk II Jaguar 3.8, '71 E-type coupe, '72 Porsche 911T, '67 Lancia Fulvia

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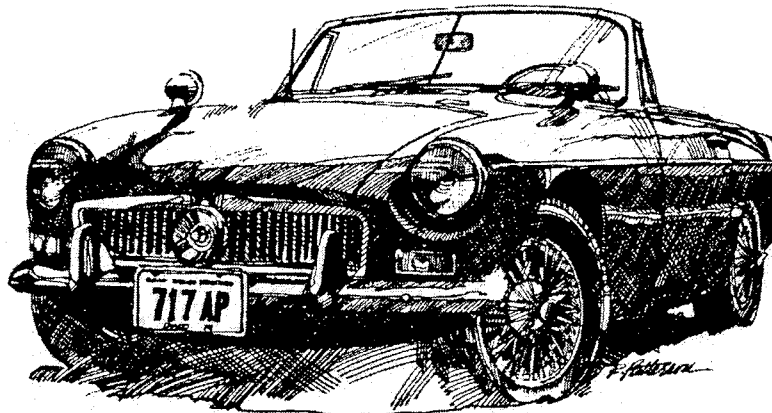
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FOR SALE: 1957 MGA Roadster. Dark blue with wire wheels and black interior. Excellent driver with fresh mechanical renovation in 1999. Not a show car by any means, just a sound, reliable driver. Recent new tyres and radiator. Could use a new top. Asking \$5,500. Call George at 585-872-6536 or Stephanie at 585-223-7476. 3/09



FOR SALE: 1962 MGA MKII roadster, British Racing Green, 25,172 miles, radio.

1959 Triumph TR3A small mouth grille, British Racing Green, 58,635 miles. Engine rebuilt at approx. 50K miles with 87mm pistons by Drake's. Frame is solid, body is good but needs new rocker panels. Many spare parts.

1958 MGA Coupe, Island Green. Extra set of wheels with white wall tires. 8,952 miles on rebuilt engine.

All are ready for NYS inspection. Former MGCC members. Call Herbert Zechmann (585) 494-2083 in Brockport. 9/08

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Please inform the Editor when ads should be removed.

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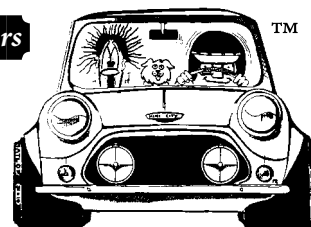
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Bury Me In An Old Mowog Parts Box

Jay Lockrow



You can imagine my surprise when I opened my latest issue of Classic & Sports car and within the pages was a full page portrait of Barbara Cartland. Those of you who do not recall who Barbara Cartland was, means you never read one of those syrupy romance novels that she wrote. (I never did either but I remember seeing her name on them in the paperback department of the bookstores) According to the article she published over 750 books in her lifetime and wrote some 600 novels herself. She also wrote a gossip column for one of the London papers as well as magazine articles. My first impression was "What in heavens name did Barbara Cartland have to do with motorsports of any kind. The story is quite interesting.

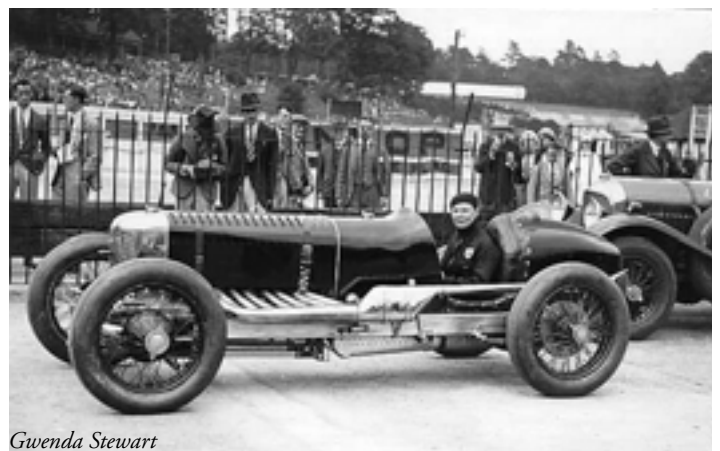
It seems in about 1931 at a party one night Barbara Cartland claimed that a woman could drive as well as any man and would prove it by promoting a ladies race at the famed Brooklands track. Brooklands was glamorous in its post WWI day and Barbara Cartland was not as much interested in automobiles and racing as she was in men. Among her favorites were the



Kay Petre at Brooklands

gals never really got the coverage they should have. For example a few years after this in 1935 George Eyston put together a ladies team for LeMans and used three MG PAs. They were called "The Dancing Daughters" and included Betty Skinner, Barbara Eaton, Margaret Allen, Margaret Simpson and the previously mentioned Joan Richmond and Doreen Evans; as much as I looked I could not find how they finished but will look further.

A few years back I did a column on a racecar called the Derby Maserati which was used to promote the Derby front wheel drive car which in itself was French. The Derby was driven by a gal by the name of Gwenda Stewart. The Derby was handled in Britain by a gentleman by the name of W.D. Hawkes. Gwenda Stewart later married Hawkes and later gained much publicity for Derby driving a front wheel drive Miller named the Derby Miller. Gwenda Stewart's Hawkes set several class records with this Miller which still exists and is back on this side of the pond.



Gwenda Stewart

"Bentley Boys" which included Jack "Babe" Barnato, (Blue Train Bentley) Jack Dunfee, her favorite Glen Kidston along with Tim Birkin, who was responsible for the famous 4.5 liter Blower Bentley. (W.O. Bentley frowned on this modification but, per rules, enough were made so they could enter LeMans.) All of these characters were London high society which I'm sure was why she had her eyes on one of them. Cartland never did any racing but she did comment she went "around the track a few times with the boys holding on to her hat and eyelashes." If you are unaware of the Bentley Boys get yourself a history of Bentley motorcars.

Brooklands was run by the BRDC or British Racing Drivers Club and did not permit lady drivers. However there were other clubs that did and eventually a race was set up promoted by Barbara Cartland. Four drivers were mentioned and if you know your MG history you will recognize Kay Petre and Doreen Evans as well as Elise Wisdom and Joan Richmond. MG supplied the cars, I believe J2s, and the race was held. There was no mention in the article of how it turned out but it was about three laps of the circuit with at least one spinout.

This whole scenario got me to thinking wouldn't this make a great column for MOWOG. It touches on MG but some of these

Lest we forget our more modern counter parts of the gals namely Lyn St. James, Janet Guthrie and several others that have broken into what was at one time a male dominated field. We should of course not end without a mention of Danica Patrick and her career. Danica came very close to winning the Indianapolis 500 a few years back so don't write her off just yet. The gals are making giant headway. ♦

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 6 Chuck Schaefer
 7 John Thompson
 8 Mary Lynne Turner
 10 Tim Henderson
 12 Lee Marasco
 13 Mary Lou Riter
 13 Cathy Wackerman
 14 Phyllis Wagner
 15 Karen Lucas
 16 Scott Hill
 17 Carolyn Barlow
 17 Kay Joslyn
 18 Jane Schantz
 19 Bill Bethune
 20 Bill Wackerman
 21 George Haynes
 21 Frank Stepanik
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 25 Jan Langswager
 26 Rosemary Burke
 27 Harold Rodman
 28 Bess Kopen
 28 Dan Young

HAPPY BIRTHDAY EVERYONE!!

✂♦✂♦✂♦✂♦✂♦✂♦✂♦✂♦✂♦

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MG Car Club Western New York Centre Calendar of Events 2009

For the latest information visit our web site mgcarclub.com

January 8 Board Meeting 15 Meeting 24 Wine & Cheese, Valve Cover Races	February 15 Daytona 500 Party 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting	April 16 Meeting · Basket Auction 19 Swing Into Spring
May 7 Board Meeting 9 Tune-up Clinic 17 Apple Blossom Rallye 21 Meeting 31 Autocross - <i>tentative date</i>	June 3 Stuffing Party 7 Vintage Auto Festival 13 Multi-club Picnic 18 Meeting 20-21 Eurocar, Cazenovia	July 2 Board Meeting 15 Kids Day at the Glen 16 Meeting 19 GVACS Car Show (RIT) 25 Laps & Lunch	August NE Classic Car Museum— TBA 20 Meeting 23 UK Car Day, GRTTC 30 Autocross - <i>tentative date</i>
September 3 Board Meeting 11-13 Watkins Glen 15 Meeting—Tuesday!! 18-20 Brit. Invasion, Stowe 20 British Car Day, Toronto	October 4 Autocross - <i>tentative date</i> Fall Foliage Tour—TBA 15 Meeting 31 Halloween Rallye?? We Need YOU!	November 8 Yacht Club Brunch 5 Board Meeting 19 Meeting — Elections Garage Tour—TBA	December 12 Holiday Party No Meeting

Next Meeting
April 16th 2009 7:30 PM
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