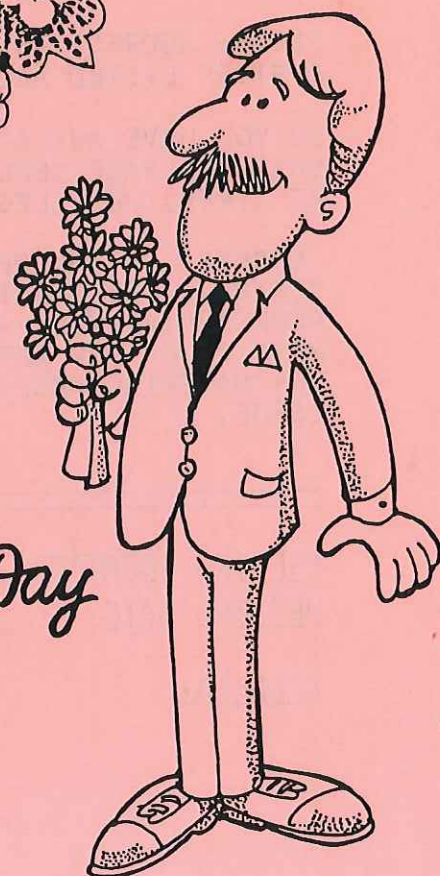
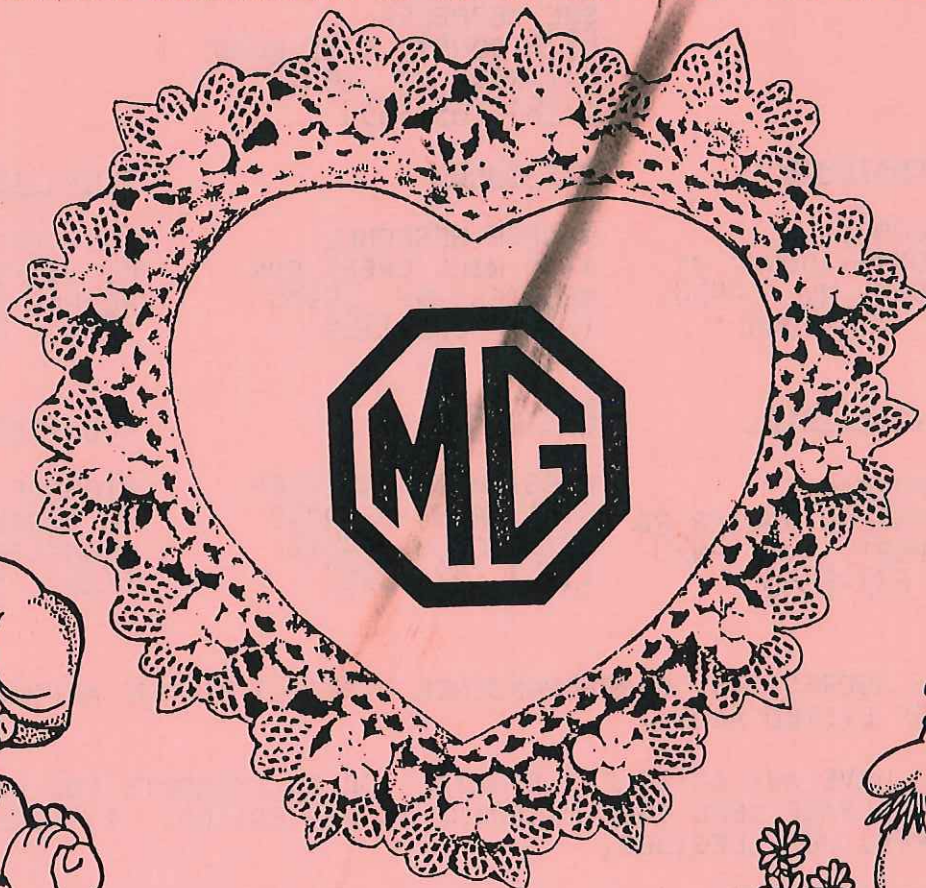




# THE SPOKES

An Official Publication of the MG Car Club, Western NY Centre



*Happy Valentine's Day*

FEBRUARY 1985





# WESTERN NEW YORK CENTRE

## CHAIRPERSON

SUE KEPPELER  
6126 COUNTY LINE ROAD  
ONTARIO, NY 14519  
(716) 265-3639

## VICE CHAIRMAN

DAN GOODWIN  
95 COUNTRY DOWNS CR.  
FAIRPORT, NY 14450  
(716) 223-9584

## TREASURER

GEORGE HERSCHELL  
1286 MILL CREEK RUN  
WEBSTER, NY 14580  
(716) 872-1194

## SECRETARY

BOB TESCIONE  
62 WILMINGTON ST.  
ROCHESTER, NY 14620  
(716) 442-7080

## ACTIVITIES DIR.

MIKE MULCAHY  
3149 SWEDEN WALKER RD  
BROCKPORT, NY 14420  
(716) 637-6530

## EDITOR

PEGGI HEISSENBERGER  
7511 LAKESIDE ROAD  
ONTARIO, NY 14519  
(315) 524-2107

## PUBLISHER

RICHARD & BETHEL POWERS  
89 DURAND DRIVE  
ROCHESTER, NY 14622  
(716) 323-2687

PLEASE ADDRESS ANY CORRESPONDENCE DIRECTLY TO THE APPROPRIATE OFFICER LISTED ABOVE.

DO YOU HAVE ANY ARTICLES, STORIES, OR AN ANECDOTE YOU WOULD LIKE TO SHARE? PLEASE SEND THIS MATERIAL TO THE EDITOR. IT DOES NOT HAVE TO BE TYPED, JUST LEGIBLE.

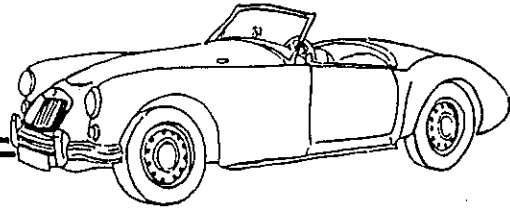
"SPOKES" IS THE OFFICIAL PUBLICATION OF THE MGCC, WESTERN NEW YORK CENTRE. THE PUBLICATION IS DISTRIBUTED TO MGCC MEMBERS, LOCAL CLUB REPRESENTATIVES, AND CLUB EVENT PARTICIPANTS. THE DEADLINE FOR SUBMISSION OF ANY ARTICLE FOR "SPOKES" IS THE LAST DAY OF EACH MONTH. ANY MATERIAL RECEIVED AFTER THAT DATE WILL BE PUBLISHED IN THE NEXT ISSUE.

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MEETING LOCATION: COLONIAL INN 1129 EMPIRE BLVD. WEBSTER, NY  
MEETING DATE: THIRD THURSDAY OF EACH MONTH. 8:00 P.M. ALL  
INTERESTED PERSONS ARE URGED TO ATTEND.  
REGALIA: NOW AVAILABLE ON A LOCAL CLUB LEVEL: JACKETS, CAR  
BADGES, JEWELRY, NAME TAGS, BUTTONS, ETC.  
CONTACT: STEVE FITCH: (716) 872-1476

## CHAIRPERSONS CORNER

---



Hi Everyone,

Do you remember the first moment that you "discovered" M.G.'s? By discover, I mean the first time that you saw one and knew that someday you simply must own one. I call it "falling in love" with a car!! Of course maybe some of you have never thought about a car in that way and look upon them solely as transportation. Perhaps the reason why you own an M.G. is because they are cute and fun to drive, as well as get good gas mileage, which is fine. But my passion runs a lot deeper than that.

I remember the first time that I really "discovered" an M.G. I was only about 12 or 13 years old and what did I know or care about cars? Absolutely nothing...believe me! At least not until I saw my first M.G.A. one day. It was squeezed in amongst many other assorted cars at a gas station that repaired foreign cars in the village of Webster. I was on one of my daily trips to the Village Shoppe one summer day when I discovered it. Of course at first I had no idea what kind of strange car it was. It was half covered up with an old piece of canvas. All I could see was its dirty spoke wheels and long, sleek body shape. It was painted a faded hot pink and had two white racing stripes running from stem to stern. On each door was a huge white circle where once had been painted a racing number. The grill was gone, as were both front and back bumpers.

Every time that I walked by the gas station, I would end up crawling back to where it was stored, up against the building, and look a little deeper under the canvas. I still had no idea what type of car this was. I only knew that it had captured my interest and I could not leave it alone.

It took many visits before I got up enough nerve to pull back the canvas, laden with water, and peer into the dark cockpit. The top was totally missing and the interior very water logged. The steering wheel was huge, but what really bugged my eyes out was all the red leather around the cockpit rails, old, cracked, sun bleached and curled up at the ends. And who ever heard of a dashboard covered with what....more red leather?? The seats were brittle and torn and everytime after that, when I lifted the canvas to gaze in once again, the smell of wet and mildewing leather met my nose.

Now that I had ventured this far, I just had to know what kind of car this was. I looked around under the canvas more carefully this time and finally found the chrome cowl cover with "M.G.A." on it. Yes, I had heard of M.G.'s before, but only knew slightly of the B's that were running along the roads. I had never seen a car like this before anywhere. It was much too strange and where on earth were its door handles?? (I instantly assumed that someone had taken them off and fiberglassed over the holes in the doors!) I rushed home that afternoon and waited for my father. Once in the door I bombarded him with questions about the car that he had heard so much about. Would he please talk to the owner of the garage, and find out all he could about this

M.G.A.?

After a week of my constant pleading, he found it belonged to a man in Webster and was without an engine and drivetrain. Sadly realizing that I was too young to afford a car, I satisfied myself with periodic visits. It sat there alone and forgotten for 2 or 3 more years until one day, it was suddenly gone. By that time my visits had dwindled anyway. But I knew, that some day, come hell or high water, I was going to somehow buy myself an M.G.A. It would be red, just like the one that Elvis Presley drove down the winding beach roads in the movie "Blue Hawaii" and it would have the same all leather interior just like the one that captured my imagination so many years ago.

It wasn't easy....but I did it. And now I've got my dream car and I love it!! But still I remember that first M.G.A. Hot pink, rusted, waterlogged and unloved.....I wonder where it is today?

Till next time,

Sue



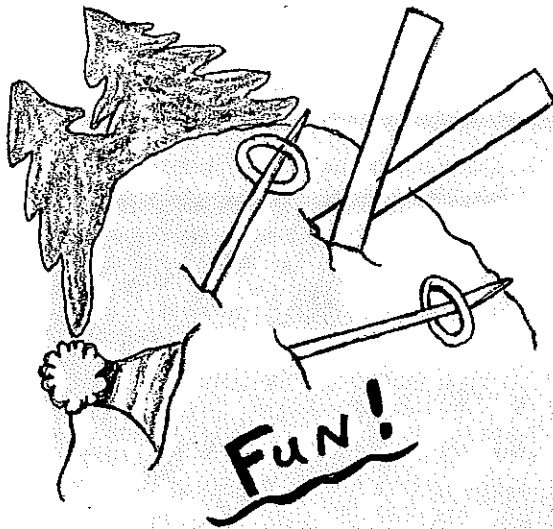
## EDITOR'S NOTES

Here we are in the still of winter. I have to admit I enjoy living here where we have 4 completely different seasons. The most recent snow falls, the light fluffy ones, remind me of a postcard - they're so beautiful. I love to see the snow piling up on the ever greens, and how quiet and bright it seems at night. I bet you can tell this is written by someone who drives a front wheel drive car every day!

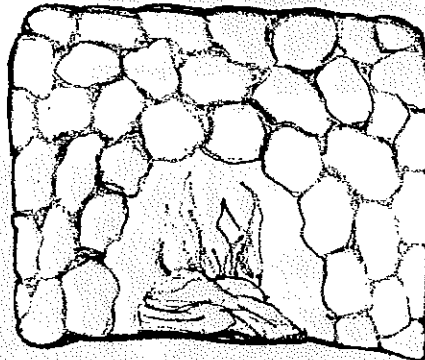
I hear from some of the people who went to the Little Theater Party that the new Dolby sound system is terrific. Another sell out at the Little, by the way. Afterwards they trekked over to Desi's house for wine and cheese. Unfortunately, George and I had a meeting we had to attend and couldn't make it, but we're really looking forward to the February Steak Roast. You'll find the information in this issue. Be sure to get your reservations in A.S.A.P. or you'll be having hotdogs while we sink our teeth into succulent steaks!

Andy Black from Ross Motors will be at our February monthly meeting to answer any questions you may have regarding repair, maintenance, performance and mechanical problems. Andy raced and worked on racing MG's of the 30's and 40's in England. You may just want to ask him about that. Hope to see you at the meeting.

Peggi Heissenberger



# WINTER STEAK ROAST



WARMTH !



**WHEN :**

SUNDAY, FEBRUARY 24, 1985

**WHERE :**

WEBSTER PARK, LAKE ROAD, KANATOTA "A" LODGE

**TIME :**

12:00 to 4:00 p.m. EATING AT 1:30

**COST :**

Approximately \$6.00 per person. Children get FREE Hot Dogs

## **MENU :**

1-pound PORTERHOUSE STEAK,  
POTATO SALAD, BAKED BEANS,  
LETTUCE SALAD, AND BREAD.

Coffee, Tea and Hot Cocoa,  
and Soda for the Kids.

BRING YOUR OWN WINE OR BEER; AND A DESERT TO PASS :

- ALSO BRING YOUR SKIES AND SLEDS -

## RESERVATIONS

MUST BE RECEIVED BY FEBRUARY 18th. to INSURE YOUR  
DINNER. WE NEED TO HAVE A COUNT OF ADULTS & CHILDREN  
THAT WILL BE COMMING!

PLEASE CALL (716) 637-6530 FOR MIKE OR WANDA

-THIS WILL BE A FUN-FILLED AND BELLY-FILLED DAY-  
-SO PLEASE TRY TO COME-



PROTOTYPE OF THE EX.234

By George Heissenberger

This is the second in a series of articles on potential MG models that, for one reason or another, never made it to production.

This is the story of EX.234 which would have been the MGD. This car went through every phase of design, rough sketches, analysis, clay models and evolved into this pre-production prototype. All that was needed to begin tooling and production was the nod from BMC in 1968. Unfortunately, the "Bullet" project (TR7) was given the go-ahead and the less expensive, already debugged, ready to produce EX.234 was axed.

Faced with a tight budget and increasing costs in meeting U.S. Federal Regulations along with high re-tooling costs, the EX.234 was designed to replace both the MGB and the Midget.

The EX.234 was designed and styled by Pinin Farina as in the previous ADO 34 (see January *Spokes*). Concieved as a 2+2 roadster, it would accept the B's 1798cc engine to become the "MGD" and the Midget's 1275cc A-series engine to become the Midget MK IV. Each model would have different trim and styling add-ons to differentiate the "D" from the Midget MK IV.



With a wheelbase of 87" (compared to the MGB's 91" wheelbase and the Midget's 80") it fit right between the two models, while providing more passenger space, more luggage space and a rudimentary rear seat.

Equipped with all wheel-independent suspension using BMC's Hydro-lastic set up, the EX.234 would accept a manual or automatic transmission and there was even talk of using the DOHC engine from BMC's Austin group.

The MGD and Midget MK IV would have been in the showrooms for the 1970 model year.

Ever since Standard-Triumph became part of Leyland, MG had been put on a back burner. This was to be no exception. Even though the EX.234 was ready for production, the BMC management decided to commence studies for a totally different car... the "Bullet" (TR 7) that would eventually cost more to produce, more to design, more to develop and be a much less well received car than the MGD would have been. Add to this the abysmal maintenance record of the TR7 and the decision of BMC can be seen in its fatal light.

Next month's "MG's THAT MIGHT HAVE BEEN": Gran Prix MG's: Beyond the R-Type (or Move Over Enzo & Colin!).

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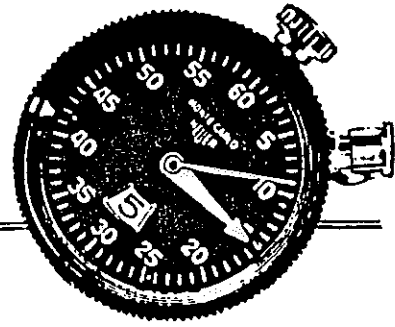


DUES

Please note! If you have not paid your membership dues by March 1, 1985, your last issue of SOKES will be March. The dues are still \$12 a year per person (or couple). Please fill in the form on the inside back cover of SPOKES even if this is a renewal, so that we may update our information. If you have recently joined (Nov. or Dec. '84) please contact George Herschell anyways. You may mail in your check or bring it, with the form, to the meeting on Feb 21 or to the Steak Roast on Feb. 24.

# MGCC MINUTES

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JANUARY 17, 1985

Meeting called to order at 8:07 p.m.

Treasurer's report was read.

Spokes report - please contribute! Ads or articles should be submitted to editor last week of each month for printing first week of each month.

Bob Tescione reported on the Victor Show progress.

Desi Benet reported on the movies at the Little Theater Party.

Locations for the Year End Party in 1985 were discussed, McGinnity's was chosen for Dec. 7, 1985. Discussion was had regarding a band. McGinnity's also has a free meeting room should we ever decide to change locations.

George Heissenberger reported on the progress of getting the Nuffield Trophy returned to England.

The Club decided to obtain a P. O. Box.

New coffee pot was purchased to replace the old one that disappeared.

A request was made for a club photographer. Wanda Mulcahy volunteered.

George Heissenberger volunteered to look into dash plaques for club events and the Victor Show.

April 12-13 MG T Register weekend in Rochester.

Door prizes were awarded to:

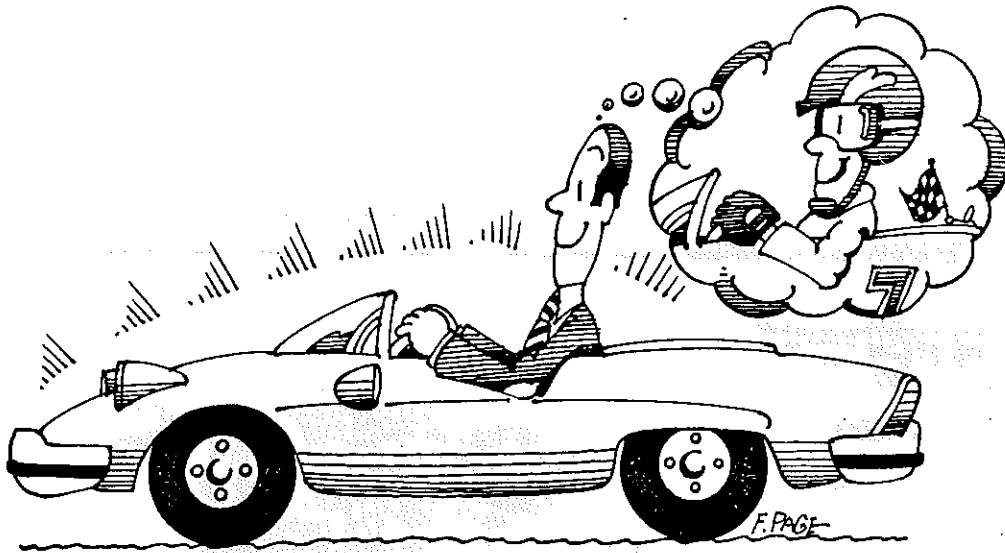
Joe Fazio  
Wanda Mulcahy  
Dave King

Meeting was adjourned at 8:50 p.m.

Buffalo Octagon Association members made a presentation on a trip they are planning to England and inviting our club to go along.

Submitted by Club Secretary,  
Bob Tescione





MEET SOME OF OUR MOST RECENT MEMBERS.....

Gregg and Patricia RETTEW  
 476 Mendon Center Road  
 Pittsford, NY 14534

Rettew's were introduced to our club by George Herschell who frequents Gregg's place of business, Great Lakes Press. Gregg is currently driving a '66 Jaguar XKE which he bought already restored. They also own a '38 Ford station wagon which has won 1st, 2nd and 3rd place in the notorious Victor Car Festival. Our new members have been in Rochester approximately 4 years - previously of Pennsylvania and Buffalo.

In the "old days" when they weren't importing so many MG's they would be deposited in one area and distribution was made by driving the cars to the private dealerships. He was lucky enough to be chosen to drive one of the first MGA's up to the dealer he worked for in Philidelphia. Ask him about it - it must have been an interesting job!

They joined the club to meet some new friends in the area and possibly persuade someone to help them look for a '52 or '53 MG TD or TC. Perhaps a trade could be made for the XKE!

Paul and Jo EMERSON  
 418 South Drive  
 Rochester, NY 14612

Paul & Jo are friends with the Searles who encouraged them to join us.

Paul is General Manager at Holtz Subaru which has it's advantages as one might guess. He was lucky enough to acquire an '80 MGB with only 2,000 mi, never driven in snow, etc.!

Paul indicated he's interested in Rallyes...we'll have to see how they do on one of our goose chases.

WELCOME !



## DICK DOUGHERTY

### Safety expert blows top over 55-mph limit

**A**ccording to an 11-year study by a veteran highway safety expert, "the 55-mph speed limit is a ridiculous travesty and should be repealed because it is making us into a nation of compulsive scofflaws."

That's an exact quote.

If you're wondering why it didn't make the paper until now, it's because the "veteran highway safety expert" is me and my study consists of violating the 55-mph limit for 11 years whenever I was pretty sure I could get away with it.

I call myself a "veteran highway safety expert" because I have been driving since 1937 and have only been arrested twice — once for going 50 in a 30-mph zone on a deserted four-lane section of Exchange Boulevard, and once for doing 70 downhill on I-390 near Avoca when my radar detector failed to beep at me.

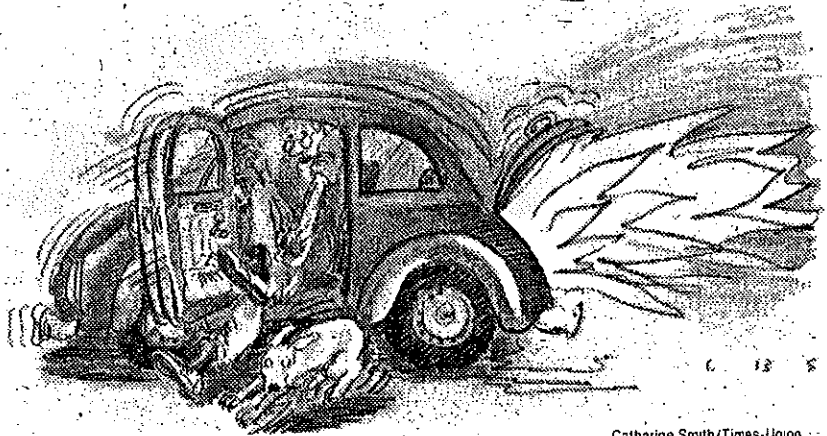
**I BRING THIS** up now because I noticed that Congress is supposed to be reconsidering the 55-mph limit once again and because I expect to take several eight-hour auto trips in 1985 at my usual unlawful but safe speeds and would rather not get arrested again.

I don't like being a scofflaw. I believe in the law. I believe in cops. I know a lot of cops and I like cops. I think cops are doing a dirty, thankless job and we should thank our lucky stars for them, pay them a lot of money and call them "officer."

But I hate to see them demeaning themselves and creating widespread disrespect by skulking around playing Cops 'n' Speeders with their silly ray guns.

Let's face it:

☐ Every morning I drive to



Catharine Smith/Times-Union

*One accident Dougherty had was when he was trying to clean the carburetor of a '64 VW and set it afire instead.*

work in bumper-to-bumper I-490 traffic at 60 mph in heavy traffic and am either passed or honked-at. Nobody gets arrested during the rush hour when it's crowded and unsafe. They only get arrested when it's empty and safe.

☐ I feel silly driving 75 mph uphill on a deserted road at 6 a.m. and then slowing down to 55 after I pass the crest and head downhill into Radar Trap Terrain.

☐ I am frustrated when I discover that I can make better time if, instead of starting out on a long trip before dawn when the expressways are empty, I wait until they are jammed. When they are empty, the danger of arrest is high. But when everyone is scoffing the law, arrest is nearly impossible.

☐ I am still angry at the Department of Transportation for enacting the 55-mph limit in 1973 and blaming it on the Arab oil embargo. Now that the Arabs have oil coming out of their ears, the reason has vanished but the law lingers on.

☐ It is my contention that when you design superhighways for speeds of 70 mph and up, then establish a speed limit of 55, what you have done is construct a coast-to-coast speed trap with our tax money.

**THE NEW** proposal is to raise the speed limits where it's safe,

and keep them at 55 where it's not. I'll buy that.

I have had four auto accidents that I can remember, and none of them had anything to do with speeding.

The worst was when I accidentally slammed a car door on my son's hand at 00 mph. That was horrible!

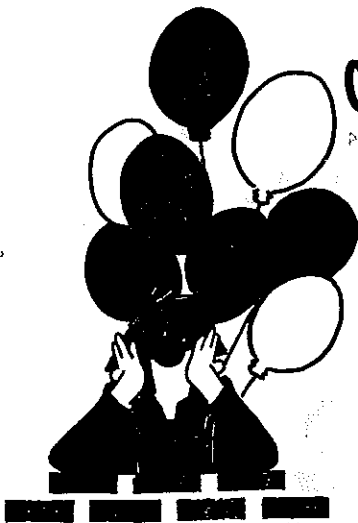
The second worst was when I was trying to clean out the carburetor of a '64 VW and set it afire instead. The can of cleaner spilled all over the engine block. I was doing 00 mph in the driveway at the time. (It lit up like a Saturn rocket when I stepped on the starter. What a sight! The neighborhood still talks about that. My dog bit one of the firefighters.)

I backed into a telephone pole at a ski lodge once during a snowstorm and crumpled the trunk of a '57 Studebaker at 10 mph and hurt my foot when I kicked the pole.

And I once moved the garage wall about 1½ inches off its foundation when the car was in first gear but I thought it was in reverse. A natural mistake. It was our first 4-speed foreign car.

I think that's a pretty good record.

Especially for someone who does most of his driving while peering into the rear view mirror for cops instead of looking where he's going.



Gary Mervis, Chairman

AND SPECIAL TIMES INC.  
A not-for-profit 501(c)(3) organization  
giving experience and much more for children with cancer.

November 29, 1984

MG Car Club  
Western New York Centre  
C/O George R. Herschell, Jr.  
Treasurer  
1286 Millcreek Run  
Webster, New York 14580

Dear Friends:

On behalf of all of our volunteers and the over 684 children who have participated in Camp Good Days and Special Times and the many programs we sponsor, I want to personally thank all of you for your recent contribution.

Please be assured that it is only through the support and generosity of individuals such as yourselves that allows us to continue to keep the dream of Good Days and Special Times going and growing for our very special children with cancer and their families.

Enclosed please find a copy of our most recent brochure which highlights many of the programs currently sponsored by Camp Good Days and Special Times, Inc..

With much appreciation, I am

Sincerely,

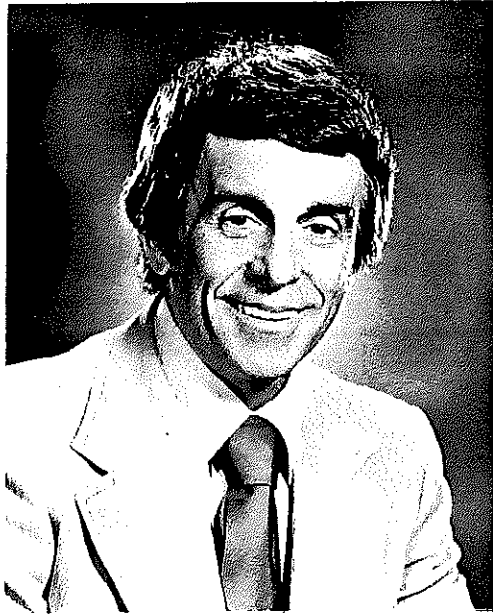
Gary H. Mervis

GHM/jas  
Enc.

Post Office Box 245, Pittsford, NY 14534, (716) 427-2650

Independent Auditor: Francis G. Marchese, C.P.A.

Sponsors of THE TEDDI PROJECT; CAMP B.&S.T. (BROTHERS AND SISTERS TOGETHER); KRIS CONNECTION;  
CANCER IN THE CLASSROOM; JOHN WOLF PEDIATRIC CANCER INFORMATION CENTER



# Ed Meath's TV 10 Children's Christmas Fund

Dear *George and my generous friends*

Thank you for your gift to the Ed Meath/TV 10 Christmas Fund. We're grateful for your generosity, and we're grateful, too, that we will be able to carry on this unique project of bringing happiness and assistance to hospitalized youngsters here and in neighboring communities.

Since 1963, well over a half million dollars in contributions have made it possible to provide 261,262 toys and games, as well as needed hospital equipment, to benefit boys and girls at Strong Memorial, Park Ridge, Highland, St. Mary's, Genesee and Rochester General. Other recipients include the Rochester Psychiatric Center and Monroe Community Hospital, as well as Lakeside Memorial (Brockport), F.F. Thompson (Canandaigua), Newark-Wayne Community (Newark) and Myers Community (Sodus). Also, Clifton Springs Hospital, Geneva General, Noyes Memorial (Dansville), St. James Mercy and Bethesda Community (Hornell) and the Wyoming Community Hospital (Warsaw). St. Jerome and Genesee Memorial Hospitals in Batavia are also part of our family of participants.

As you know, the Ed Meath/TV 10 Christmas Fund is a year-round, non-profit program, and your gifts are tax-deductible. WHEC-TV (Viacom Broadcasting, Inc.) helps to pay the administrative costs and offers valued advice and cooperation with representation on our Board of Directors. Leadership of the Fund is undertaken by members of the family, and supported by Eddie's friends and associates throughout the community.

A dream that was born of his love for children, the Christmas Fund brought great pleasure and personal joy to a very special man, and it will be in his memory that we will continue to share our efforts. Thank you again for your participation.

Sincerely,

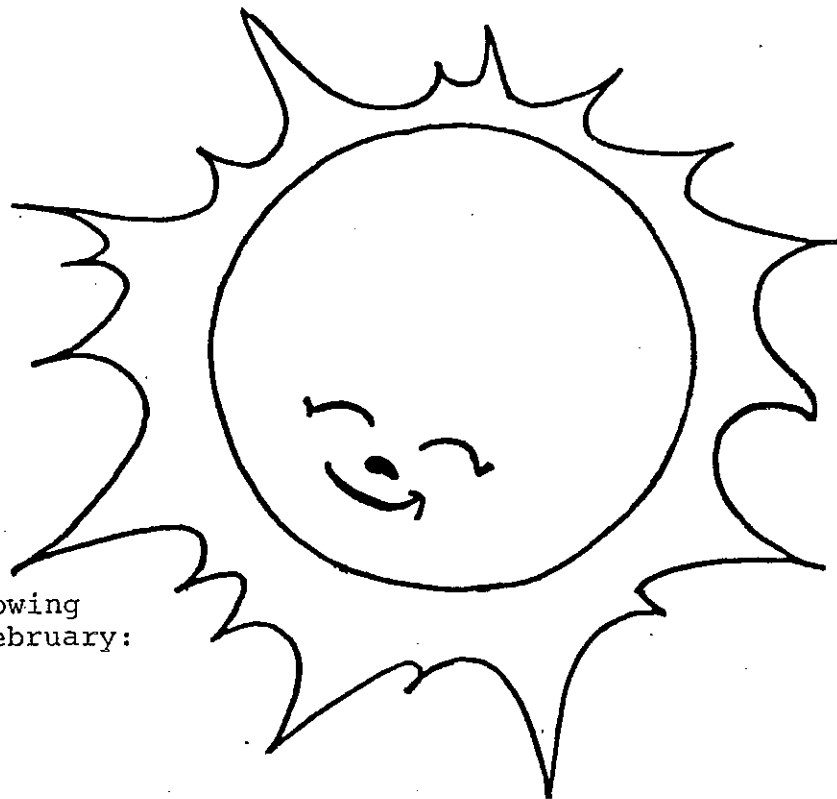
Kevin Meath



*Appreciate your  
encouraging note too.*



# OUR SUNSHINE PAGE



HAPPY BIRTHDAY to the following  
people in February:

4 Phil Culbertson  
7 Dave Gelabert  
11 Barb Wild  
12 Patricia Stahl  
12 Betty Armstrong  
18 Jennifer Kunte  
20 Anthony Henderson  
21 Gil Langswager  
21 Terry Bonter  
24 Betty Culbertson  
27 Hollis Hames, Jr.  
30 Pat Short

HAPPY ANNIVERSARY to the following  
people in Feb:

1 Leo & Lillian Boehner  
2 Wm. & Rose Ann DiRenzi

A YOUNG MAN down on his luck went house-to-house in a wealthy neighborhood looking for work. Finally a sympathetic homeowner said he'd like to have his porch painted. He told the man that the paint and brushes were in the garage. An hour later the young man rang the doorbell to collect his pay. "Thank you, sir," he said. "By the way, you don't have a Porsche—it's a Ferrari."

—Contributed by Robert H. McGrory

My WIFE was napping on the bed in our camper when I stopped at a small service station. An elderly attendant ambled out to the pump. I told him to fill it up, and asked for the rest rooms. Silently he pointed the way. I got out, and to make it easier for my wife to get out, I unlocked the van's cargo door. It was then that I saw the old-timer watching me.

When we were about to leave, I helped my wife back into the camper and locked the door again. Finally the attendant broke his silence. With a glance to the rear of the van, he whispered, "Why do you keep her locked up? Been bad-mouthin' your drivin'?"

—Contributed by S. R. Cogger

Man to neighbor: "Of course my mechanic is good. If he wasn't, would I keep going back to him every week?"

—Tom Collins, Los Angeles Times Syndicate

# SERVICE DIRECTORY

## GLASS BEAD BLASTING

small parts, wheels, cylinder heads, suspension components... anything that will fit in my cabinet. REASONABLE PRICES.

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PAUL OSBORNE  
624-3473  
PERSONAL SERVICE  
BY APPOINTMENT  
10 Yrs. Experience



Service/Rebuilding/Machine Shop

## \*\* BATTERIES \*\*

For club discounts  
call

Dick Powers  
323-2687

## TIRE MOUNTING AND BALANCING

GEORGE HAYNES  
(716) 244-4204



BEGY'S TOWING: Rt. 104  
ONTARIO. (716) 265-1922  
CONSIDERATE TO SPORTS CARS.

\*\*\*\*\*

LAST MINUTE AD: 1/6 MG Midget MKII, B.R. Green, No rust, VGC, Exc top & Int., Mech. sound, Will store free 'til spring - must  
MARKETPLACE sell now - asking \$2,500 Eric @ 471-5495 eves 422-9886 days

Also: MG Midget parts - Eric

## FOR SALE:

1975 MGB: Excellent Cond., always garaged, never driven in winter. 15,000 mi. Very rare 50th Anniv. Edition. 3,000 mi on profes. engine rebuild., .020 over pistons, new cam & lifters. Up-to-date repair manual. Asking \$4,500 inc. 12 yr collection of MGB new & used parts ( +\$1,000 value)  
Contact: Dave Kunte (717) 247-2079

RD #2 Box 127  
Rome, PA 18837 (30 mi East of Elmira, NY)

\*\*\*\*\*

## MEETING NOTICE

Andy Black will be present at the February 21 meeting to answer any questions you may have regarding MG's.

The yearly membership price is \$12.00.

For this we offer you:

A one year membership in the International MG Car Club, Western New York Centre

12 issues of "Spokes," our Centre's internationally famous newsletter

Fun, fellowship, entertainment, car talk, refreshments, and door prizes at our monthly meetings

A variety of events, such as; rallies, picnics, tours, car competitions, and parties, many of which are partially subsidized by the Club

We invite you to join us at any meeting or event.

Please fill out the form below and send it with a \$12.00 check or money order payable to the "Western N.Y. MG Car Club" to:

MR. GEORGE HERSCHELL  
1286 MILL CREEK RUN  
WEBSTER, NY 14580

or bring it to the next meeting.

### Membership Application

Name \_\_\_\_\_ Date \_\_\_\_\_

Spouse's & family members names \_\_\_\_\_

Family birthdays \_\_\_\_\_ Anniversary Date \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone ( ) \_\_\_\_\_ Car(s) owned \_\_\_\_\_


Interests: Racing \_\_\_\_\_ MG Series Cars \_\_\_\_\_ Autocross \_\_\_\_\_ Rallying \_\_\_\_\_ Restoration \_\_\_\_\_

Concours D'Elegance \_\_\_\_\_ Other \_\_\_\_\_

Miscellaneous (hobbies, occupation, etc.): \_\_\_\_\_



# Western New York Centre MGCC Calendar of Events

<b>January 27<sup>th</sup></b> Theater Party Meeting 17 <sup>th</sup>	<b>February 24<sup>th</sup></b> Winter Steak Roast Meeting 21 <sup>st</sup>	<b>March 24<sup>th</sup></b> Strong Museum Tour & Brunch Meeting 21 <sup>st</sup>	<b>April</b> Meeting 18 <sup>th</sup>
<b>May</b> Genesee Country Museum (?) Meeting 16 <sup>th</sup>	<b>June 2<sup>nd</sup></b> Victor Car Festival Meeting 30 <sup>th</sup>	<b>July</b> Rallye & Luncheon & Awards Dinner Meeting 18 <sup>th</sup>	<b>August</b>  Meeting 15 <sup>th</sup>
<b>September 22<sup>nd</sup></b> Summer Steak Roast-Churchville Meeting 19 <sup>th</sup>	<b>October</b> Overnight to Corning & Tour Meeting 17 <sup>th</sup>	<b>November 3<sup>rd</sup></b> Applegrove & Collect food for needy Meeting 21 <sup>st</sup>	<b>December 7<sup>th</sup></b> Year End Party McGinnity's No meeting

**SPOKES**  
 89 Durand Drive  
 Rochester, N.Y. 14622

