

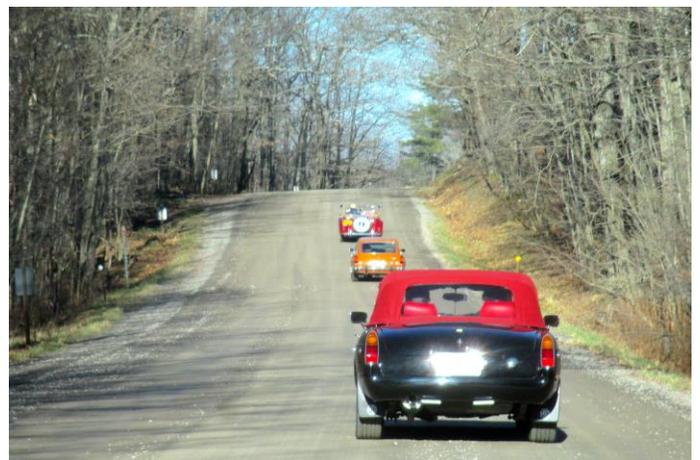
Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 62 No. 12

Issue No. 741

December 2020



“P-T (Post-Thanksgiving) Cruisers”

(Maggie & Mike Robinson, Mike Goodwin, John Schwelm and Paul Osborne)
November 29, 2020

MG CAR CLUB WESTERN NEW YORK CENTRE

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Spokes is published monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside for a membership form. You may also join via the website. Current and past issues of SPOKES are available in Adobe PDF format on the website.

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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 Michael Goodwin, 8 Harmony Circle, Rochester, NY 14624 or deliver by hand at a meeting.

Cover:

"P-T Cruisers" (photo by Mike Goodwin, taken at the end of a long drive, Sunday 11-29-2020)

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MEETINGS - Meetings are *normally* held the third Thursday of each month, except December, at the American Legion, 360 Middle Rd., Henrietta, NY 14467. Board meetings are *normally* held in odd-numbered months and are open to all members. (During this pandemic, meetings have been suspended.) Contact the chairman for the date, time and location of the next board meeting and to request your item to be added to 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 is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. A nameplate 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:

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

MG's Corner

By Spokes editor, Michael Goodwin

The year is growing to a close. We all have heard (*ad nauseam*) that 2020 will be a good one to finally end. You may or may not agree that the year has been horrible (I think it hasn't been a *total* loss), but we all should keep in mind that although 2020 is coming to an end, the threat of COVID-19 "ain't over 'til it's over." Just yesterday there were over 500 new cases reported in Monroe County, NY, and around the world there are restrictions in place as we patiently (or not!) await widespread vaccination.

As most all of us have put our MGs and other special cars away for the salty, snowy winter season, and we're moving indoors nearly full time, let's remember to take extra precautions as needed, so we all can emerge from this pandemic on the sunny side of the sod in 2021.

But let's not get ahead of ourselves! First, enjoy this December *Spokes* issue, and be thankful that we have enjoyed the efforts of the outgoing Board, and that we have a new set of dedicated volunteers who will step up to their new Board positions in 2021 (*see details of this and more in the meeting minutes on pages 7 – 8*). Also, now that it's getting cold, wrap up in a blanket and enjoy articles by Allyn Wagner (*Shifters, pages 5 – 6*), and Dan Suter (*My Pale Primrose MGB, pages 11 – 12*).

For some of us, the year may not be over yet. As of writing this on December 1st, it was just two days ago (the penultimate day of November!) that five of us gathered for Cars & Coffee in Geneseo (during which some MGCC recruitment efforts were undertaken), followed by what I've come to call the "P-T Cruise" (P-T standing for post-Thanksgiving, of course). Maybe the promise of appearing on the cover of *Spokes* was adequate enticement to get the P-T Cruisers out three days after Thanksgiving, but I think more likely that it was the promise of mid-50s temperatures and sunshine, combined with another opportunity for some outdoor

camaraderie before the snow flies (as it was doing earlier today).

I had campaigned for a final gathering and drive Sunday because my MG spent so much time OFF the roads in 2020. Early in the year, we were stuck in California (boo-hoo!) trying to re-schedule our flight back to Rochester. Then, after being home too briefly, we had to go out west again to help our son and his family prepare to sell their house before a move from Reno to Oklahoma City. That trip lasted six weeks for us, and had to be followed up by 14 days of total quarantine in NY state. Susan and I dutifully stayed within the bounds of our property lines for the entire two weeks. What better time to pull the engine and fix the leaky crankcase rear main seal on the MG?!

As one thing led to another, and there being no need to hurry, the MGB wasn't ready to drive for about a month - right around mid-September. So, indeed, there had not been many chances to get the MG out on the roads through most of the year. We enjoyed all the miles of the Fall Foliage tour, and a long drive around the Letchworth area with the Zaks on November 7th, but it was a particularly tasty treat to be able to drive another 114 miles door-to-door for a post-Thanksgiving driving dessert!

It looks like a fair few of us had our cars out beyond summertime. See pages 13 – 18 for *Fall Driving Photos*. Well, they are MOSTLY from the Fall. And they are MOSTLY driving. Oh, they are just MOSTLY photos – you'll find a couple of video links from Alan Costich included!

(Because there won't be a calendar printed, I plan on putting a regular issue together for January 2021. Send your articles, photos and ideas to me at spokes@mgcarclub.com.)

"Safety Fast!" 

Shifters

By Allyn Wagner (photos by the author)

A few weeks ago, on one of our last nice days, I decided to take my 15-year-old grandson out and teach him some of the basics of driving a standard transmission car. His father learned to drive on the very same car so I thought it proper that he start on a certain MGBGT.



After explaining the use of the clutch and shift lever, he turned to me and asked, "How am I going to remember where all those gears are?" I don't have a shift knob with the pattern on it so I just wrote it on a slip of paper. We will see how he does when we finally get him out of first gear.

That question started me thinking about the number of cars that I have jumped into and had to figure out how to drive them. My dad taught me how to drive on his '51 Bel Air and I had been watching him drive that car for years so the three in a tree was no mystery to me. In high school we would run a car wash to earn money for class trips. We would get keys from our teachers and drive their car to an empty parking lot to wash. My first car was a 1959 Edsel automatic...no column shift! It had this:



The next car was even worse...a Corvair. I had driven one before but never like this:



Over the years, I have owned and driven a number of company and rental cars. Even my father's push button Dodge...his ONLY



automatic. That was a real experience to get used to. I can't tell you the number of times I rammed that WIDE brake pedal to the floor trying to push in in the clutch. The night I picked up my first MGB was another eye opener. I had never driven an MG before and it was after dark ...in January...in Syracuse. There were three unmarked toggle switches on the dash and I had to figure out how to turn on the lights, the defroster, and the windshield wiper in the dark. All that without looking like an idiot in front of the dealer!

(continued, next page)

Shifters

(continued from previous page)

About ten years ago, I picked up a job as a valet at the hospital in Canandaigua. This gave me a chance for some different automobiles to figure out how to drive. My first experience with a Prius had me asking a coworker how to get it in gear and then how to make it move.



At least I found the gear selector but on a HUGE RAM pickup, I couldn't even do that.

The truck was new and did not have steps installed yet. After crawling into the cab, I spent the better part of 2 minutes figuring out the keyless ignition and then finding the gear selector knob.



None of these compared to the plain-Jane sedan with the accelerator pedal installed on the *LEFT* side of the floor. At least the new Cadillac that showed up on a cold snowy day had heated leather seats and satellite radio helped a little. It took me three trips around the parking lot to find a space! AW



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Meeting Minutes for MGCC Meeting via Zoom, November 19, 2020

By Dan Suter, Secretary

Our November Car Club meeting, held via Zoom, was called to order at 7:36 PM by Chairman Ted Hershey, with a total of 25 club members in attendance. Everyone seemingly logged in smoothly, with thanks to Leon Zak for hosting the Zoom meeting. No new members or visitors were present.

The October meeting minutes were motioned and accepted. Ted noted that Al Costich had his birthday today and was celebrating with his daughter—Happy Birthday Al!

Reports:

Treasurer: Leon gave an update of the treasury with his Treasurer's report, and shared total balances between the bank account and PayPal account. We are ending the year about where we started in terms of the balance, which is good news.

Activities: Mike Robinson noted there were no activities since the Fall Foliage tour, and none currently planned. The Activities Director position is still 'Open' for 2021, so if a club member can please consider volunteering, that will really help the club out.

Membership: Ted announced we received 2 new memberships, so are now up to an even 100 members in 2020.

Spokes: Mike Goodwin was not present, but sent a report which Bob Welch presented. Mike encouraged people to submit photos and brief comments from any late season drives in their British sports cars. The club will not produce a 2021 calendar. Mike also noted in his written report that he would like to receive **MORE INPUT** from members. Pictures, brief captions, articles! Deadline this month is Friday after the meeting (8 days after).

Regalia: As Joe Bellizia was absent, Ted suggested you contact Joe via email for any regalia needs—some items are available via our MGCC website. [Ed. note: please see also "Official Regalia" elsewhere in this *Spokes* issue.]

Watkins Glen: Dave Wild reported that there is currently not yet any planning going on for the 2021 downtown Festival. Dan shared an update on the Watkins Glen rooms for 2021. The manager at Seneca Lodge has assigned us our full allotment of 17 rooms for 2021 (once again, all on Dan's credit card at the moment!) Dan will put out a notice in mid-January accepting room requests for 2021.

Librarian: In Al's absence, Ted noted the library is still available and for any club member to contact Al if they wish to borrow any library item.

Website: Leon reports, "We still have a website". Feel free to send him pictures or content for the club website.

Old Business: Ted noted that Dues Are Due. The board decided to hold dues at \$30 for 2021. Ted encouraged members to submit their dues via PayPal, and also to fill out the membership form and update information such as e-mail addresses, etc.

(Meeting Minutes continue on next page)

Meeting Minutes for MGCC Meeting via Zoom, November 19, 2020

(continued from previous page)

New Business: Ted read the slate for 2021 board positions:

- Chairperson: Bob Welch
- Vice Chair: George Heissenberger
- Secretary: Annabelle Tescione
- Treasurer: Frank Stepanik
- Activities: open (no nominees received)
- Trustee 1: Ted Hershey
- Trustee 2: Hollis Hames to continue

A single unanimous vote was cast by the Secretary for all positions, and the election was completed. It was noted Joe Bellizia will continue in the role of Regalia.

Updates/Projects/Sharing from members: George Heissenberger shared that his son is rebuilding a 1950s DeSoto hemi V8 and is seeking a pickup truck to install this engine into; Mike Robinson has completed his rear axle conversion to 3.9 gears in his MGTF; Ted Hershey is rebuilding a spare 1953 MGTD engine and working on his 1929 Model A truck. George Heissenberger has a brother-in-law that is a Ford Model A enthusiast, and he will put him in touch with Ted.

No cars and parts for sale. No door prizes.

Closing comments (potpourri of items): The outgoing Board was thanked; Hollis commented that this club has done a great job of hanging together during a difficult year; thanks were given to Ted for serving as Chairman for the past 2 years. It was agreed we will continue Zoom meetings until things improve. A question was asked about Car Show planning, and nothing has been done on that front yet. A driving tour in a similar format to the Fall Foliage tour is planned for late May or early June. Usual upcoming activities such as Robbie Burns Day (January) are very doubtful at the moment, but the new board will reassess in early January.

Meeting was adjourned at 8:20.

(In the meantime, let's share, via our e-mail discussion forum and Spokes!).

Respectfully submitted,

Dan Suter, Secretary DS

Attendance MGCC Meeting via Zoom November 19, 2020

Dan Suter

Leon Zak

Bob Welch

Ted Hershey

Hollis Hames

Annabelle Tescione

Gil Langswager

Betty Langswager

Dick Rzepkowski

Marlene Rzepkowski

Chuck Perry

Lane Boughton

Paul Osborne

John Baum

Cheryl Baldwin

Bill Baldwin

Mike Robinson

Dave Chase

Robin Allen

Susan Kath

Jeff Kath

Dave Wild

Barb Wild

Al Wagner

George Heissenberger

(attendance = 25)

(No new members or guests)

“From the Frame Up”

By Dan Suter

Doug Pelton, who runs a restoration shop called "From The Frame Up" in Mesa, AZ came



(photo by Dan Suter)

to speak to our MGCC on Saturday October 24th at the Legion. Our Legion hosts



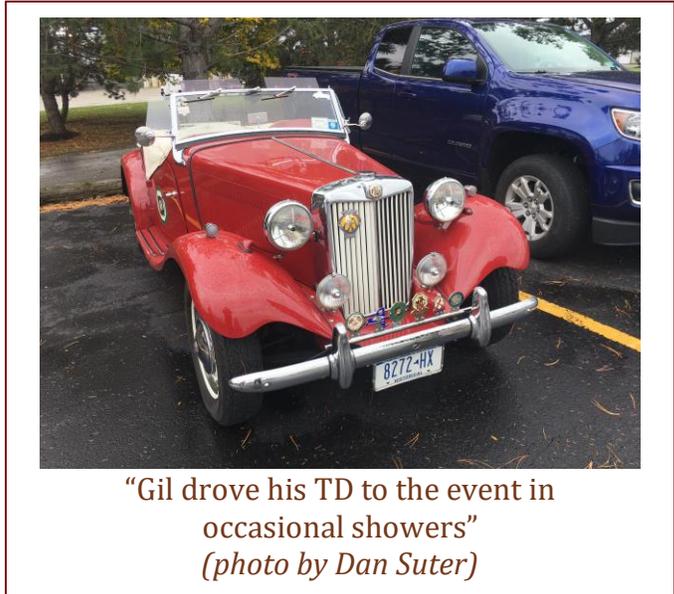
(photo by Al Wagner)

had hot breakfasts available for purchase.

We had (17) members in attendance, including (11) MG T-series owners ranging from (1) MGTA -Al Wagner - and (2) MGTCs - Jay Lockrow and Brian Neri from the Buffalo area, (6) TD owners, and (2) TF owners.

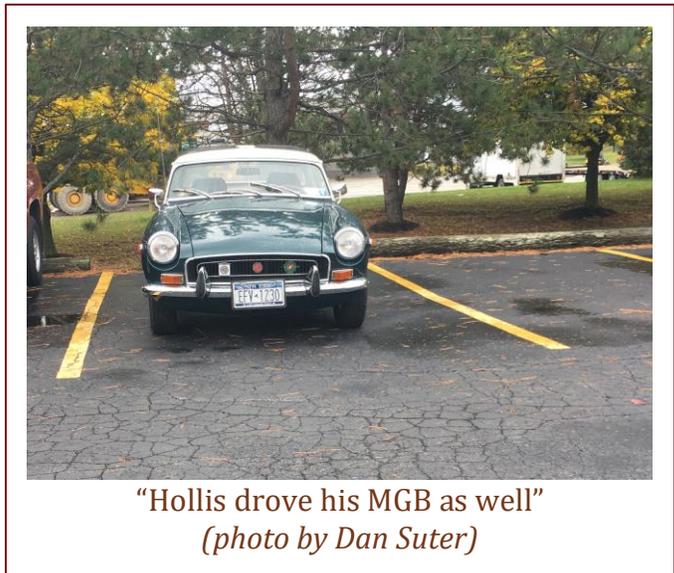
Doug started his business 14 years ago when he restored an inherited MGTC project car from a family member. He has high quality parts remanufactured and supplies some of

these to Moss Motors as well. He gave an informative talk on a number of areas in MG T-series restoration: engines, gearboxes, fuel systems, brakes, and making the cars more



“Gil drove his TD to the event in occasional showers”
(photo by Dan Suter)

capable in today's traffic and conditions. He ended his presentation with door prizes of



“Hollis drove his MGB as well”
(photo by Dan Suter)

some of his most popular remanufactured items.

Gil drove his TD to the event in occasional showers and 47-degree weather. Hollis drove his MGB as well. DS



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My Pale Primrose MGB

By Dan Suter (with photos by the author)

Seeing that great period picture of Bob Welch's first MGB in Iris Blue [*Spokes November 2020*], parked on the street immediately reminded me of my first MG – my 1970 MGB roadster that I owned from 1983-88. It was in the light yellow color of Pale Primrose, which was offered from 1967 through the 1970 model year cars.

In May of 1983, I was home for the summer from college, and began looking for an MGB. I looked a number of local cars and was getting discouraged from all the

rusty cars with quick paint jobs covering up the downright scary corrosion underneath.

A med intern from North Carolina was doing an assignment at the Wilson Medical Center on Carter St. He was apparently bringing up rust-free sports cars (MGs, Fiat 124s, Triumphs) every 1-2 months and reselling them here. I went with my Dad to look this Pale Primrose, wire wheel example from Winston-Salem, and quickly learned that it was essentially rust-free and ran well, with receipts for a full engine rebuild, but at 89,000 miles the rest of it seemed a little 'loose' and worn. It lacked overdrive. Also, the interior was baked and the top was worn and frayed. I bought it on the spot.

At first, I wasn't sure whether I liked the primrose color or not, but over time during my ownership it grew on me. Many folks in the club might remember Wally Raworth's 1970 B which was also primrose, but fitted

with bolt-on Rostyles instead of wire wheels.

The B quickly became my sole summer transportation. I had the tonneau cover repaired, and the top stayed down for weeks at a time. I drove it to-and-from my summer job at Lift Line, driving 14-



"... in 1984 taken on the street in front of my parents' house (viewing the neighbor's house)..."

passenger wheelchair vans for the handicapped. The juxtaposition of getting into that low, great handling sports car after an 11-hour shift in the bus was just amazing.

I replaced the cracked dashboard, got the vinyl seat seams re-sewn, replaced the carpeting, and generally cleaned and detailed it. I remember enjoying the fact that anything came apart on that car without a fight – nothing was corroded on it. I had a local shop rebuild the front suspension by reaming and installing new kingpins and bushings, and suddenly the car was acting with much more precision.

(continued, next page)

My Pale Primrose MGB

(continued from previous page)

The convertible top finally failed in dramatic fashion one morning on the Ontario parkway, when a huge gust of wind off the lake tore the seams around the hold-down bar and suddenly the entire top was thrashing around behind my head at 65 mph. I was on my way to my summer intern job, so I stopped and lowered the top and continued on my way. Unfortunately, Mary Ellen and I had to go straight from work on a date to a concert in Canandaigua, and by the time the concert let out at 10 PM, it was a chilly ride home. The new top installed a few weeks later seemed luxurious, especially how well it sealed out drafts.

The primrose MGB went to back to college with me in the Fall of 1983, and I had a blast with it. I might comment that it just fit on the sidewalks that spanned the campus, and with the top down and antenna lowered, it *just* fit under a chain barrier when (it is alleged) that a group of us went swimming in the local river at the local power company dam. I stored it for the winter in November.

In 1984, the primrose B was joined by my red BGT V8 that I brought home from semester abroad in the UK. I had this pair of MGBs during a 5-year period and thoroughly

loved the combination of B roadster and the BGT V8 with its longer legs for the highway. The two pictures with this article include one in 1984 taken on the street in front of my parents' house (viewing the neighbor's house), and one taken in the driveway of our first house in 1988. This pic shows the 1970, US-market only split rear bumper arrangement.

In early 1988, I started to research MGA Twin Cams and Deluxes, and I decided at that point that I would replace the B roadster with a Twin Cam or Deluxe roadster. So, I put an ad in *Spokes*, and a friend of Gene Faust bought it in summer of 1988. I briefly

owned an MGC purchased in September, 1988, and also got my black Deluxe in July, 1989.

I will readily admit to fighting the urge over the years to go find and repurchase this primrose MGB. I do

happen to have an overdrive and a factory B hardtop waiting for it, just in case...[DS](#)



"... in the driveway of our first house in 1988. This pic shows the 1970, US-market only split rear bumper arrangement."

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(mostly) Fall (mostly) Driving Photos

Photos submitted by (mostly) late-season-driving members



7-30-20 Steve Melcher and his 1951 MGTD out for a drive at dawn from the Odonata Sanctuary in the beautiful Finger Lakes of Upstate NY



10-28-20 George & Peggi Heissenberger's MGB

More Fall (mostly) Driving Photos

(Continued from previous page)



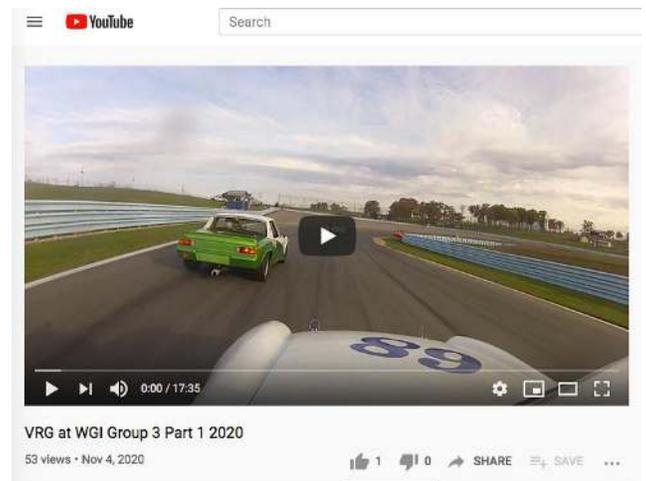
10-29-20 John Schwelm's TD - Honeoye



10-28-20 George & Peggi Heissenberger's MGB

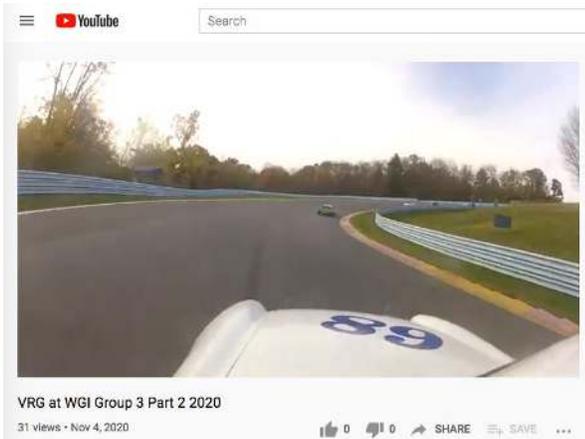


10-29-20 Carol & John Schwelm in their MGB



11-4-20 Al Costich at WGI - Part 1

<https://www.youtube.com/watch?v=XxuZDTCjfJU>



11-4-20 Al Costich at WGI - Part 2

<https://www.youtube.com/watch?v=eXszOmyHXQ&t=6s>

<Click on the
links to watch!>

More Fall (mostly) Driving Photos

(Continued from previous page)



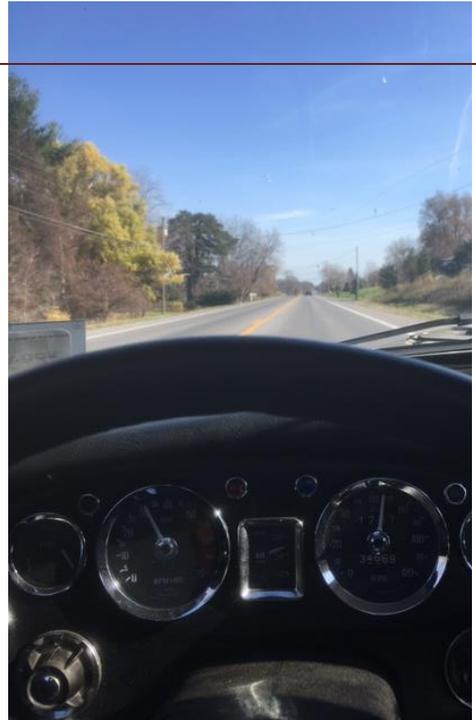
11-7-20 M. & S. Goodwin's MGB



11-7-20 the Goodwins' & the Zaks' MGBs



11-7-20 George Heissenberger's MGB



11-7-20 Through the windshield of George Heissenberger's MGB



11-7-20 Zaks' MGB (a rose among the thorns)

More Fall (mostly) Driving Photos

(Continued from previous page)



11-7-20 Tom LeStrange's MGB GT visiting the hunting camp in Wolcott



11-7-20 the Zaks' and Goodwins' view at a stop in Letchworth during their drive



11-7-20 Another stop on the Zak tour



11-7-20 More from the Zak tour

More Fall Driving Photos

(Continued from previous page)



11-8-20 Joe Bellizia's Midget



11-8-20 Joe B's view...



... and a view of Joe B. 11-8-20



11-13-20 Goodwins' MGB



11-9-20 Carol Schwelm – masked in Canandaigua

More Fall Driving Photos

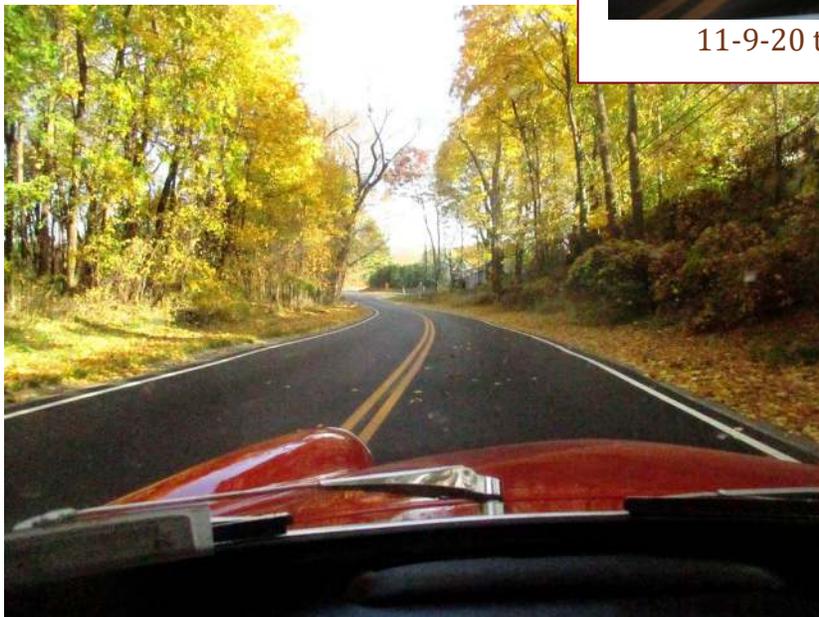
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11-9-20 Dick Powers' Healey at its new home



11-9-20 the view from Dick Powers' Morgan



The Alfa's last 2020 cruise with Dick Powers 11-10-20

Sunshine Page



December Birthdays

1	Jim Davis
3	Chris Baum
6	Nancy Chase
6	Jim Herschell
11	Georgean Abels
12	Dick Giambra
18	Betty Langswager
19	Hollis Hames
21	Jeff Williams
22	Mark Levy
24	Bob Abels
25	Bill Donish
30	Patricia Williams



*Happy Birthday,
everyone!*

December Anniversaries

12	Janey & Michael Wagner
19	Sue and Mike Harrison
31	Kristi & Lowell Briggs



Congratulations!

(If you think you've been mistakenly left off of either list above, check to see if you've paid your dues. If you still think it's a mistake, send a note to the editor at spokes@mgarclub.com.)



Official Regalia

MG Car Club Western NY Centre

Some of the Current Items Available



50th Anniversary Badge	\$20.00
50th Anniversary Pin	\$3.00
51st Anniversary sticker	\$1.50
MG Stickers Black / Silver	\$1.50
Sticker - front adhesive	\$1.50
MGCC Mug	\$5.00
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Badge Clip	\$5.00
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Key Fob, large Leather	\$4.00
Pin, Cloisonne	\$3.00
Dash Plaque - Last years 2019	\$3.00
Dash Plaque - 40th Ann	\$2.00
Sign Magnetic 10"	\$15.00
Bumper Sticker	\$1.00
Club Name Badge (to be ordered)	\$20.00

Notes Also available a large selection of clothing items (shirts, jackets, caps, etc) with our club logo embroidered on them, by letting us know what you would like. Most specialty items are available with a small order of only a dozen. Please contact Joe Bellizia with any questions by calling (585) 749-9263 or emailing me at blitz7711@gmail.com

Joe Bellizia has been working behind the scenes (where else does anyone work these days?) to put together some interesting possibilities for nifty regalia for the 2020 season and beyond. He'd love to have your input and suggestions – particularly for ideas for items that a BUNCH of us want (even if we don't all know it yet)!

Some great ideas are on the next page!

MG Club Members Personalized Items we can Order if we have enough interest!

Would You Order One of These??



Customized Water Bottle approx. \$20.00
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MG Club New Era Cap \$25.00
(Embroidered w/ our logo as shown)



MG Club Member's Personalized Water Bottles
(W/ Club Logo & Your Name & Individual Picture)
25oz Stainless Steel Bottle with Screw top & Carabiner

Notes I am including a New Feature in Spokes showing New Items we could order if we get member input and start a pre-order commitment list started. Bottles have a (48) Minimum Order and hats (12) minimum as they are Custom to our Club and YOUR Car!

Contact Joe Bellizia with any questions by calling (585) 749-9263 or emailing me at blitz7711@gmail.com

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MG Car Club Western New York Centre Membership Application

Annual family membership dues \$30
All memberships run calendar year January – December

Name: _____ Birthday: _____

Spouse / Friend: _____ Birthday: _____

Wedding Anniversary (if applicable): _____

Address _____ City _____

State _____ Zip _____ Phone: _____

E-mail: _____

Today's Date _____

New _____ Renewal _____

Make checks payable to: MGCC of Western NY

Mail form and payment to:

Paul Osborne 7379 E Main St Lima NY 14485

Classified Ads

(Please inform the editor when your ad should be removed)

For Sale: 1969 Spitfire Mark III roadster. Barn find after 25 years. Clean title. 1300cc engine runs; Solid body, with some work needed to repaint. Will need the usual brake hoses and hydraulic work. Has wire wheels. Missing its seats and front bumper. Inexpensive starter project for \$1000.

Call George at 585-872-6536

For Sale: Miscellaneous XPAG engine parts and 2 hubcaps for MGTD. Intake and Exhaust manifolds. Both cleaned and painted. - \$20

Starter motor. Working but could use a rebuild. Moss Motors gets a \$200 core charge for a new motor. - \$100

Hubcaps are original/not replacement. - \$30

Contact allyn@mgcarclub.com 585-924-5251

For Sale: 1973 MGBGT

Solid car with overdrive. In storage for 20+ years

Call Gary: (585) 464-9482

For Sale: 1967 MGB GT. Overhauled engine and body. 4-year old restoration. Runs better than new. Headliner is all that's left to repair. Dennis Gaebel.com"

For Sale: 1976 & 1977 MGBs, both need work to start them

Contact Claude Fedele @ sfedele@rochester.rr.com or 585-899-9388

For Sale:

1957 One-Owner MGA

White with original red interior; MGA steel wheels and hubcaps;

Less than 27K original miles; original engine Judson supercharger installation in-period, complete with all the hard-to-find Judson components Older body-off restoration, absolutely no rust.

Complete with original convertible top, frame, and side screens; jack; spare tire and cover; original carbs and manifold; and some spares.

Factory workshop manual, factory parts manual, and original Judson manual and installation instructions Also available is an MGA 1600 MKI 1588cc engine (16GA).

Asking: \$15,000 or best offer

Contact Douglas Hood, 585-727-1198

For Sale: 1974 JENSEN HEALEY, California car, 53,000. Mi.



Runs great, no rust, never seen salt, undercoated, recent tires and tonneau cover. As is \$6,000.00, Located in Clayton, NY 13624. We have lots of pictures

Contact: my3crows@hughes.net or 1-315-408-1836

For Sale: 1957 MGA "project" car for restoration or parts.

Car is complete having 1500 motor, transmission, rear end and has wire wheels. Included are new rockers and a vinyl interior for the seats.

For total restoration or parts - asking \$2000.

Also, MGB 3-main short block - asking \$250

If interested, contact Dick Powers: mgahmogca@rpa.net or at 585-410-4500.

For Sale: Completely restored 1973 MGB Tourer. Black Tulip exterior with light grey interior and top. This MG has a Borg-Warner automatic transmission like the factory produced in the 1972-1974 period.

Call Bill Rampe at 330-1661 or wrampe@yahoo.com

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95. Further details at www.colorwiringdiagrams.com

For Sale 1979 MGB convertible, British Racing Green, 4cyl/4speed. New tires and brakes last season. Runs good and drives good. Solid, tight car. Asking \$6,500 or Best Offer. I have owned it for 17 years and live 1/2 mile from British Auto so they took good care of it. 120,000 miles. I can be reached at kester05@aol.com or 585.784.0072. and live in West Walworth, Macedon NY

Classified Ads — (continued from previous page)
(Please inform the editor when your ad should be removed)

For Sale:

1969 MGB

33,104 Miles on odometer (Don't think they are accurate) Car is located in Fairport NY. and is posted on Craig's List

Work done all less than 5,000 miles ago:

interior:

carpets, door panels, Seat Leather, Dash cover.

Engine/drivetrain:

Engine painted and tuned. Clutch and flywheel installed
Air pump removed. Stainless steel exhaust system installed
carbs rebuilt, all oils changed including rear diff., brake system rebuilt (wheel calipers rebuilt etc..)
New distro cover, wires and plugs

Electrical:

Battery cables changed and Battery replaced

Wheels/Tires:

all 5 tires and tubes replaced

Exterior:

Body Painted, New front and rear bumper and bumperettes and bumper holders, new chrome trim, New Top in box, New windshield and frame, trunk painted and battery box painted

Spares and other parts included:

Spare bumpers, bumperettes, bumper holders and hardware. Spare body trim, spare Windshield and frame. Spare exhaust system, Spare top.

original parts:

tonneau cover, tonneau cover brace, folding top brace
ashtray, air pump, misc other spares.

Asking \$12,900. OBO

Call Bill Coyle at (419)204-6960



One last 2020 Cars & Coffee in Geneseo November 29th
(Mike G., Paul O., John S., and Maggie & Mike R.)

For sale: 1952 MG TD, number 16166, XPAG TD2/16658. It's a 20-year-old restoration and is presentable, but will need some brake work and a good tune up and a few other repairs. It also comes with extra parts. Asking price is \$22,500 but willing to negotiate to sell the car. The car belonged to former member Doug Elam, who passed away in December 2018. If interested, call Doug Elam, Jr. at 315-654-4007.

Pop's TD

After WWII 'Pop' (Charles Elam, formerly a carburetor engineer with Rochester Products) was a young man watching vets driving around in these really cool little British sports cars. From that point on he always wanted a T-Series MG. About 20 years ago he found one in PA with enough right with it to run and enough wrong with it to keep him busy.

From that point on the TD was commonly known as *His Mistress*. Instead of just cleaning it up and calling it good, it 'needed' a 12-volt system. Then it was the fuel system; that really did the trick. Those were nice, but, boy wouldn't a new paint-job be great! Not to do anything halfway, all the sheet metal came off and each piece was painted individually. By the time he was done, it was a complete off-frame restoration with all the chrome being sent to Buffalo for refinishing. Every part was labeled with a tag and the smaller pieces placed in zip-lock bags. (While detailing the MG we found one of the tags and left it under the dash for posterity.)

Pop died in December of 2018 and since then we've been downsizing his estate. My sister and I had planned on keeping the TD, but recently came to the conclusion to sell the car as she needed someone to love and pamper her. May the next owner enjoy this beautiful machine as much as Pop did! It will turn heads wherever you go.

1952 MG TD Parts List

- Convertible top with side screens (needs rebuild)
- 2 'Classic Gold' Overriders
- Pad Set for Clutch & Brake Pedals
- Fuel Line Hose (about 10')
- Packing Set
- Crosland Oil Filter
- Oil Filter Adapter Kit with Fram Filter
- Fuel System Parts
- Alternator (6-volt?)
- Starter (6-Volt?)
- Shoebox filled with 'Extra MG Parts'
- 4 Repro Hubcaps



More photos available on request from the seller



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2020 Calendar of Events

Because of the COVID-19 pandemic, our calendar is up in the air for the foreseeable future. Thus, monthly publication of the calendar in *Spokes* has been suspended.



Following John Schwelm's MG TD out of Geneseo to begin the "P-T Cruise" –
11/29/2020 (photo by M. Goodwin)