

# Spokes

Official Publication of the MG Car Club Western New York Centre

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August 2009



## 100 YEARS of MORGAN

HFS smiling at the ACU Six days trials 1911



*The Morgan of Friendship*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

P.O. Box 813 , Webster , New York 14580-0831

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

The Spokes is published and distributed monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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### SUBMISSIONS ARE WELCOME

**DEADLINE:** One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com). Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the meeting.

### MEETINGS

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

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### ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

Size		single Issue	One Year
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Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

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### BRUDNO AWARD LIFE MEMBERS

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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

**H**ello, everyone! I hope this edition of *Spokes* finds you enjoying a happy and safe summer.

We have an important matter of club business getting underway. It has been clear for some time that there exists a notable diversity of opinion on several aspects of the club finances, including what balance we should maintain, and what might best be done with any funds above such a balance. So, the board has decided to undertake a formal survey of all club members. This will enable us to create a written record of the results, and create a 'path forward' based on what the majority of the membership tells us.

Therefore, it is **Very Important** [gee, I hope the new editor doesn't get upset with all this use of italics and Bold in this column...]that you provide your candid feedback via this survey process. We would like to see a very healthy percentage of the membership participate in this survey. As this is written [mid-July timeframe] we are still finalizing the survey, but the goal is to get it out to the membership in early August via e-mail and mailing. We do intend to have some form of discussion on the progress and/or early results at the August meeting. Thank You for your willingness to support this effort.

Enjoy the summer!

--Dan

## MGBruce

Don McConnell

Here we are now into August and trying to enjoy the summer, maybe with a little less rain. As I have started out on this adventure we call EDITOR I have noticed that I have developed an interesting habit. I receive two magazines and before I read the articles I look over the layout of the magazine studying how the professionals assemble their works. That makes me think of another habit I have developed since I bought Bruce. As I travel around especially over the back roads (shunpiking) and pass by an old garage or barn I ask myself ,self, what's in that garage or barn. I think that must have come from the stories of barn finds. I never get to check though. Oh well it's fun to dream anyway. Where was I? Oh yes-studying magazine layouts. If things look a little strange in SPOKES it is not because I was trying to make a professional layout it is because I had a senior moment. Enjoy the rest of August and see ya at the GLEN.

Don



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## PIZZA PARTY

Saturday, September 12

around 6 PM

Seneca Lodge Log Cabin

Watkins Glen, NY

**VINTAGE RACE WEEKEND.**

## Activities

Mike and Sue Harrison

### ACTIVITIES REPORT AUGUST 2009

July Activities included both the LapsNLunch event at the Watkins Glen Track and various Cruise Nights. Thanks to John and Mary Murray for handling these for the club.

And August started off right on the 1st with members heading to Norwich, NY to visit the Northeast Classic Car Museum. You will read more about this in the next issue. Thanks to Mike and Susan Goodwin for making all the arrangements for this Road Trip and for leading us on a scenic route to our destination.

Be sure to attend or participate in the UK Car Day at Genesee Valley Park on Saturday, AUGUST 23. This event is sponsored by the Greater Rochester Triumph Touring Club and our support would be most welcome

Our second Autocross will be held at MCC on Sunday, AUGUST 30 and all are encouraged to attend either as a driver or a spectator. It is lots of fun either way.

Looking ahead to SEPTEMBER, mark your calendars for the Vintage Car weekend at Watkins Glen to be held the 11<sup>th</sup>-13<sup>th</sup>. As in the past, the club will host a PIZZA PARTY at the Log Cabin of Seneca Lodge on Saturday evening, SEPTEMBER 12.

MARK SEPTEMBER 15, TUESDAY AS THE CLUB MEETING DATE, NOT THURSDAY, SEPTEMBER 17

IF WE DO NOT HAVE VOLUNTEERS TO PLAN THE HALLOWEEN PARTY BY THE AUGUST MEETING, IT MAY HAVE TO BE CANCELLED. PLEASE DO YOUR PART AND CALL OR EMAIL THE HARRISONS NOW.

**Major Event Sponsor:**  
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**UK CAR DAY**  
**at Riverbend**  
**Sunday, August 23, 2009**  
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# MGCC Minutes of the Meeting

Michael Goodwin

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## MGCC Meeting Minutes – July 16, 2009

### Chairman Dan Suter called the meeting to order at 745 PM.

The minutes of the last two meetings were approved as published in *Spokes*.

### New Members and Guests – None

**Activities** – Mike and Sue Harrison gave the activities report after starting with a joke. [Secretary's NOTE #1: Never bet that the Harrisons won't come up with another one, week after week ... just like the guy who jumped off the ledge on both the five and ten-o'clock news!]

Sue mentioned a bunch of upcoming events, such as the GVACS show, Laps & Lunch, the Northeast Classic Car Museum Trip, Autocross II, and the September Vintage Racing weekend at Watkins Glen. See elsewhere in *Spokes* for more information on these events (or for reports, perhaps, if they've already passed!). John Murray reported that many had signed up for the Laps & Lunch and he passed around a signup sheet. George Haynes mentioned the upcoming (August 23rd) UK Car Day at Genesee Valley Park. See elsewhere for more details on that event organized by the GRTTC.

Regarding the Halloween Party, Elaine Hess reported that due to scheduled knee surgery, she won't be able to organize the party. We need someone to take this over, and Elaine promised to help out as much as possible.

Bill Bethune noted that Julie Daykin and Tom Glanville have been doing a great job running the Autocross events, but noted that Autocross is somewhat poorly attended. He applauded the organizers and pleaded for more members to come out and give it a try (or to be spectators).

**Membership** – Jim Priestley reported that we added four new memberships last month, and he had copies of the latest membership list and contact information available to hand out.

**Regalia** – Doug Scribner showed off some "new stuff" and boldly modeled the ladies wide-

brimmed hat. [Secretary's NOTE #2: I personally liked the red one on him better ... I told him, "Doug, it's so you!"] Doug also noted that the limited edition 50<sup>th</sup> Anniversary badges and pins are available, and there are very few left. When these are gone, they're gone!

**SPOKES** – Editor Don McConnell talked a bit about last month's issue, and his article on collector car legislation that could affect us. He admits that he's still working the kinks out of handling his new role, and hopes to give the magazine a few new twists, once he's got the routine down better. Don was applauded for the job he's done so far.

**Car Show Report** – Dan Goodwin (on behalf of George Heissenberger who couldn't attend) reported that although the final figures aren't available yet, the financial outcome of this year's show was very good, exceeding even the optimistic expectations. He reported that George is giving some consideration to revising the list of classes. We'll get the final report on the show's earnings from George as soon as available.

**England** – George Herschell gave a report on recent communications with England.

**Librarian** – No report.

**Trustee and Website Report** - "Everything's good!"

**Old Business, Car Projects, Help Group Update, etc.** – Nothing reported.

**New Business** – Dan Suter bought up the status of the Club's finances and financial strategy. He reported that there's clearly a diversity of opinion about the Club's financial plans among the Board, and also a diversity of input from other members that the Board has received. He also noted that the Car Show made a couple thousand dollars more this year than was anticipated in our budget plan. Recognizing the work of the original "Rainy Day" Committee, which was done in 1993, he said "I think we need to take a fresh look at this as a Club and try to plot our direction based on where the Club wants it to go. To that end, we're proposing sending out a formal survey to the Club membership rather quickly, in the order of the

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next several weeks ... so that we can send it out, get it back from Club members, review it, and present it at the August meeting.” Dan noted that when he presented the budget back in May, it was clearly a “conservative” budget, but at that time stated that it would be revisited subject to the outcome of the Car Show. Dan Goodwin has started to draft a survey, and the Board will get together real soon to finalize it, get it out to everybody, and get it back to be able to present it at the August meeting. Mr. Suter wants all the membership to have an opportunity to give their input, and said that, “from what we hear back, we’ll be able to plot a course together.” Dan further commented that this would allow us a chance to get a sense, on the whole, of where the Club is on this matter. He implored all to please respond to the survey as quickly as possible.

Dan asked Susan Kath to report the budget figures, and she noted that in the checking account there is currently \$658, and in the savings we have \$8830. Dan and Susan together noted that this year, that though we don’t yet have the final tally, the financial outcome of the Car Show will be available quicker than in the past.

Dan noted that Leon has received an offer from a company that would like to advertise on our website, that the company seems quite respectable, and that input from the Board has been given by emails. Leon reported that the website frequently receives offers, but that before now, none have been worthy of consideration. Leon described what this advertising company would like to have on our site. He further noted that website currently costs the Club a small amount per year, but this would turn the website into a profit maker for the Club. Dan said he would report more on this matter as it develops.

On other new business, Doug Scribner asked if we are going to have a picnic meeting this year. Dan Suter said that we hadn’t planned on one. Leon suggested that this would be a good thing to ask about in the survey, and it was agreed that

the survey would ask about this, tentatively proposing that the September meeting be a picnic meeting.

George Haynes asked about the process for responding to ads that are posted on the website, and Leon gave him some pointers, noting that we hide the email addresses of advertisers (so spammers can’t pick them up). If one clicks within the ad where it says “Click HERE”, a form will pop up from which you can directly email the advertiser.

**Cars and Parts For Sale** – Dick Powers has a brand new pressure plate for a TR3 motor. See him for details.

Dave Wild knows of a 1980 Triumph Spitfire for sale at Fairport Ford. It’s been in storage for a number of years, and has about 16,000 original miles on it. “It’s really pristine.” They’re asking about \$16,000 for it.

Gene Dinkel has a 1974 Spitfire for sale. “My wife says it has to be moved!” It has about 52,000 miles, it’s never seen winter, tires are good, it has a tonneau cover, and with this car will be included three boxes of “Spit bits”! [Secretary’s NOTE #3: Gene, I held back on typing up ALL of your comments; I’m guessing it’s best that way. Like you said, you’ve made a couple of mistakes in your life!]

Mike Goodwin has a 1973 VW Camper for sale. Some of you may recall soaping the windows on it during a Halloween Rally. He said he’s redone a lot of the interior, but realistically, he knows he won’t finish it.

Tim Paul mentioned a place in Macedon that does tremendous sandblasting work. Tim can give you details if you need sandblasting work. He also mentioned North Star Auto Electric in Macedon that he’s had real good experience with, and recommends them.

George Haynes reported that John MacDonald has spent the last five years putting together a Bugeye Sprite for vintage racing, and that John ran some laps at Beaver Run last weekend, to the delight of all the members who were there. “We have another racer in the crew!”

## Meeting Attendance

July 16, 2009

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Gil Langswager  
Betty Langswager  
George Herschell  
Nancy Herschell  
Barb Wild  
Dave Wild  
Anne Faust  
Gene Faust  
Becky Schaefer  
Chuck Schaefer  
Carl Prouty  
Laurie Scribner  
Doug Scribner  
Dan Goodwin  
Bob Abels  
Georgean Abels  
Wally Roworth  
Pat Sangster  
Steve Sangster  
Mike Harrison  
Sue Harrison

Susan Kath  
Mike Goodwin  
Doug Jack  
Tim Rizzo  
Rhonda Rizzo  
Jim Davis  
Don McConnell  
Paul Wheeler  
John Fowler  
Ginny Fowler  
Allyn Wagner  
Susan Goodwin  
Marlene Rzepkowski  
David Leete  
Timothy Paul  
Arnold VanDenburgh  
Dave Chase  
Bob Tescione  
Dan Suter  
George Haynes  
Ken Heusler  
John Baum

Chris Baum  
Leon Zak  
Mary Murray  
John Murray  
Elaine Hess  
Allen Hess  
Dick Powers  
Mabel Case  
John Thompson  
Carl Baxter  
Linda Bethune  
Bill Bethune  
Tom LeStrange  
Dick Rzepkowski  
Jim Priestley  
Gene Dinkel  
Bob Wegman

Guests:

None

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By upstate gardeners

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or by subscription*

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585/538-4980

If you need help, Dan Goodwin and Hollis Hames are coordinating a "helpline" for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:

Dan: (585) 223-9584 e-mail [dlgipk@rit.edu](mailto:dlgipk@rit.edu)

Hollis: (585) 271-7754

## “And That’s the Way It Is”

by Dick Powers

### The most trusted man in America was also a Car Guy and Racer



By now, I’m sure most of you know of the passing of Walter Cronkite or as some have called him, “the most trusted man in America.” I know he was that to me with a little Dave Garroway (Today Show) tossed in for good measure. Possibly it was his association with Garroway who raced a Jag and Jackie Cooper who raced an Austin Healey that got Cronkite into sports cars and racing. Brock Yates mentions in his book ***Against Death and Time*** that Cronkite was a regular at tracks like Bridgehampton on Long Island as far back as 1949 and would go to races with Cooper and Garroway.

Cronkite was also regularly seen in Manhattan establishments popular with racers like the Le Chanteclair and was a friend of owner Rene Dreyfus former Formula One racer. The Madison Avenue Sports Car and Chowder Society used to meet there and Cronkite was an early member.

Cronkite was so interested in sports cars that his January ’62 CBS ***The Twentieth Century*** show was about how sports cars had influenced American Culture. That show starts with Cronkite driving an Austin Healey 3000 and while pushing the Healey through a corner at speed, he says: “it puts the fun back into driving”. I’m sure most of us can identify with that

It was a Healey that got Cronkite into racing. After going to the first ever Lime Rock race in ’57 he did an SCCA driver’s school in the family big Healey. Cronkite became a very accomplished racer and competed at Bridgehampton, Lime Rock, Watkins Glen and Sebring among others.



He was so good that a Volvo dealer asked Cronkite to be on his team to run the Little Le Mans races at Lime Rock. Cronkite finished as high as 3<sup>rd</sup> Overall and 1<sup>st</sup> in class. Cronkite raced more exotic machinery and with two other friends, bought and raced a Lotus 11 for many years.

At Sebring in ’59, they entered the Lotus 11 as a semi-works team, but Colin Chapman withdrew the car at the last minute. Fortunately, Lancia asked them to drive a 1.3 liter Appia Zagato coupe. They finished 40<sup>th</sup> Overall and 5<sup>th</sup> in GT3. Not bad for driving something so different from the Lotus. Cronkite, in his book ***A Reporter’s Life***, describes his ’59 Sebring this way: “The car was slow, barely making 100 mph . . . I not only drove in that race, I broadcast it. Between my turns at the wheel I dashed up to our booth and shared the duties with our CBS racing commentator.”

Cronkite liked Sebring, I can understand that, but it caused some concern at CBS.

His producer, Bill Seamans says it best: “Beyond the usual producer’s problems . . . Sebring was his favorite track – and my mega aspirin headache . . . Sundays were Sebring racing days and Walter flew back to New York in the evening – sometimes so late that we had to call in a standby anchorman in case he did not slide home in time.”

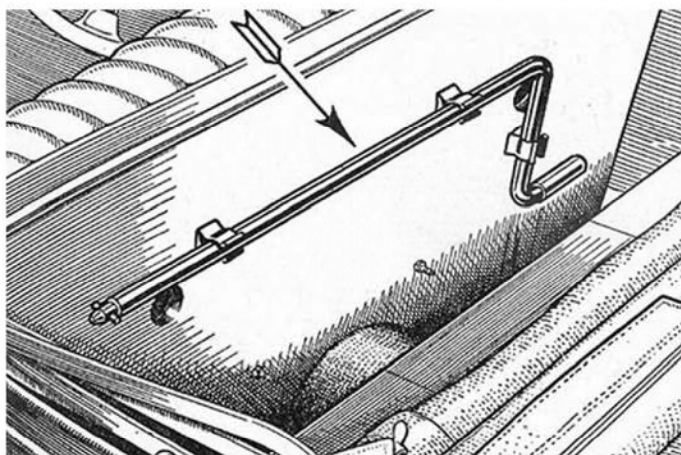
We who enjoy sports cars and racing along with those who have raced at the Glen, Lime Rock and Sebring can understand his love of cars and passion for the sport of racing.

Walter Cronkite now belongs to the ages. But to paraphrase his ***You Are There*** sign off a little: *That’s the way it was!* Though him we saw things that altered and illuminated our time and he was a real Car Guy too.

*by George Herschell*

I never cease to be amazed at the difference that exists between how things are named or identified in the US vs the UK. I first came upon this when I was in Korea long before an MG came into my life. We were stationed near a British outfit and seeing as we were a Signal outfit with radio teletype communications we would occasionally get visits from the British looking for “valves” for their equipment. Our Signal Officer (still wet behind the ears as we all were) sent them to the motor pool only to be taken to task later by a grizzled old Master Sergeant telling him in no uncertain terms that they were looking for RADIO TUBES or “valves” as the British referred to them. Not something for their “damned trucks”. Thus was my introduction to the fact that the US and the UK are “two countries separated by a common language”.

When I bought my first MG the TD in 1959 I was thrown back into the world of “tyres”, “boots”, “bonnets” “hoods”, “scuttle”, “spanners”, “dynamos”, “dampers” and all the other wonderful names given the various parts of British Automobiles. But the one that really made me chuckle was “the Starting Handle”. It even has its own special place of honor in the car so it is readily available, should one have need to use it.



As you now can see the Starting Handle is really the “hand crank” as we’ve been calling them for ages. More years ago than I want to remember, we had a wonderful old Polish gentleman (Mr. Blosko) that did all the painting and wall papering in my parents home. His “work vehicle” was a model T ford that had a hand crank. I’ve remember seeing him many times starting that car/truck with that hand crank (never realizing that it really was a starting handle) and marveled at the fact

that a car could be started that way. Little did I know that one day I would become vary familiar with a device like that, only then it would be called a “Starting Handle”.

In 1959 we bought our first MG, the TD, from Sports Car Sales. (run at the time by MGCC Founder Don Stahl) It was a “\$495.00 as is special”. We bought it and as the old saying goes “the rest is history” but that will come in another article.

But the starting handle proved to be a very valuable piece of equipment in that TD. We bought the car to be used as a second family car and it was driven for the next six years as just that, a second family car. This was year around in all kinds of weather. And yes, there behind the seat was the starting handle. I found out later that is it was great when you needed to adjust the valves as you could turn that Starting Handle and the valves would open and close and adjustment was a lot easier than pushing the car back and forth trying to get the proper valve open. (This was done using the old “rule of nine”, adjust valve number 1 when number 8 is open. 9 minus 1 equals 8, etc.)

But I found out during the winters that the Starting Handle was just that. I drove the car to work every day and when the weather got really cold the MG just didn’t want to turn over too easily and the battery had a tendency to be slightly less than inadequate. There was usually enough life in the battery to create a spark but not enough to turn over that starter so for at least six winters the Starting Handle was used all the time. It prompted my son to utter a phrase that we still laugh over to this very day.

I was outside getting ready to go to work one morning using the Starting Handle and Nancy asked our son George (who was watching from the kitchen window) what daddy was doing. His answer still gives us a laugh to this day. “Daddy’s winding up his car”.

In 1966 the car had some problems so we decided it was time to give it a complete restoration. That restoration was delayed a few years but in 1968 I started in earnest to get it done and it was finished in 1970. It was a complete restoration (which will be discussed in a future article for Spokes).

Now that it was finished we took it to all the shows and to all the New England MTG T registers events. which were always some distance away and the car was driven to every one but one.

One in particular was interesting and again the Starting Handle came into play. The T Register in 1986 did their famous Ocean to Ocean Tour. It started in New Jersey went cross country to Long Beach California and then back to the finish in Toronto at the GOF that was going to be held there. Charlie Searles and I toyed with the idea of running it but cooler heads prevailed and we decided to go to Canada and run the last leg from Cambridge Ontario to Toronto. (Some time I'll have to write about the thinking and planning that Charlie and I did before we decided it was not for us. Neither of us wanted to be "married" to the other for three weeks.

When the time came for that GOF as I said we decided to drive our cars to Cambridge and run the last leg to Toronto. Our contingent consisted of, Don and Carol Funke in their TD, Dick and Bethel Powers in their B, Charlie and Irene Searles in their TF and Nancy and I in our TD. The plan was to meet Don and Carol at Niagara on The Lake for lunch and then and travel with them to Cambridge and on to Toronto the next day.

Lunch was fine and when we came out and got in the cars the TD once again suffered from no power to start it. Rather than do a lot of fooling around I got out the Starting Handle and we were on our way. Naturally Dick Powers had to record that event for posterity.



*R.. Powers Photo*

We were off and made it to Cambridge with no further problems I did find the problem though when I looked for it at Cambridge and it was nothing more that the starter's power connection was loose and a simple turn with the wrench and we were back in good shape. A great weekend followed and another chapter was added to the TD's log book about the handy Starting Handle.

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# Trading Wrenches for Stars

by Bill Pursells

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Sometime we get too lost in the details of life to enjoy the aesthetic beauty around us. As I read through articles in recent Spokes magazines, the essence of technical proficiency and sometimes obsession draped many of the articles like heavy dew on a cool autumn morning. I do admire a deep understanding of mechanical detail, as I have never been able to claim expertise in the true intricacies of automotive engineering the art of properly degreasing a camshaft, or massaging the proper geometric articulations for performance suspension tuning, to name a few. Indeed, I admire the myriad of mechanical rigor easily digested and as easily regurgitated by engineers and purists in ways that make the average Walter Mitty blush with confusion! Sure, I can pull and replace parts with the best of 'em, but I occasionally yearn for this ease of dissecting the exacting nature of mechanics that is possessed by our engineering friends. However, my path lies more in the simple, but moving joy derived from the aesthetic beauty of piloting a unique, and uniquely quirky machine down a beautiful winding road on a starry night, or crisp spring morning. I believe therein lies the true magic of an automobile like the MG-elemental beauty.

Although one may be tempted to take offense at what I am about to say, please understand that I tread with the greatest degree of affection for our beloved Morris Garage creations. That said, may I state my observation that MG's are truly not the most technically or mechanically complex machines produced within the past 50 years. Purists will decree my statements as blasphemy, but once again remember that I am treading with affection here. Fuel injected Corvettes, aluminium laden Deloreans, even wonderfully novel rotary engines conjure thoughts of engineering that might induce obsessive affection like that expressed by our engineering friends. The MG has seemingly always been a relatively straightforward and mechanically concise machine in its variations, as I believe it was intended to be. Many would reasonably categorize it as just a simple little machine. It is for this reason that I find it particularly amusing to observe the occasional obsessive behavior regarding the mechanical intricacies of these little buggers. Many enthusiasts pore over the inner workings of a humble MG as if it was a NASA space probe. But with simplicity lies its time beauty, an ineffable character that compels us to come back to these elementally beautiful little cars again and again, long after reason, bank accounts, and frustrated spouses tell us to run! Although I only personally owned an MGB for a very

short time, that brief time was the most aesthetically appealing, and sensory indulging motoring experience I have ever enjoyed.

I had scant enough time together with the little B to become even remotely intimate with its technical specifications and details, but I had more than enough time to realize that this was the most incredible way that I've ever experienced a warm starry summer night. It makes me think back to what I tell someone when asked how I liked my little MGB- "It's not a car, it's a sensory experience." Well, driving an AMC Gremlin can be a sensory experience as well, especially during a snowstorm, but I am talking about an amazing stir of the soul sensory experience that virtually all that cars we will ever drive cannot deliver. The unique feel of the seats, the burble of the exhaust, the tightness of the chassis, and the simple elegance of the ragtop all combine to melt away any semblance of stress and connect the senses and soul to the environment around you.

My MGB is gone now, replaced by a functional and versatile mini van that is very practical. However, my memories will surely linger until sanity and my check book yield and I return to those cozy seats once again under a bright starry night some day in the future.

The next time you find yourself elbow deep in the garage-based pursuits of camshaft adjustment, valve lash obsession, and suspension geometry, consider this thought..All cars are "just" machines, but it is a rare machine that possesses a soul that can connect with you to make a simple drive a lifelong memory. A humble little MG excels in this respect! For a brief moment put that dial-in gauge and micrometer away and go chase the stars. There will always be time to fuss over millimetres of valve lash when the snow is falling and looming gray clouds obscure the brilliant starry sky. And if you happen to catch that shooting star as you reach for third and roll on the throttle for the beautiful sweeping bend in the road up ahead, ponder the splendor of simplicity for a moment and you will realize what a simple little MG is truly about.

## The Morgan Centenary or How a Sliding Pillar, Lots of Wood and a Whoopee Cushion lasted 100 years

By Dick Powers

---

Something lasting for 100 years is a real milestone, especially in the auto industry. But in the British auto industry, it's a miracle! This year, Morgan is 100, still owned by the family and making wonderful handmade cars in Malvern England.

I've been to the factory a few times and after seeing the old buildings on Pickersleigh Rd., I'm surprised that they are still standing, let alone cars being produced that have a one to two year waiting list!

Going to the works is like going back to the 1930's with 7 old production buildings constituting most of the facility. By hand, starting with the chassis, a team assembles the components and then the rolling chassis is pushed to the other buildings where the wood, sheet metal, body, paint, wiring and trim all come together to make a Morgan. Since Morgans are handmade, each is just a little different than the one before and after it.

The founder, Henry Morgan or HFS as he was called, was an engineering genius. In 1908, he undertook to build a cycle car in the Malvern college workshop. It was for this car that he designed the sliding pillar front suspension that's still in use on some Morgans today.



From 1909 – 1936, Morgan only made cycle cars or “trikes” (3 wheels with 2 in front) as they are called. A full range of two and four seat versions were sold very successfully. Cycle cars offered the seating space of a car with the economy and low taxes of a motorcycle. To improve the breed, Morgan entered races and trials winning many and setting cycle car records. Morgan produced Trikes till 1952.

In 1936, Morgan introduced the 4/4. This was the first of the 4 wheeled, 4 cylinder cars. In a few years, they were also making four seat and Drophead versions. The basic body design and look remain to this day with the present “Roadster” model.

At first the 4/4 wasn't received well. In typical Morgan form, trials and races were entered and they were successful and the reputation of the 4/4 began to grow.

In 1950, the +4 came out and what put the “Plus” in the +4 was the use of the Standard Vanguard 2 liter motor. Later +4 models would use the TR 2-4 motor along with the traditional Moss gearbox.



Possibly Morgan's greatest competition victory came with a Chris Lawrence tuned +4 at the '62 Le Mans 24 Hour race. Actually in '61, Lawrence, after competing successfully at the Nurburgring in Germany and Spa in Belgium in his '61 Morgan +4 Super Sport (aluminum body, TR 4 motor, Weber carbs) wanted to enter Le Mans. Unfortunately, the French scrutineers took one look at the Morgan and ruled it a 1930's car with disc brakes added and a new paint job. They *would not* change their mind (typical French officiating) and so the '61 Morgan could not run the 1961 Le Mans race!

By 1962, all had been resolved and the Lawrence Morgan Super Sport was allowed to enter. This was nearly a textbook race for Lawrence and his co-driver, Richard Shepherd-Barron. Since the Morgan could do nearly 4 hours on a tank of fuel, they divided the race into 8 3-hour sessions. That's the way it went with the Morgan not missing a beat and only requiring fuel and oil at each pit stop.

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At 4 pm, on Sunday, the late Peter Morgan (son of the founder) and Lawrence saw the Morgan take the checkered flag and win the 2-Liter GT class at Le Mans! For the 24 hours, they averaged 94 mph and covered 2,256 miles, a fantastic victory for this "1930's" style car from a small family owned company.

The +4 lasted till 1969 when they stopped using the TR 4 motor. Not to worry. In 1968 an even bigger Plus size Morgan would appear in the +8. This was based on the same car as the +4 (even the Moss gearbox), but with the 3.5L Rover/Buick aluminum V8. This motor eventually grew to 4 L with 190 hp and it took the +8 to 60 in 5.6 seconds with a top speed of nearly 140 mph.

The +8 lasted till 2004, but in 2000, Morgan introduced the Aero 8. This was a streamlined Morgan, but with a few traditional touches. You'd still know it's a Morgan (wooden Ash body framing too), but under the bonnet is a BMW V8. The latest versions have 367 hp, does 0-62 in 4.5 seconds, with a top speed of 170 mph. That's really moving its Ash!

With the Aero 8, Morgan tried going international racing again. But even though the car was very well designed, it had to compete in the FIA prototype class with very fast cutting-edge designs from Audi and Aston Martin. When I was racing my MGA at Sebring in 2003, I saw one in the paddock with a "For Sale" sign on it. That was the end of the Aero 8 factory racing effort.

Actually the Aero 8 wasn't the first Morgan attempt at streamlining. They produced an Aero version of the Trike in the 30's and on the +4 chassis they made the +4+. Only 26 were made from '64-'67. Even though performance was improved, traditional Morgan folks didn't like it and the non-Morgan community understood that it was still a +4 under that lovely fiberglass body.

The Aero designation now includes the Aero Max and Aero Super Sport along with the Aero 8. They still make traditional looking Morgans with the Roadster and 4/4 models.

Morgan, being hand made, has never had a large annual production. On average from 1950-1990, they only made 500 cars per year. And in 2007, they only made 640 cars.

In 1990, BBC 2 was to air a program that suggested that Morgan should invest in a new plant and equipment in order to double production. Charles Morgan, present Director of Morgan and son of Peter Morgan, responded in a letter saying: "We disagree strongly . . . and believe the Morgan policy of gradual and carefully considered change will enable us to maintain the car's qualities and unique appeal, and thereby ensure its survival for the foreseeable future."

Well, 19 years have passed since that letter and Morgan has survived for 100 years. It's still owned by the family, still produced in Malvern and still handmade by a dedicated and loyal workforce.

I had the good fortune to meet Peter Morgan when I was at the works for the 75<sup>th</sup> anniversary and Charles when last in Malvern in the early 90's. I found them both to be gentle, approachable men who knew everything about the product, works and those who worked there. What a way to run a company and still have a waiting list for cars.

That's a brief look back at the Morgan Centenary. In our area we have a good selection of Morgans, including Trikes, 4/4, +4 and +8 models. Also, at the Glen during the September Vintage weekend, you will have a chance to see many more Morgans on and off the track, during the Morgan Centenary at the Glen.

Oh, I almost forgot about the Whoopee Cushion. For many years, Morgan used a modification of this concept inside the seat bottoms. The amount of air, determined the firmness of the seat. My '58 +4 still has them intact and they are comfortable. I hope they last a long time and that Morgan will too!



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Best MG of Show Paul Bogdan 1969 MGC Roadster	COA Dave & Sande Shoemaker 1963 Chevy Corvair Roland Littman 1963 Chevy Corvair George Renz 1961 Chevy Corvair Rampside	CVB Donald Hawley 1971 Chevy Corvette Douglas Sick 1970 Chevy Corvette LT-1 Larry Martell 1973 Chevy Corvette Convertible	JA Bill & Janet Goodman 1954 Jaguar XK120 Daniel Fitzgerald 1965 Jaguar XKE
AA Drew French 1941 Lincoln V-12 Rick Miller 1947 Cadillac Sedan Catherine Ford 1926 Ford Model L	COB Paul masters 1965 Chevy Corvair Monza Sam & Marissa Andolino 1966 Chevy Corvair Turbo Jeff Stevens 1968 Chevy Corvair Monza	CVC Donald DeMars 1980 Chevy Corvette Dennis Pike 1988 Chevy Corvette Robert Fleck 1994 Chevy Corvette	JAS Tom Herbrock 1994 Jaguar XLS Ray Perez 1996 Jaguar XJR Ron Ford 1988 Jaguar XJS
AH Dave LaBrun 1967 Austin Healey 3000 Steve LaBrun 1967 Austin Healey 3000 Steve Young 1967 Austin Healey 3000 MKI	COM Bob Warrick 1957 Chevy 3100 Pickup Tom Heyench 1977 Ford Ranchero Newton Landis 1931 Ford Model A Pickup	CYC Dan Drexel 1954 Harley Davidson KHK Rory Raymond 1964 BMW R69S Joseph Camerow 1998 Honda ST1100	KI David Petrona 1965 Shelby Cobra Eric Barge 2009 EM-Motors EM578 Tom Cambisi 1933 Ford 2dr Sd
AL <b>Dick Powers</b> 1958 Alfa Romeo Giulietta Sprint Virginia D'Aloisio 1986 Alfa Romeo Spider	CUA Frank Serafine 1963 Chevy Nova Tim Loughlin 1969 Chevy Camaro George Miller 1956 Ford Pickup	DOA Derrick Mulley 1970 Chevy Chevelle SS396 Bill Hammager 1965 Mercury Comet Cyclone Pat Ryan 1970 Chevy Chevelle SS396	LO <b>John Murray</b> 2007 Lotus Elise Joe Popielarzysk 1995 Lotus Espirit S4 Dennis Stage 1991 Lotus Elan
AMC Richard Whelan 1965 AMC Rambler Marlin Ron Gering 1969 AMC AMX Robert Williams 1975 AMC Hornet	CUB Gary Clum 1979 Chevy Corvette Thomas Chappell 2003 Ford SVT Cobra John Joslyn 2007 Ford Mustang Roush 427R	DOB David Cascing Jr 1975 Chevy Laguna S-3 Daniel Nablett 1996 Chevy Vega Cosworth David Cascing Sr 1977 Chevy Monte Carlo	MA <b>Daniel Sutter</b> 1962 MGA 1600 MKII Deluxe Roger Gunther 1957 MGA Roadster Lou LeBrun 1961 MGA
BR Larry Gleason 1959 Morris Minor <b>John Thompson</b> 1950 Riley Drop Head <b>John Thompson</b> 1950 Riley RMC Roadster	CUC James D Brennan 1998 Mitsubishi Eclipse David S Brennan Jr 1999 1/2 Audi A4	DZA John Taddonio 1970 Datsun 240Z Mike Noonan 1980 Datsun 280 ZX Bill Palladine Jr 1977 Datsun 280Z	MBA Paul Bogdan 1969 MGC David Schantz 1967 MGB Glen Markam 1963 MGB
BZ John Meyer 1990 Mercedes Benz 300CE Ron Holland 1986 Mercedes Benz 500SL	CUD Troy Sears 2004 Pontiac GTO Ron Zaffer 2003 Ford Mustang GT Robert Palermo 2001 Chrysler Limited PT Crusier	EX Charles Mandello 1985 Ferrari Mondial QV Roland Littman 1982 Ferrari Mondial 8 Bradford Stevens 1983 Alpine A-310 GT	MBB Don Bogdan 1974 MGB John Cudmore 1972 MGB-GT <b>Jim &amp; Dawn Priestley</b> 1970 MGB
CA Tom Golden 1968 Chevy Camaro Peter Swarthout 1967 Chevy Camaro Parnell Woodard 1969 Chevy Yenko Camaro	CVA Jim Totslie 1967 Chevy Corvette Rick & Gary Isaacs 1960 Chevy Corvette Allen Bacus 1967 Chevy Corvette Stingray	FA Willian Ver Schneider 1930 Ford model A	MM <b>Richard &amp; Marlene Rzepkowski</b> 1977 MG Midget Tom & Debbie Casilio 1973 Mg Midget Mike Baube 1973 MG Midget
CAD Ed Lewis 1957 Cadillac Elderado			

MOG <b>Desi &amp; Bill Benet</b> 1966 Morgan 4/4	POR John Freel 1964 Porsche 356 Michael Cohn 1977 Porsche 924 Michael Hoskins 1987 Porsche 930	SID Joe Paradiso 1969 Chevy Impala Coupe Ed Johnson 1967 Chevy Nova John & Michelle Castelli 1969 Mercury Cougar	TRB Robert & Tasa Farmer 1976 Triumph TR6 <b>Joe DeBlaere</b> 1973 Triumph TR6 Craig Neal 1973 Triumph TR6
MR George Barbari 1980 MGB <b>Mary Murray</b> 1979 MGB <b>Michael Goodwin</b> 1978 MGB	RA Barry Brown 1973 Datsun 510 Don Marianetti 1963 ½ Ford Galaxie <b>John MacDonald</b> 1959 Austin Healey Sprite	SIE Bob Shadders 1971 Chevy Chevelle S/S Jason Walton 1975 Chevy Camaro Dale Kratzenberg 1977 Buick Regal	TRC Bill Mawhir 1980 Triumph Spitfire Andy Paris 1979 Triumph Spitfire Michael Mantal 1977 Triumph Spitfire
MT Bill Wackerman 1952 MGTD Sam DeSalvo 1952MGTD MKII Debbie & Tom Larkin 1953 MGTD	RR Ron Stokes 1925 Bentley 3 litre Speed Scott Eddy 1972 Rolls Royce Silver Shadow Bob & Cindy Newton 1976 Rolls Royce Silver Shadow	SA Todd Caggeshall 1974 Saab Sonett III Tim Wazniak 1974 BMW 2002	TRD <b>Kathy Pampe</b> 1973 Triumph Stag Pete Buechi 1976 Triumph TR7 Robert Pollak 1980 Triumph TR7
Mini Will Seymour 1971 Mini	SCM Robert Grattan 1957 Chevy Belair HT Len Brown 1955 Chevy Belair 2dr HT Janice Coon 1957 Chevy Wagon	SB Steve Adams 1979 Chevy Camaro Z28 Anthony Perez 1997 Dodge Viper Patrick Mott 1980 Fiat 2000 Spider	UN Michael Hryhorenko 1969 Buick Riviera Donald Reynolds 1954 Chrysler Windsor Deluxe
MU Carl Wagner 1965 Ford Mustang Mark Byers 1946 ½ Ford Mustang Bill Van EE 1946 ½ Ford Mustang	SCO Robert Caruso 1955 Chevy Belair convertible Bill Ivason 1955 Chevy Belair 2dr HT Ron Herendeen 1957 Chevy Belair 4dr HT	SR John Baud 1937 Ford Coupe Don Mansfield 1933 Chevy 4dr Sedan Jim Riley 1932 Ford Roadster	VOL Chris Burgess 1972 Volvo 145S <b>Leon Zak</b> 1959 Volvo Wagon
MZ Russ & Mary Deveso 1990 Mazda Miata MX5 Stephen Stewart 1995 Mazda Miata MX5 Wendy S Austin 1995 Mazda Miata	SIA Dick Child 1949 Murcury convertible Robert E Bitgood 1949 Hudson Commodore 6 Geid Herrmann 1955 Dodge Royal Lancer	ST Jim Caffrey 1951 Studebaker Champion 4dr David Larmouth 1964 Studebaker Avanti Michael Brown 1959 Studebaker Avanti	VWA Gail Pallo 1972 VW Type 3 Frank Squicciarini 1958 VW Pickup Carl Antonacci 1971 VW Carmin Ghia
OLS David Brennan 1985 Oldsmobile 442 Wayne Goodwin 1971 Oldsmobile Cutlass Convertible Jim Grassmick 1986 Oldsmobile Cutlass	SIB Michael Lempert 1963 Chevy Belair Richard Whelan 1957 Plymouth Fury Sandra McGee 1962 Murcury Meteor	TB John Love 1956 Ford Thunderbird Tom Williams 1960 Ford Thunderbird Pat Micari 1957 Ford Thunderbird	VWB Bill Synesael 1991 VW Bug
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POB Richard Exton 1965 Pontiac GTO Mike Gayette 1973 Pontiac GTO HD Michael McRorie 1969 Pontiac GTO			Classes are lisrted 1st 2nd 3rd  Club members in Bold Type and apologies to those missed

# Rare MG Found

by *Brian Fallon*

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The announcement of a MG, apparently a TF, painted in military green, found in a garage in Rochester at the October meeting led me to search through some musty copies of documents that have been in my possession for many years. [believe this to be the long rumoured, officially denied MG TV (Tactical Vehicle).

A little history, personal and otherwise is needed at this point. In 1952 the organizers of the Mille Miglia, the famous Italian, 1000 mile, open road race from Brescia to Rome and back announced a class for military vehicles for that years race. This was done for a number of reasons. First it was to give the Italian military-industrial complex a chance to show off their latest products, second to give the many Italian troops pressed into service as course marshals someone to cheer for, third to celebrate the recent formation of NATO (North Atlantic Treaty Organization) and Italy's entrance into the pact and finally to fill out the entry a bit which had been down from the year before.

"This was viewed as sacrilege by some but Captain Costa and Lieutenant Verga brought their Alfa Romeo Matta home at an average speed of 57.37 mph and much quicker than a lot of the small saloons." I

In 1959 I was an impecunious, exGI, college student with a 1952 MG TD. I don't remember how many miles the TD had on it when I bought it but it was too many and the car was tired. Don Stahl and Doris Britt opened Sports Car Service Center in March of 1959 and I was one of their first customers at the first shop down the alley across from the library on South Ave. The TO ended up costing me so much to repair that I would bring my paycheck from my summer job and just give it to Don. He would cash it, give me \$10.00 a week to put gas in the TD and put the rest on my account. After a few weeks of this he took pity on me and said that I had better come to work for him as I couldn't afford the car otherwise and so this was my entry into the import car business. In December of '59 we moved to South Clinton Avenue and opened as Sports Car Sales 'Nith the BMC (MG, Austin-Healy, Austin, Morris, Riley, Wolsely) and Rootes franchises. At the time I.S. Inskip was the importer for BMC in the North East. Inskip's son-in-law, David Ash (a very good driver who drove factory MGs at Sebring several times) was the sales manager for Inskip and called on us periodically. He of course was well plugged into the competition department at Abingdon. The strange saga of the MG TV(Tactical Vehicle) was found in some documents he inadvertently left behind on one of his business trips. I found the story so

interesting that I copied the papers before returning them.

The idea for the MG TV(Tactical Vehicle) was first considered when the rules for the 1952 Mille Miglia were published in the summer of 1951. MG had a long history of participation in this race with an 1100 cc class win in 1933 by a MG K3 driven by George Eyston and Count Johnny Luraru. However, from the late 30s on and especially since the end of World War II international racing successes were few. As early as 1951 it was recognized that the TD while still selling well was at best obsolescent and needed some freshening up while the design for the MGA was finalized and the TF was close to being production ready. The powers-that-be at Abingdon at that time realizing that they had no chance against the Italians in the sports classes decided to enter the military vehicle class with a thinly disguised prototype TF to be called the TV(Tactical Vehicle). Their plan was that the TV should be able to out corner and have a higher top speed than any true military vehicle and thus win the class easily restoring MG's international prestige. Work began immediately fitting the prototype TF body panels to a TD chassis. A closer reading of the rules indicated that a NATO five gallon jerrican of gasoline, a shovel and axe must be carried externally on the vehicle, ready for immediate use. Try as they might there was no way using the TF bodywork that this regulation could be met. However, one of the body fabricators, using some scrap ash left over from the body framing designed and built a removable rack that extended off the rear of the car to hold the NATO required jerrican and tools. The rest of the car appeared quite standard except for the MILITARY GREEN paint job applied using some war surplus paint found in a back room at Abingdon. The TV was driven to Brescia, as was the custom in that simpler era, drawing quite a few puzzled looks on the way. The organizers of the Mille Miglia had been pleased to receive an entry from the MG factory but were somewhat nonplussed that it was for the Military Vehicle Class. When the car was presented at scrutineering of course their suspicions were confirmed. It obviously was going to be faster than the Alfa Romeo Mattas. Alfa protested the entry on the basis of the wooden frame work carrying the NATO required gear but while no one had seen anything like it on a military vehicle since Napolen times it was judged to be "thin the letter if not the spirit of the rules. They next decided to force all the military vehicles to be tested at a one foot water crossing thinking that certainly the MG would never survive that. However, the day of the test dawned

clear and cold and all the Alfus refused to start thus giving the TV the win by default. A little known specification in the requirements for Italian military vehicles finally did the TV in. At that time this specification required all Italian military vehicles to be driven at least 10 kilometers at 50 kph using nothing but extra virgin olive oil for fuel. While the MG team desperately searched for the highest octane extra virgin olive oil available and the hottest sparkplugs they could find, time ran out on them and they were excluded.

The management of Nuffield, the parent British company of MG, were not amused by this fiasco and the whole project was hushed up. Upon arrival back at the factory the ash frame was removed and burnt, the tactical lights removed and returned with the tools and jerrican to the Royal Engineering depot at Brixton. A buyer was found for the TV in Australia, at that time the place furthest from England that anyone could think of, and it was hoped that it would disappear into the outback. So it did, until mysteriously reappearing here in Rochester 48 years later. Thus closure comes to a valiant but misguided try at international prestige

for the British car industry in the 1950s. Of course, some would say that if not for the perfidy of the Mille Miglia organizers the TV would have won easily and gone into production but would the world have been ready for a MG SUV in the 1952?

I. The Mille Miglia, Lawrence, Mike, B.T. Batsford Ltd., London, 1988

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Jerry Fursch 585-494-1660.

**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) 494Ð2083 in  
Brockport.

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

**FOR SALE:** I have eleven **165/80R15 Kuhmo tyres**  
for sale; fit MG-T's MGA's and other British cars. Don't  
pay Coker's price for Michelins (\$140 to \$180 each!)  
These are \$50.00 each and will sell quickly! Call  
George (585) 872Ð6536

**FOR SALE:** Six (6) new **Bosch air filter** elements for  
1975 thru 1980 MGB with single Zenith-Stromberg  
carburetor. These are \$12.95 each in Moss catalog;  
Selling for \$7.00 each.

**FOR SALE: 1963 MGB three-main bearing engine**  
#18G-H-25080, with under 10,000 miles. Never been  
apart! Includes S-U carbs, exhaust manifold,  
distributor, water pump, flywheel, generator, etc. Price  
is \$1,000. complete or \$1,500. with new rings and

gaskets, etc. This engine fits into MGA's nicely and  
provides much more power and performance.  
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**For Sale:** "Collectors Choice" oil for older cars which  
still need ZDDP additives. Straight 30W or 20W-50  
available in cases for \$4.00 per quart, plus tax. Also,  
small containers of dashpot oil for SU and  
Z-S carbs. Call George Haynes at 585-872-6536.

*Please inform the Editor when ads should be removed.*

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## Bury Me In An Old Mowog Parts Box

Jay Lockrow

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One of my big fans of MOWOG told me the other day he would like to see more columns on vintage racing. This was told to me after I had mentioned to him that I had no idea of what to write about for my next column as the well seemed to be dry. He quickly piped up with this idea. This is agreeable to me but one of the problems is I haven't been to a vintage race lately so any material I have is a little dated. Anyway Mary Dryers TC8915 (ex Tommy Hoan, ex Bill Bradley, Ex Cliff Lockrow, ex Dave Hughes TC) was at Euro Car Day parked next to yours truly. This car (TC 8915) may have been an EXU but the list of numbers that I have say no. 8195 is not an EXU but 8196 is. EXU's were done in batches and my car for example TC7440 is and so is TC7441 but 7442 is not. Don't ask I dunno.

Now that this TC is back on the racing circuit after many years I have decided to tell you what I know about this particular car. Now some of this you may have read some of this before but a lot of MOWOG fans have not so it's time to update history. If you have read this before now is a good time to go out and work on your car for an hour or so.

First of all Tommy Hoan was not the original owner. Tommy told me a good number of years ago that he bought the car second hand but could no longer remember the name of the person he purchased the car from. Tommy raced the car a good deal and one of the venues was the Grand Island Grand Prix on August 30, 1952. I had just turned thirteen and was impressed by the way the car performed. (You people put away your calculators I don't have to be reminded of my age!)

My friend Jack Archibald, that I was pit crew for a few years, was technical inspector at that race and he can vouch for the fact that Tommy was there and he flunked the car the first time through tech. The car was repaired overnight and he did run and had a wonderful dice with either a Frazer Nash or a Lea Francis. (Both are on the entry list) He never passed the Nash or Leaf because the famous oil cooled rear brakes on the TC kicked in on his car and he had to back off. He did however win his class.

He raced that fall at Watkins Glen and hit a hay bale with the right rear of the car and put it through a store window. He campaigned the car for a few years and then sold it to Bradley in Detroit sometime in the early 1950s. When my dad and I purchased the car and we were talking with Bill Bradley (He was from Detroit

and a professional photographer) Bradley told me he had purchased the car from Tommy Hoan after a race at Harwood Acres as Tommy was getting out of racing. Bradley raced the car for several seasons and supposedly won a SCCA championship in 1957. If this is the case he may have been out running with MG A's and cars of that engine size and beating them. Bradley was always supposed to send us some pictures of the car but he never did. I do have one slide showing the back of the car and the slide is labeled that the black TC in the upper corner is either Hoan or Bradley. I have about three or four slides of the car taken at Harwood Acres in Canada of the car when Bradley owned it when it was painted blue and had a roll cage on it not unlike the one now fitted. At least twice in the few years I went to Harwood I saw the car run but did not know at the time that it was Tommy Hoan or Bradley. I do know it was a pretty quick car and its history points that out. We purchased the car in about 1969 or 70. We towed it back across Canada and had a flat tyre on it about halfway across. Somehow a guy in a gas station patched the tube and we were able to get home. We did quite a bit of work on the car replacing floorboards and cleaning things up. The car, when we obtained it, was fitted with a TF XPAG1500 block with a Laystall Lucas Aluminium cylinder head. I don't recall if the block had been bored or not but by now it probably has. It was, and still is, quite a potent machine and when they get the bugs worked out I'm sure it will be up among the leaders in vintage racing. For some odd reason I was always able to keep up with 8159 with 7440. Not until I rebuilt the engine about a dozen years ago did I discover I also had a XPEG block. My cylinder head is from a TC and I can tell you it is not a Laystall Lucas but it is the next closest thing. It has one of the most beautiful port and polish jobs I have ever seen and is probably one of the main reasons my car will out accelerate most T series. I do not know what the top speed is as I try to treat its age with a little respect. Never the less if you have a T series and want to have a little go.... I'm ready, just keep the fuzz away!

## AUGUST BIRTHDAYS

6 David Engdahl  
 7 Wes Pittenger  
 7 Mary Costich  
 7 Patricia Richter  
 8 Mary Isselhard  
 8 Penny Schroeder  
 9 Jeffrey Kath  
 11 Karen Salisbury  
 14 Elaine Hess  
 14 Marlene Rzepkowski  
 16 Wendy Dakin  
 18 Christopher Marasco  
 19 Gail Schipper  
 22 Jay Lockrow  
 25 Linda McConnell  
 25 Julie Paulsen  
 29 Joe Tierno  
 29 Anne Faust

**HAPPY BIRTHDAY EVERYONE!!**

## 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  
 28 Scott & Suzy Hill  
 29 Lane & Kathy Boughton  
 29 Tim & Rhonda Rizzo  
 30 Ned & Julie Paulsen

**CONGRATULATIONS!**

## SEPTEMBER BIRTHDAYS

2 Vivienne Rizzo  
 5 Charles Bauder  
 5 George Leopard  
 5 Gary Newman  
 7 Irving Black  
 7 Daniel Goodwin  
 7 Michael Goodwin  
 12 Richard Shineman  
 13 Nancy Herschell, Jr.  
 14 Irene Searles  
 16 John Borycki  
 17 Susan Avery  
 19 Linda Fazio  
 23 Gayle Schneider  
 25 Allyn Wagner  
 25 Jessica Seeley  
 27 Lia Glanville  
 27 Christine Rodman  
 28 Rhonda Rizzo  
 30 Joe Cameron III

**HAPPY BIRTHDAY EVERYONE!!**

**CONGRATULATIONS  
 ON YOUR WEDDING !!!**

August 29, 2009

**TIM & JOANNE WRIGHT**

**SEPTEMBER  
 ANNIVERSARIES**

2 Paul & Joan Heaney  
 2 John & Valerie Zoltner  
 5 Suzanne & John Cordeiro  
 9 Richard & Bethel Powers  
 12 Allen & Elaine Hess  
 12 Peter & Joyce Pegoni  
 13 Dan & Mary Ellen Suter  
 13 Nicholas & Michele Zuck  
 15 Leon & Barbara Zak  
 16 Bob & Kay Joslyn  
 19 Ben & Carolyn Barlow  
 25 Joseph & Joeanna DeBlaere  
 25 Hollis & Doreena Hames  
 29 Tom & Deby Casilio  
 29 Bob & Terry Welch

**CONGRATULATIONS!**

**Watkins Glen Vintage Weekend**

**September 11-13**

**Official Regatta**

## MG Car Club Western NY Centre



50<sup>th</sup> Anniversary Badge \$20.00  
 50<sup>th</sup> Anniversary Pin \$3.00  
 50<sup>th</sup> Anniversary Embroidered  
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 MGCC Mug.....\$5.00  
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 Badge Clip .....5.00  
 Patch, embroidered .....2.50  
 Key Fob, large leather .... 4.00  
 Pin, cloisonné .....3.00  
 Dash Plaque, 40<sup>th</sup> Anniv ..4.00  
 Sticker, front adhesive .....1.50  
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**Contact: Laurie Scribner 585-872-5133** (weekdays).

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

### Membership Application

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

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

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

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

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

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

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

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

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

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

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## MG Car Club Western New York Centre -- Calendar of Events 2009

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

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

Next Meeting  
August 20 ,2009 7:30 PM  
Burgundy Basin INN  
1361 Marsh Road, Pittsford, New York



I'D RATHER BE DRIVING  
MY SPORTS CAR!