

Spokes

Official Publication of the MG Car Club Western New York Centre

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1952 MGTD
owned by GEORGE HERSCHELL

The Magazine of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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Web Site: www.mgcarclub.com

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to 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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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

Hooray, it is September and time for the Watkins Glen vintage races again! This may be my favorite event of the year and I imagine that might be true for many of our members as well.

My MGA is now sporting a newly installed head gasket, which was completed with some really excellent help on the part of Brooks Schneider and Ken Heusler. Dick Powers also came over to assist in the effort. Thanks, guys! It is amazing how many 'tough to reach' components there are in an MGA engine compartment. I also took the opportunity to improve the carb heat shield (with Ken's help) so hopefully it won't be boiling the fuel in the bowls any longer. A custom shield was needed in the first place as the car is fitted with larger 1 3/4" SUs as it raced in the 1960s.

So where is the Finance Survey? Hopefully by the time you read this, the survey will have reached you. The board was slowed up a bit by our need to do some additional research into our history and financial files, in order to make sure we were accurate in the 'information section'. (It is funny how much time some research can take....) We, the board, are still counting on the membership to participate in the survey to enable us to accurately gauge opinions and set a path forward.

It is also approaching time for election of a new board at the November meeting. At this time, it appears that the positions of Treasurer, Secretary, and Activities Chair are all available so please consider volunteering if you would like to consider serving the club.

There are many activities left in 2009 including a Halloween event, the last Autocross, Garage Tour, and others. You can find more information in this issue of Spokes.

Enjoy the autumn driving season!



Coming to a garage near You
Just for a visit
Save the Date

November 14th , 2009

More Details next issue

MGBruce

Don McConnell

Well here we are starting Septtttemberrrrrr my teeth are beginning to chatter thinking about the cold, not the best thing about autumn. The best thing about autumn though are the colors of nature. My dream is to one day have Bruce on the road so I can do a top down drive through Letchworth Park in the fall. That is a fall foliage tour for sure. I have begun to place in small patch pieces in the front wheel well of Bruce so that the sill work can start. I will feel better when parts begin to go on and not come off. I do hope all who have their cars on the road have had a chance to enjoy them. Since I have started on strange words remember (shunpiking). I have decided I will become the sheriff of notenhavedriven, which means I will come and confiscate any sports car not driven and enjoyed on a regular basis. They will be returned too my office and I will enjoy them. Now go enjoy the fall driving in your sports car so I don't have to come and remove it for my use.



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Activities

Mike and Sue Harrison _____

The main event for September is the Vintage Car Weekend at Watkins Glen, September 11-13. We hope many of you will be attending the events there and cheering on our own club members in the races. As in the past, the club will host a PIZZA PARTY at the Log Cabin of Seneca Lodge on Saturday evening, SEPTEMBER 12 starting about 6:00 PM. The club will provide the pizza and you all are invited to attend and bring your own beverages and a snack or dessert to share.

MARK SEPTEMBER 15, TUESDAY AS THE CLUB MEETING DATE, NOT THURSDAY, SEPTEMBER 17. A picnic will be provided at Burgundy Basin Inn with the cost per member at \$5.00. Check elsewhere in Spokes for the time we will start.

On OCTOBER 4, Sunday, the final Autocross will be held.

Followed the next week, OCTOBER 11, by the Fall Tour. Check in Spokes for more information.

Mark your calendars with the date of Sunday, NOVEMBER 8 for the Brunch at the Rochester Yacht Club at 11:30. This year's Garage Tour will be on Saturday, NOVEMBER 14.

Watch Spokes for more details on these events.

SAGE RUTTY MENDON ANTIQUE & CLASSIC CAR SHOW

Sunday September, 13th 2009
9 am to 3 pm

Mendon Fire Department
Route 64 & Taylor Road



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MGCC Minutes of the Meeting

Michael Goodwin

August 20, 2009

Chairman Dan Suter called the meeting to order at 7:44 PM.

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

New Members and Guests – Norm Harris (a new member) was in attendance. Norm has a 1973 Purple Mini. Lorie Judge, who has a '65 Midget was the Club's guest.

Activities – Mike and Sue Harrison thanked the Fowlers for the joke-o'-the-evening. Further, they thanked John and Mary Murray for organizing the Watkins Glen Laps & Lunch, and Mike and Susan Goodwin for organizing the Classic Car Museum Road Trip. Both were well attended. George Haynes gave some information about the GRTTC British Car Day scheduled for Sunday, 8/23. Ms. Harrison announced that in August, we have the next Autocross at MCC, and in September the Vintage Weekend at Watkins Glen. She reminded us that the Club will host a pizza party Saturday night (9/12), and asked attendees to bring beverages and snacks or a dessert to share. She asked for a volunteer to tend the campfire. On Sunday, 9/13 the Sage-Rutty Antique and Classic Car Show happens. See Carl Prouty for details. In October, we have the final Autocross for 2009, and the Fall Tour organized by the Rizzos. We still need a volunteer to organize the Halloween Party. Sue additionally reported that George Leopard wants to set Saturday 11/14 as the date for the Fall Garage Tour, which will focus on the southeast, from Rte. 31 south to the Finger Lakes. George needs to add a few more stops, so please contact him if you're interested. In November, we'll have a brunch at the Rochester Yacht Club, and there will be signups at future meetings.

Watkins Glen – Dave Wild reported that at the Concourse on Vintage Weekend this year, there would be cars from 1913 to 2007 on display. He mentioned many interesting cars that are expected, and noted that there is still room for more. He asked for volunteers, especially to direct cars.

Membership – There was no report other than that we had one new member in attendance and that printed rosters are available.

Regalia – [Secretary's Note #1: This is also known to some as the "QVC" portion of the meeting.] Mr. Doug Scribner, Regaliameister, [Secretary's Note #2: ... who seems to confuse the back and the front of the

meeting room...] presented the available regalia in his oh-so-exciting way. Some excerpts: "Ahh, these shirts!" "Back to school! Knapsack things!" "You can't get out of here without passing the regalia table!" Leon Zak guest-starred in the regalia presentation, proudly proclaiming "I carry TWO fire extinguishers!"

SPOKES – Editor Don McConnell thanked all for their articles and photos. He anticipated that a few events ought to be reported in the September issue (see elsewhere to find out!). Don wants to try a "Letters to the Editor" section, though he recognizes he may be sticking his neck out! Don reminded all that submissions are due one week after the meeting.

Car Show Report – [Secretary's Note #3: the Car Show Chairman was clearly not "two tents" to give his report.] George Heissenberger reported that there has been a follow-up meeting since the show, and the joint committee is addressing some issues. There will be a special committee formed to consider revising the classes in the show. George noted that we have had about 90 classes in the past (reportedly 69 classes this year) and that he would like to have around 60. Longtime judge Dave Wild has agreed to be a member of the committee, and George has a clearly defined set of tasks for the committee to carry out. Please see elsewhere in Spokes for details, and contact Mr. Heissenberger if you're interested in helping or if you have suggestions.

Bob Abels mentioned the glaring absence of the large MG sign at this year's show. He said that after so many had made such great efforts to store the sign for many years, he'd certainly like to see it at future shows.

England – George Herschell reported that the Western New York Centre is still in the running for the Nuffield Trophy. Mr. Brian Woodhams will soon relinquish his post of Overseas Coordinator, and George had no inkling of who might follow in that capacity.

Dan Suter noted that our affiliation with the parent organization has been renewed for another year.

Librarian – No report.

Trustee and Website Report - Leon Zak reported that you may now find a couple of small ads on the Club website, and that these ads are earning around \$800 or \$900 for the Club. Whereas the website used to cost the Club \$100 per year, it's now making money for us.

Old Business, Car Projects, Help Group, etc. – Chairman Suter noted that the opinion survey that will be sent to Club members soon is not quite finalized. He asked the Board members to stay for a quick discussion following this meeting.

Mike Goodwin (on behalf of the other attendees of the recent Multi-Club Picnic) presented the Seeleys with a special award for enduring the fierce attack of those blasted Canadian black squirrels.

Aldis Lemesis reported on repeated problems he had with a particular antique auto battery supplier (present at all the big shows) and offered a “buyer beware!” [Secretary’s Note #4: Rather than elaborating here, let me suggest you be cautious if you are considering purchasing a battery from such a supplier. You may wish to contact Aldis for details of his experience.]

We heard from Dick Powers that the Morgan is running but not yet painted.

There is a “pumpkin” Jensen-Healey nearly on the road.

Dan Suter blew a head gasket on the MGA, and is regretting not properly torquing the head last time!

Dave Chase recommends “Sherman’s Way”, a 2008 movie newly available on NetFlix, with lots of 1973 MGB footage. [Secretary’s Note #5: Dave didn’t say much about the movie, just that it had lots of MGB footage. Chick-flick? Try it and see!]

New Business – Dan Suter brought up the possibility of the September meeting being a picnic. He said he has tentatively made the necessary arrangements, reminded all that the September meeting is on TUESDAY the 15th, and that the net cost to the Club would be \$19 per person. He noted that the Club could sponsor this so that the cost (to the individual members) would be \$5 each, with the Club absorbing the rest. With an estimate of 100 attendees, cost to the Club would be about \$1400. A show of hands indicated about 2/3 in attendance interested. It was moved and approved that we proceed on this path, and Dan agreed, subject to some clarification of not-for-profit tax laws related to spending funds this way.

Allen Hess asked about Club income from the Car Show, and received the reply that while final figures are not yet available, it’s estimated that the Club will get about \$6100 from this year’s show.

Cars and Parts For Sale – Roger Gunther knows of a ’67 Jaguar XKE for sale. Contact Roger for the phone number if you’re interested. Aldis Lemesis said that Warren Riter has a ’71 E-type Series 2 for sale on e-


Bay. Dick Powers reported that Joe Tierno’s MGA race car is for sale, also on eBay. He noted it’s an historic racing MGA. Dick also said he has a pressure plate for a TR2, 3 or 4 for sale at a good price. George Haynes said he’s be taking flea market space at Hershey this year (October 6-10), similar to what a group of members have done previously at Carlisle. Contact George if there’s something you’re interested in buying or selling. Mike Harrison has a single 6-volt MGB battery for sale.

Door Prizes – Dan Goodwin and Hollis Hames drew numbers for a “veritable plethora” of door prizes... “Like Christmas in August!”

Miscellaneous – When questioned how the upcoming member survey will be administered, Dan Suter reported that it will first be sent out electronically and then there will be paper mail follow-up to those not responding by email. Two responses will be accepted per family membership.

Adjournment – at 8:49 PM



WATKINS GLEN
GRAND-PRIX
FESTIVAL
PRESENTED BY
 **Chemung Canal Trust Company**
At the Center of Your Community

Downtown Watkins Glen
September 11th
Have Fun playing in the street

Meeting Attendance

August 20, 2009

Gil Langswager
Betty Langswager
Dave Wild
Barb Wild
Mike Harrison
Sue Harrison
Susan Kath
George Herschell
Nancy Herschell
Dan Goodwin
Doug Scribner
Oliver Scribner
Laurie Scribner
Carl Prouty
Jeff Kath
Roger Gunther
Lyn Smith
Doug Jack
Cindy Jack
Bob Abels
Georgian Abels
Chuck Schaefer
Becky Schaefer

Gene Faust
Anne Faust
Mike Goodwin
Alan Costich
Barb Zak
Leon Zak
Jessica Seeley
Sean Seeley
Joeanna DeBlaere
Bob Tescione
Don McConnell
George Haynes
Frank Stepanik
John Fowler
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Elton Schutz
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Mabel Case
John Thompson
Tony Makepeace
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Joe DeBlaere
George Heissenberger
Elaine Hess
Allen Hess
William Wackerman
Scott Schipper
Dick Powers
Aldis Lemesis
Janet Lemesis
Linda Bethune
Gene Dinkel
Hollis Hames
Al Fink

Guests:

John Mastrandrea
Lorie Judge

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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

Hollis: (585) 271-7754

Car Show Committee Request

By George Heissenberger

Based on the car show debriefing meeting held in late June I am

calling for a SPECIAL COMMITTEE:




Let me preface this with the comment that the car show committee has discussed the relationship that the car classes have with the show. Our show has a reputation for having many varied classes. Special classes may encourage those with a particular marque to attend to be with their peers. We also get complaints from owners of some marques because their cars are not in a class by themselves, or there may be multiple classes where the lines blur and are not clearly delineated. We don't want to be so specific there is only one car in a class, nor so general there are 30. We need to strike a balance between the two. The number of classes also has a direct relationship on the number of trophies, judges, T- shirts and food tickets needed, and so influences expenses. Between now and December 2009 I am asking for volunteers for a special committee of five car show committee members to look into the car classes we will have for the 2010 show. There will be Dave Wild and at least one member from Judges, Field and two others. I will need five volunteers for this committee total. The committee will be tasked to:

1. Review and report the attendance of classes from the 2009 show and list the average attendance per class for the past 5 most recent years.
2. Discuss deletion and combining of classes to minimize classes that have averaged 2 or less cars in the past 5 years.
3. Discuss additions of classes that can be reasonably projected to have attendance of 3 or more vehicles.
4. Propose a total number of classes with a target goal of 60 classes more or less.
5. Propose a number for each class based on their projected place on the field in place or in addition to the current class letter designation
6. Discuss an addition or amendment to to the judging rules to combine classes with 2 or less cars day of show with similar vehicle class for judging and awards purposes.
7. Report to the general committee their findings at the December meeting.




Thanks and Safety Fast! George

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A Journey of classic cars to a CLASSIC CAR MUSEUM and more

by Susan Goodwin

We all arrived at the starting point.
All lined up our classic cars so cute and fine.
Engines started to follow the lead.

All trying to keep intact: Doug and Laurie, Dick and Marlene,
Mike and Sue, Betty and Gil, Dave and Nancy, John and Mabel,
Wes and Sue, Jim and Dawn, Mary and John, Bob and Georgean,
Chuck and Becky, Susan and Jeff, and Carl too.
Followed the lead car of Susan and Mike.

At the halfway point we stopped to rest, got back in our cars
and turned the corner to get some gas.
An orange Lotus missed the turn, and drove right past
and stayed on course.
So thirteen cars continued on as a pack.

Betty and Gil, oh what a car, their TD kept pace with MGB's,
Healey, Wolseley, Lotus and a few everyday cars VW, Audi, MINI,
and a Smart Car too.

We all arrived at the Classic Car Museum,
where the Lotus was waiting for us.
Saw some old beauties all shiny and clean, with
spoked wheels and white walls, fancy grills and hood ornaments,
curvy fenders and fins too, classy color cars with exquisite interiors, and
cars with lots of head and legroom, no aerodynamics as with cars today.
Had a great lunch and then went on our way.

Some went home and others stayed, we continued our journey over a one lane
bridge to spend the night along the way.
On this sunny day we drove past farms, small cities and towns,
Finger Lakes, small rivers and creeks.
Over the hilly and curvy roads in the country side, in the counties of Ontario,
Seneca, Cayuga, Onondaga, Madison, Chenango, and Cortland too.
We ate dinner together all twenty-two, and had a before and after party
in the motel's breakfast room.
Went to bed and woke up with rain.

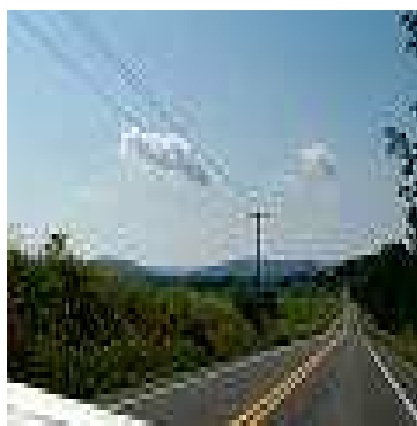
An adventure is never without mishap.
A broken suspension on a little Wolseley belonging to Doug and Laurie,
who happened to have friends nearby to help them along.
Mike and Sue's little "Bee" would not start. Help from all the handy MG
mechanics got the "Bee" started and off they went.
The rest of us with our tops now up, sunglasses away, wipers going,
were now on our way.

A few of us took another journey making a wrong turn or two, getting lost a few times
stopped at wineries and Taughannock Falls.
Dick and Marlene's little blue MGB losing power to the wipers and the turn
signals too, on a rainy afternoon.

All went well, all getting home safe.
We had a fine journey for two days.

CLASSIC CAR MUSEUM Photos

by Susan &Mike Goodwin



Coming Events

MGCC 2009 Fall Tour "Canandaigua, it's just not pretty, it's my home."



Date: October 11th

Time: Meet at 8:30 leaving at 9:00

Place: gather at the Fun Zone Plaza
Route 104 near Route 350 in Ontario

Route: South and West

Lunch: \$18.50/person in Bristol, NY

Cup of Fresh Made Soup of the Day
Grilled Chicken Breast Sandwich with Kettle Chips
Ham, Mozzarella, Pesto & Tomato on a Ciabatta Roll with Chips
Roast Beef Au Jus on French Bread with Provolone & Fries
Coffee/Tea/Soda

RSVP by October 3rd: Send checks made out to the MGCC
and your sandwich choice to

Tim and Rhonda Rizzo
6120 Rossier Rd
Canandaigua, NY 14424
585-396-3252

ECA: Desert at the Rizzo's

November Brunch

ROCHESTER YACHT CLUB
5555 ST PAUL BLVD

SUN NOV 8, 2009 11:30 am
BUFFET ---- DESSERT ----- BEVERAGES

\$ 21.00 PER PERSON

Per pay by October 20, 2009
Ann Faust
67 Glenwood Dr
Webster, NY 14580

The First MG Car Club Halloween Chili Cook - off and Costume Party

Saturday October 31st

Kings Bend Park Pittsford

Time to be Announced and Prizes

Cooking Contest open to everyone
Those not in contest please bring an
appetizer or a desert to pass

Laps & Lunch

Photos by Mary Murray

Laps & Lunch is always a fun time at Watkins Glen. It's a time to pretend you are Jim Clark , Dan Gurney , Mario or who ever your favorite driver was as a youngster. You are in the race trying to stay ahead to win or trying to catch the first place car for the win. Experience the feeling of what it must have been like during those glory days. Then it is time for the break for lunch. As you eat and enjoy the food more dreaming about the track. Then the day has to end and home you head still thinking about the famous Glen Circuit. Here are a few shots from the fun day. Those who were not able to attend, see what you missed.



MG (S)MILES and a GOLDEN ANNIVERSARY Part LXXXIII (83)

by George Herschell

This year marks a very special anniversary in our family and the story starts all the way back in 1952. I was just out of college and we got married the day after my graduation. I was employed by Great Lakes Press and had worked there during my last two years at RIT. We had a young fellow (Dick Sherman) working for us who was an artist and owned the most wonderful sports car, a 1952 MG TD. It was BRG with a green interior. I would drool over that car every day when I left work and saw it the parking lot.

One Saturday we had been working and left for the day at about the same time. As we walked out together, the talk turned to the MG and Dick told me he was going out to Newark to see the new Jaguar XK 120 that Karl Herman had in his show room. He asked me if I'd like to go along with him to see the car and I jumped at the chance. It was a great afternoon with the top down and Dick knew how to drive that car. The Jag was beautiful (black with a tan interior and top) and after that ride I made one big decision. Someday I would own an MG TD and it would be black with a tan interior. However I couldn't think too much about it because in August I got "Greetings" from Uncle Sam telling me that he desperately needed me and I was to report for Active Duty in the army. I was sworn in on the 25th of September, 1952. *(Keep that date in mind)* While I was in Korea, Nancy sent me a photo of her sitting in an MG TD. She didn't forget my longing for one of those cars some day. That car was owned by Gene Faust's father and was purchased by him new. Genes father and Nancy's father were friends and worked together at Rochester Telephone Co. *(Keep that in mind also.)*



My time in the army passed (not as quickly as I would have liked) but I came home in August of 1954. With getting back to work, buying a house, and a few years later having the boys arrive, the MG was the farthest thing from

my mind for a few years. Then in 1959, Nancy made some very big mistakes. The ad the paper that she saw read, "For sale, 1952 MG TD. As is Special \$450.00. Sports Car Sales". The first mistake was telling me about it. The second one was urging me to go look at it. I did and while it was a bit tired looking it did have promise. But her biggest mistake was telling me I wanted it, to buy it. It was black with a green interior (original) and a black top (Not original and without the rear side curtains but rather pieces of canvas sewed in their place). I told her we would keep it for about six months and if it gave me any trouble I would sell it. Based on that promise she said "OK do it."

I figured I would use the car as our second family car and drive it to work leaving the family car home for Nancy's use with the boys. However sometimes it did serve as our family car. That was before the advent of government regulating everything. The kids loved it.



The TD became my year round car, and driving it in the winter was a whole new experience in being COLD. I thought Korea was cold in the winter but the TD beat it out hands down. I've already told the story about the "Starting handle" and that did get a real workout during the winters. It also gave me the needed exercise to keep warm just trying to start the car. There are two wiper blades that try very hard to keep the windscreen clear of snow but at best they are slightly less than inadequate. (They're not much better in a heavy rain either.) And the heater was at best there for effect only as it really didn't keep much more than the right side of my right foot warm.

I started to do some work on the car mostly cosmetic and in 1961 we took it to Watkins Glen for its first Concours appearance (which at that time was held at the

track). To say we were outclassed was the understatement of the year. I knew we wouldn't get any recognition but at least the car was there. It did however allow us to meet (while being parked next to) a very nice lady with a beautiful Jaguar XKE Coupe. "Hi my name is Lucy and this is my husband Briggs". (as in Cunningham)
You do meet the nicest people when you own an MG



After seeing what was needed to compete we decided to do some more work to the car and enter it again when it was more presentable. We did and in 1962 entered it again when the Concours was held in Lafayette Park in the town. Again no trophy but a lot of fun and we got to meet a lot of other wonderful people. It was at this point we decided to drive it and let the shows go for another day.



In 1966 coming home from work on Empire Blvd hill I had a problem and the car came to a stop and just wouldn't go any farther. I called Nancy and we got a neighbor to tow the car home for us. It rested in the garage for two years as I had no time or money to do what I wanted to. Finally in 1968 I (or rather we) started on a complete every nut and bolt restoration.

Little did we realize just how long it would take.

At the time our garage was just a standard two car variety and the family car occupied one half of that and the Ford Anglia the other half. Needless to say the Anglia was

exiled to outdoors. The first thing I wanted to do was get the engine sorted out so we pulled that and took it to Vans Machine shop. They checked it over and we decided as long as it was out to completely rebuild it. It was bored out to .40 over and when we put it back together we used a brand new crank, (yes, back then they were available) as well as a new cam and a set of Mahle aluminum pistons. *Note: We saved the old crank. Why? I'm not sure. But we did.* The rods were Magana fluxed and were fine so they were reused with new bearings. We also had Vans rebuild the head and rocker assembly with all new parts. When it came time to reassemble the engine I asked Vans if they wanted to do it and they said to me, "Can you turn nuts and bolts, if so you can save a few bucks by putting it back together yourself". Keep in mind prior to this I had never done anything more than put in a new door knob let alone reassemble an engine, but I did and it has worked out fine ever since.

Now it was time to tackle the body and interior. I had done a "once over slightly" to the interior getting rid of the old ugly green leather and replacing it with a tan vinyl, but we decided to get a completely new interior in tan leather. Steve Fitch had a TD also and wondered what I was going to do with the seats I had in the car. I told him I was going to dump the coverings and re cover them in leather. He needed new seat covers so we decided to swap seats and he got our old ones with the tan vinyl and we got his that were completely taken apart and new wood made where needed and then recovered with brand new tan leather supplied by Don Torgensen from California. Torg supplied the entire interior and it is a decision that I have never regretted. It was bit costly but in the long run worth every penny that it cost. The top is tan canvas and was ordered from Robbins Tops in California as well as a full tonneau cover to match. I still think the Robbins tops were the very best available at the time and still feel that way today.

The car was completely stripped down and the chassis carried into the basement. Not a bad chore seeing we had a walk out basement on ground level. But getting the body tub off the chassis proved to be interesting. Nancy helped me do that and if you are familiar with a TD you know that there is a "U" shaped tubing under the cowl and the body had to be lifted over that to get it free from the chassis. Nancy and I did that alone and I can remember telling her she had to get her side up higher to get over that support. "I don't go any higher than this" was the rather caustic reply. But somehow we managed. The chassis was finished first and then the suspension and finally I started on the body itself. Everything was in pretty good shape and only needed a good sanding to get it ready for paint. We were fortunate indeed in not needing any serious body or fender work done. This was about the time I had been trying to decide what I was going to do about painting the car. I had a friend who was a distributor for Martin Senour paint products and he told me they sold a very good automotive lacquer. He gave

me a few cans to try out to see if it was anything I could use. I started with the rear slash pan and primed and wet sanded and then shot it with the black lacquer giving it about five or six coats. I didn't know at the time that you could wet sand finish lacquer paint so I hand rubbed that splash pan with rubbing compound and then with Simonize paste wax and was amazed at how good it turned out. (Later before I finished the car I found Classic Car Wax and thought was the greatest thing since sliced bread.) I showed the results to my friend and told him I was thinking about painting the entire car that way. He laughed and said if I could, he would get the paint for me at a special deal. The deal was too good to turn down. So as a result the entire car was painted with black lacquer in spray cans. It was completely disassembled and painted one piece at a time and then **VERY CAREFULLY** re-assembled.

Somewhere along the way I found (at Wilco, foreign car parts and accessories dealer) a Les Leston mahogany steering wheel that I thought was fantastic so I bought it. Now in looking at the dash board, (sorry facia) I wondered if it would look good in Mahogany. We had re done our old kitchen and I had some 1/4" solid mahogany left over from that job and there was enough to make a new dash. then I got to thinking (that's always dangerous) with the steering wheel and the dash, could I do the shift knob as well. Yes I could and did and also the emergency brake handle. These were all made exactly the same size and shape as the original ones and I did the center portion on the steering wheel as well so everything matched. (Bob Philip was good enough to "cut" the original shift pattern into the gear knob and filled it with white paint exactly as the original one was done.)



I was at Wilco again one day during the restoration and Louie (the owner) had a set of chrome wire mesh stone guards that would fit head lights. I already had a set of the Lucas tripod lenses for the headlights as well as the driving lights so I ordered a set for both. Then I got to thinking about an old Packard I had seen at a car show with the chrome wire mesh over the grille. "Louie, do you think you

might know anyone who could make one of these for my car?????" He contacted his supplier in the UK and I sent him a drawing to size of what I needed and in no time at all I had my complete wire mesh for the front of the car. (Well almost) It took a little head scratching trying to figure out now to install it but I finally came up with a system that was not only easy but allowed me to remove it by only having to remove four screws.



It took about two years of spare time (which I didn't have too much of at that time) to complete the restoration but we did finish the car. As I said the last thing I did was install the top and while it was a real job it really worked out quite well and the look of that tan canvas was perfect for car the when it was finished. The side curtains were a bit of a chore to get all lined up with the top, wind screen (there's that British terminology again) but finally did get put in and were a real improvement for visibility over the solid canvas panels that were in the rear area prior to the restoration.

The very first event we took the car to was a GOF (Gathering of the Faithful) of the New England MG T Register in Jug End MA in the spring of 1970. The car was not completely finished or licensed at the time so we rented a trailer and took it to the event that way. That trailer was big enough for the Queen Mary and that poor little MG was lost on it. It is the only time that car went to an event on a trailer. Naturally it rained all the time we were there but we still finally had a car to go to one of the National MG Events. Even though the car was not completely finished it won a fifth place in the TD Class. We finished the car that summer and drove it to the fall GOF in Rome NY and took fourth place TD.

(When we got home we found out my father had been taken into the hospital with some serious health issues. I was able to get to see him and show him our trophy and tell him what we had accomplished, which pleased him a great deal. He never thought I would be able to do the car completely and do it well enough to win a national prize. Sadly, that was the last time I was able to tell my father about our good luck with the car at future events.)

Winter came and the car was stored in the garage until Spring of 1971. We decided to drive 2 cars to the GOF at Waterville Valley NH. I drove the TD and Nancy drove the Ford with the boys taking turns in the TD. Ask Nancy sometime how she enjoyed the trip, but be prepared for some rather caustic comments. Like "If I knew this was going to be a road race I would have worn my crash helmet". When the trophies were announced we were very surprised to find we had taken a third place in the TD class. In the fall we once again drove the car back to Jug End where it was first shown after its restoration and took a second at that event. Then in the spring of 1972 we drove to Hudson Ohio for the GOF there. This was an interesting trip to say the least. The group from Saratoga was traveling in convoy to collect miles for the Beaulieu Cup and we were invited to be part of that group. They stopped over night in Rochester and one of the cars was brought to our garage to see if we could do something with a faulty water pump. We worked on the car until at least one in the morning and decided that it was to be left at our house and picked up on the way home. We got to bed at about 2:30 AM and were up early but not too bright at about 7:00 A.M. to drive the 350 miles to Hudson. Needless to say we were tired but we did manage to make the trip to Hudson, with no problems other than the rotor story. At the banquet we found out we had taken a First Place in the TD class. This meant that from now on the car was in the Premier Class and competed with all the other class winning MG's such as Vintage, TC, and TF.

In the fall of 1972 we took the car to the GOF in Newport RI. It was a beautiful drive and the car performed great with only one small hiccup that I chronicled in a previous MG (S) Miles (Part 5.) The show was on the grounds of Belcourt Castle on Ocean Drive which is one of the famous Newport Mansions. I don't think our car was ever at a castle in the UK but it did get to one in the US, and there were some beautiful MG's in the Premier Class. At the banquet on Saturday night the winners were announced, and the Premier Class is always the last award given. When the winner was announced Nancy and I both almost fainted when we heard "In the Premier class the winner is MG TD #185 owned by Nancy and George Herschell". Rarely am I at a loss for words but that was one time I truly was. Our pewter pitcher was filled with Champagne for all at our table to celebrate.

I decided then and there that I would retire the car from competition as I would never receive anything that could equal that award. From then on the car was always shown as "Display Only, Do Not Judge". I had achieved what I started out to, and felt it was only fitting to give someone else the opportunity to see what it is like to attain that such recognition. After all how many trophies can one collect?




Today 50 years after buying her we still have that car and while she may have a few (very few) rough spots she still looks as beautiful to me as the day we finished her.

Remember I mentioned a few things to keep in mind. **First:** The TD bought new by Genes father is still in the club now owned by Gene and Anne, and still running.

Second: Remember the old crank, that we saved? It is now in the Langswager TD. Gil found out his original crank could no longer be repaired but ours could so, he got our old crank and Vans Machine shop did the refurbishing of it and it is now providing them with more MG (S) Miles.

Finally at the very beginning I asked you to remember the date September 25, 1952 as that was when I was inducted into the army. Just recently I was able, through the MGT Register UK, to get a copy of the build date of our TD. Below is that document.

	T Factory Production Record
Chassis No.	TD20265
Original Engine No.	XPAG/TD2/20619
Build Date	25 September 1952
Notes	TD20265 EXLNA
www.tregister.org	

I guess it was predestined that I would have that car some day. Thankfully my memories are much happier with the car than they were with my time in the Army.

It has really been 50 Golden Years with our baby.

The American MGC Register

The MGC - a car that to this day evokes more emotion and debate than any other model that left the gates at Abingdon. Doomed by poor planning and execution, underdevelopment during its brief production run, internal politics, bad relations with the motoring press, and almost no marketing, it lasted only 2 years with a production run of a mere 9002 cars.



The MGC was compared to two great cars of that era – the Austin-Healey 3000 and the MGB – and was found to be lacking. It didn't have the performance of the former, and lacked the "sportiness" of the latter. But one only needs to look at the two factory MGC GT "Sebring" aluminum-alloy bodied race cars, "Mabel" and "Romeo", otherwise known by their English registration numbers *MBL 546E* and *RMO 699F* (see above), to see the true potential of the MGC. They were more than a match for anything in their class and proudly represented the MG marque at such legendary venues as the Targa Florio, Nurburgring and Sebring. One can only imagine what they would have been able to do if they had raced at Le Mans.



Fast forward to today. The MGC enjoys a "cult" status among the MG fraternity. Owners and enthusiasts are

able to look past its initial shortcomings and see a superb grand-touring car that with a few modifications, like those done by the Downton (who's "Stage 3", or in Downton-speak the "Triple Carburetor Conversion No. 45" package is shown here) and Nicholson tuning firms during the car's production run, is capable of dramatically improved performance and handling. An MGC is more than capable of taking you from home to show and back, while still keeping up with the pace of today's traffic. It offers you the performance of an AH 3000, while sharing many parts with the MGB, giving you a rare car without the prices rare cars often command. But that may not be the case for much longer.....



It is this rarity that has saved many an MGC. Many have been restored from rustbuckets to show-winning condition because of it. The majority of the MGC-specific body shell parts have been NLA for quite some time and for this reason owners have gone to tremendous lengths (and through tremendous amounts of \$\$\$) to revive a car that had it been a MGB would have resulted in a new body shell – not an option for the MGC – or a trip to the breakers! One owner even used a Heritage BGT shell to restore his MGC GT, as seen below.



This is why an estimated 2500 to 3000 MGCs are still in existence – quite impressive given the low production amount and almost 40 years of use! That the MGC was marketed only in Europe, North America and the UK during its production run has also led to many cars being saved from a certain death, as now reside in Australia, New Zealand, South Africa and elsewhere, where they have been restored and are enjoyed by their owners and highly sought after by others.

Thankfully, due to the support and persistence of many suppliers in the UK, US and Europe, more MGC parts are available now than ever before. Also, MGC owners tend to be a tight-knit bunch who will go out of their way to help someone else put or keep their MGC on the road, whether that means help restoring the car, sourcing a part or providing invaluable technical advice.

The American MGC Register (AMGCR) was formed in 1980 by Tom Boscarino to support the MGC and its owners. Its primary purpose at the time was to share information and obtain parts for the car, many of which were NLA at the time. Thankfully, due to the persistence of many suppliers in the UK, US and Europe, more MGC parts are available now than were available when the Register was formed.

The primary objective of the AMGCR is still relevant, despite the arrival of the Internet and with it, eBay. The Register and its members help disseminate information for the repair, restoration, maintenance, modification and overall enjoyment of the MGC and to aid in the location of spare parts and cars for sale. Most members know that if they need a part for their MGC, someone in the Register has it or can help source it.

And Register members will go out of their way to help another member put or keep their car on the road.

Admit it – now you want an MGC! Well, find a Register member or MGC owner at a show near you! Chances are he or she will know where one is. Or simply contact the Chairman or Editor.

And the best place to find an MGC owner is at the annual meet for the AMGCR – the CBA. Otherwise known as the “the ‘C’ event of “Brutal Aggressives””, named after Chris Harvey’s description of the MGC in his book *MG: The A, B and C*. Meets have been held in Pennsylvania, New York, Connecticut, Florida, California, Utah, South and North Carolina, Virginia, West Virginia, Tennessee, Washington DC, Oregon, Michigan, Ohio, Minnesota and Ontario, with the 1992 meet held in England to celebrate the car’s 25th anniversary. This year’s meet will be held in Auburn, Indiana, with the 2010 meet scheduled for Asheville, North Carolina. The 2011 meet will be held in conjunction with MG2011 in Reno/Lake Tahoe.

For your information, Keith Sanders (amgcr@juno.com) is the current Chairman of the Register. He resides in Damascus, Virginia. He joined the Register in 1987 and has served as Chairman since May 1999. Keith is the owner of a BRG MGC GT and a yellow MGC Roadster.

And Mark Saylor (mgcsaylor@verizon.net) is the current Editor of the Register. He resides in Collegeville, Pennsylvania. He joined the Register in 1982 and has served as Editor since July 2006. Mark is the owner of a Pale Primrose MGC Roadster.

There are more than 240 active members of the Register, of which 7 are either original owners of their cars or own cars that have been in the family since new. They reside in 40 states, Canada, England, France, Belgium and Germany.

The dues are \$25 per year, \$30 for outside the US, which entitles the members to quarterly issues of the Register’s newsletter, *Now ‘C’ Here!*, and a window decal.

Join the American MGC Register and find out why the MGC is a **Most Gratifying Car!** Ownership of a MGC is not required, just enthusiasm!

LBCarCo Travel “Adventures”

By Jeff & Jan Zorn of Little British Car Company

We have been leading groups of British car fans on trips to England, Scotland, Wales, Ireland and France since 2002. These trips started as a one-time event for one of our local car clubs and turned into an annual event, with many repeat travelers. Now, because Jan is retiring from her other job, we can offer additional trips during the year. If you or group from your club is interested in a UK tour with like-minded people, read on

When we started this we knew nothing about putting together flights, hotels, meals, tours and activities for a group. We learned as we went along, had fun doing it (with a few glitches along the way) and made a lot of new friends. We continue to do these trips because we enjoy both the planning and the results – and others seem to enjoy the results as measured by the number of repeat travelers.

From the beginning, we knew that we wanted to keep prices reasonable and strive to provide good value during each two week trip. Since airfare is a large part of the cost of a trip across the pond, we figure you might as well stay for a while once you're there! We wanted to include some activities related to Britain's auto heritage, but we don't limit our days to that. It's a mix of famous sights and some experiences off the beaten path. Unlike a lot of tours, we don't move around a lot. On each trip we stay in 2 or 3 spots for multiple nights and make day trips, returning each night to a familiar hotel. We have found that the following are the important elements of a successful group trip.

Coach & Driver

We use local UK coach companies who provide safe, well maintained and comfortable touring coaches. It's wonderful to sit back in a comfortable seat and see over the hedgerows into the beautiful countryside. There are no driver / navigator arguments and we don't get lost. You can chat, read, sleep or even watch a movie – imagine “The Hound of the Baskervilles” during a morning drive through mist shrouded countryside. The driver is an important part of the coach experience and we have some great drivers we continue to use.

Accommodations

Because we stay several nights in one location, we want to have accommodations you enjoy returning to at the end of a day. We do a lot of research to find 3 star hotels you will enjoy and we use smaller family owned hotels or regional hotel groups whenever possible. Settings vary from center of town to countryside and coast. We don't expect 5 star amenities, but accommodations must be clean and

comfortable, and provide a good breakfast. Friendly, helpful staff from the front desk to the bar is something we also look for.

Activities

While everyone on our trips enjoys classic cars, our groups don't visit every auto-related museum or factory that we can find. On our trips we have visited famed car collections in Coventry, Brooklands and Beaulieu, but also autojumbles and homey private collections in the Yorkshire Dales, Ireland and Wales. We have also gone on train trips and boat cruises, visited distilleries and cideries, attended plays, gone on city walking tours, enjoyed wine and whisky tastings, toured mines, listened to local musicians, gone karting, visited castles, had more than one cream tea, visited great museums, and dined at the Eiffel Tower. We have visited more than our share of pubs, are usually on the lookout for antiques, can't resist street markets, and always manage to find the best local fish & chips shop. And we leave some time free for sightseeing on your own or just plain relaxing and socializing.

The People

You already know that British car people are great and on our trips you'll get to know folks from all across the US and Canada.

What you get

In general, you get a two week trip with round trip airfare from an airport near your hometown, accommodation based on double occupancy, all breakfasts, some lunches and dinners, deluxe coach transportation, and all fees and admissions for all group sightseeing and activities. We also provide a comprehensive guidebook in advance. You need to pay out of pocket for other lunches and dinners, drinks, tips, and any personal sightseeing. Our current price is \$3,400 per person based on double occupancy. We have compared our prices with other offerings and believe that we offer a good value for the price.

Sound interesting? Here are some itineraries we are looking into for trips in 2010 and 2011.

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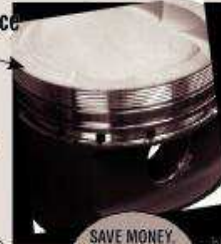
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FOR SALE: I have seven **165/80R15 Kuhmo** tyres for sale; fit MG-T's MGA's and other British cars. Don't pay Coker's price for Michelins (\$140 to \$180 each!) These are \$50.00 each and will sell quickly! Call George (585) 872-6536

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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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Please inform the Editor when ads should be removed.

MOWOG from 25
not as heavy as the Benz but it still takes a push. My Dakota pickup had a hydraulic clutch, much easier but it eliminated some of the finesse required to drive smoothly..
I have had exactly one condenser fail me in 274,000 miles on the Galaxie. I put a new one in and drove away. I agree with you, the Pertronix or Accel point conversion is very reliable and easy to install but why?
The vintage American iron is being ruined by the restoMod folks. On the outside it might be a '66 Chevelle but underneath, 4 wheel disc brakes, rack and pinion power steering, 4 or 5 speed AOD transmission.....just ruins the heart of the car. We have installed power brakes and steering in the Galaxie as I am getting older but it is all original Ford stuff, correct for the year even if the car didn't come with it from the factory in Norfolk.
Cut up a new metal body Deuce Coupe if you must but never, ever, cut up an original, there are no more originals being made. Can you imagine a 502 cubic inch Chevy crate motor stuffed in the Benz with an automatic transmission.....shudder shudder. Frustrating isn't it?



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Bury Me In An Old Mowog Parts Box

Jay Lockrow



Part of the fun in owning these old cars is maintaining them and keeping them running with as much of the original equipment as possible. There seems however, to be a certain element that wants to "bring our cars up to date." This is all fine and good in the realm of safety devices such as seatbelts, LED lighting and that sort of thing but where does it end? For example there is now a five speed gearbox conversion offered for each the MG TC, TD and TF. If this is the way you want to go all I can say is that it is your car and you can do what you want but again part of the fun is learning how to drive the old gearbox in the TC. I learned how to drive on a TC going up and down the driveway so I never really had any problem when I went out on the highway. When my dad had the big S type Mercedes Benz I had the opportunity to drive that a few times over the years and I can tell you if you could drive that big beast with any kind of smoothness you could drive most anything. It had what is called a crash box with straight cut gears and you really had to sort of "feel" the gears into place. There was no super slippery synchromesh system to make sure you made the shift. It took a little practice but once you mastered the technique all was well. If you should happen to miss a gear you might have to come to a stop and start over to the consternation of fellow motorists that were behind you. Believe me when I tell you it took a strong leg to push the clutch in on that car as there were no hydraulics or vacuum assist in those days. It also had the gas pedal between the brake and clutch to assist in heeling and toeing but I was never able to master this. It was enough to remember to make your leg go to the right to stop instead the natural reaction to go left but it did help make things more exciting. I have often seen pictures of women in one of these S Mercedes and I have often wondered if they really drove them for that very reason as well as the heavy clutch. In a semi panic situation you would automatically come down hard on the gas pedal. I did this once and almost took out the garage door.

Now wouldn't it be a shame to ruin a car like this with a modern conversion? Sure it might be easier to drive but it would not be anywhere near original and consequently the value of the piece would be greatly reduced. However original parts for such a car are almost unobtainable so something has to be adapted in order to make it work. I know that the starter motor had some sort of strange switch and it went bad and we were able to fix it by having two starter buttons. A little strange yes but also a pretty good anti theft device as it took a checklist to start the car. Starting that car was almost like going down the checklist of an airplane before taking off. In reference to the TC, TD, and TF the gearbox offered is from, I believe a Ford or possibly a Nissan. From what I have read it is a bolt in job but by gosh it just is not the same. More than once I have been first at the light when it turns red and had to try to get the TC into gear while

some impatient clown is blowing his horn telling me to go. There are secrets to doing this but sometimes the gearbox is just plain stubborn and will not slip in easily. This is when I get perturbed with Miss Impatient behind me and give them a dirty look or take even longer getting away. Someday I'm going to get a dozen eggs to carry in the car and just toss one over my shoulder at one of these impatient blurbs in their econo box or SUV with automagic gearbox, air conditioning, stereo, gps, electric windows, electric seats, heated seats, heated windows and a dozen other useless accessories.

Electronic ignition is another recent add on and this is well hidden inside the distributor so it is unnoticeable. However I have had the old point and condenser system in my car for all the years I have had it and it has never failed. I carry an extra set of points, plugs, rotor, condenser, distributor cap and have never used them. I find it perfectly reliable and quickly changeable if I need to do so. Why then go for an expensive device that does the same thing.

Now if you are rebuilding an engine and you can replace an old seal with a new type then I say go for it. Most T series for example are the cause of no dusty roads in England because they leak oil and keep the dust down. This is an area where modern technology can happily take over. Today's seals and gasket materials are so much better than those of fifty or sixty years ago and gaskets last so much longer. I usually make my own out of sheet material and with some of the new sealants you can pretty much stop all leaks.

Some take old cars and turn them into hot rods but this is a totally different type of automobile. In a case lie this anything goes and that's fine as long as they don't ruin some fine old classic. Try to find a 1932 Ford coupe or roadster to restore. They are ALL GONE and have been made into hot rods so much in fact that you can now purchase a brand new 1932 Ford coupe or roadster body in metal. An original 32 Ford coupe or roadster should be worth a fortune if you could find one.

I send MOWOG to two friends that live out of state. Sometimes I get a reply and sometimes not. Anyway as you all well know I sent out the September MOWOG the other day and of course my friend Mike in Kenosha Wisconsin made a reply. I think his observations are great and please run this in conjunction with the September column. I have his permission. All I have added are some car years and car names.

Geez, the Model A I owned had straight cut gears. In Virginia Beach a friend had a '64 Chevy wagon with a three speed. I was driving it one day and down shifted into first in a corner (1st wasn't synchro, 2nd and 3rd were), through double clutching, and Lou screamed as he thought I was going to destroy his transmission. I spent the rest of that day teaching him how to double clutch.

The 1967 Galaxie has a mechanical clutch, probably

Continued on page 23

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

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 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!

OCTOBER BIRTHDAYS

1 Eileen Makepeace
 2 Sue Kron
 4 Patricia Giambra
 7 Brian Fallon
 9 Will Salisbury
 10 Dick Rzepkowski
 10 Brian Smith
 10 Linda Masters
 11 Jim Priestley
 11 Doreena Hames
 13 Tom Casilio
 15 Roger Jaczynski
 16 Bruce Krobusek
 16 Gail Colegrove
 17 David Leete
 17 Donald Sweeney
 17 Susan Krobusek
 21 Susan Henderson
 22 George Heissenberger
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 26 Bob Hamilton
 26 Joan Heaney
 28 George Tennant
 28 Bridget Tierno
 29 Al Colquhoun
 30 Suzanne Keppeler
 ? Karl Burkhardt

HAPPY BIRTHDAY EVERYONE!!

**coming soon:
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OCTOBER ANNIVERSARIES

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 8 Robert & Annabelle Tescione
 10 Dave & Barb Wild
 12 Karen & Roger Jaczynski
 13 Brian & Julie Smith
 14 Scott & Gail Schipper
 15 George & Beverly Haynes
 16 Joe & Linda Fazio
 21 Greg & Mary Lynne Turner
 26 Julia & Russell Daykin
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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 Party 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting	April 16 Meeting Basket 19 Swing into Spring
May 7 Board Meeting 9 Tune-up Clinic 17 Apple Blossom Rallye 21 Meeting 31 Autocross -tentative date	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 GVAC Car Show (RIT) 25 Laps & Lunch	August ? NE Classic Car Museum 20 Meeting 23 UK Car Day, GRTTC 30 Autocross- tentative date
September 3 Board Meeting 11-13 Watkins Glen 15 Meeting 18-20 Brit. Invasion Stowe 20 British Car Day, Toronto	October 4 Autocross 11 Fall Foliage Tour 15 Meeting 31 Halloween Rallye	November 5 Board Meeting 8 Yacht Club brunch 14 Garage Tour 19 Meeting --Elections	December 12 Holiday Party No Meeting

Next Meeting
September 15, 2009 7:30 PM
Burgundy Basin INN
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