

Spokes

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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 of the back cover for a membership form. You may also join via the website. Current and past issues of SPOKES are also available in Adobe PDF format on the website.

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EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN

Ted Hershey
PO Box 159
Conesus, NY 14435
(585) 727-9000
thershey@frontiernet.net

VICE CHAIRMAN

Robert Welch
489 Maplewood Ln
Webster, NY 14580
(585) 230-3507
rlwvny@gmail.com

SECRETARY

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

TREASURER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9140
leon@mgcarclub.com

ACTIVITIES DIRECTOR

Mike Robinson
2968 Graney Rd
Caledonia, NY 14423
(585) 748-9901
mrobin1057@twc.com

TRUSTEE

Hollis Hames
91 Elmore Rd
Rochester, NY 14618
(585) 271-7754
hdhames@aol.com

TRUSTEE

Al Costich
870 Culver Road
Rochester, NY 14609
(585) 482-2695
alcostich@mgcarclub.com

MEMBERSHIP

Paul Osborne
7379 East Main St
Lima, NY 14485
(585) 255-0531
paul@ece.rochester.edu

HOSPITALITY

Betty Langswager and
Barb Wild
46 Stonington Drive
Pittsford, NY 14534
(585) 385-9956

CARDS AND LETTERS

Nancy Chase
689 Erie Station Road
W. Henrietta, NY 14586
(585) 334-6826

CLUB REGALIA

Joe Bellizia
3 Oak Manor Lane
Pittsford, NY 14534
(585) 749-9263
blitz7711@gmail.com

CLUB HISTORIAN

Dave Wild
166 Loud Road
Fairport, NY 14450
(585) 223-1065
wagonjack@mgcarclub.com

SPOKES EDITOR

Michael Goodwin
8 Harmony Circle
Rochester, NY 14624
(585) 889-2646
spokes@mgcarclub.com

WEB MASTER

Leon Zak
2467 Westside Drive
North Chili, NY 14514
(585) 594-9140
leon@mgcarclub.com

LIBRARIAN

Alan Costich
870 Culver Road
Rochester, NY 14609
(585) 482-2695
alcostich@mgcarclub.com

SUBMISSIONS ARE WELCOME

DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to spokes@mgcarclub.com. Alternatively, mail to Michael Goodwin, 8 Harmony Circle, Rochester, NY 14624 or deliver by hand at the meeting.

Spokes Staff

Advertising: Al Fink alcycle@hotmail.com (585) 342-0625
Address Changes: Paul Osborne (585) 255-0531
Send Photos for *Spokes* & Web: photos@mgcarclub.com

MEETINGS

Meetings are 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. 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.

Cover Photo:

Zoomin' Around the West Side
(photo by Susan Goodwin)

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Paul's Canvas



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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:

Frank Stepanik
13 Fiora Drive
Fairport, NY 14450

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

MG's Corner

By Spokes editor, Michael Goodwin

As you read this month's issue, you may get through page ten and begin to think that our Secretary, Dan Suter, paid extra (or was *paid* extra) to have the whole magazine to himself. Not so! Although we lead off with meeting minutes and attendance (submitted by Dan), and while we've followed with Dan's article on his recently-purchased, but not-yet-restored Elva Courier fastback coupe, we also have nice contributions from Mike Robinson and Leon Zak.

There are a couple of new ads in the Classified section, check them out! Maybe you or someone you know is looking for one of these cars. While you're at it, if you are the originator of one of the ads, please consider updating, revising, or removing, if appropriate. Most of these ads have been running for a LONG time – perhaps it's time for a change.

The activities scene is still either in a constant state of flux (or no flux at all!), so I've continued the suspension of the back-page Activities Calendar. This sure doesn't mean there's no activity going on – get out there with your car, just keep following proper precautions with you friends at any gatherings. And when you get together for a group drive, ice cream run, or are part of a gathering of MG drivers sampling malted beverages, take some pictures! *Spokes* readers next month and in years to come will appreciate it that you bothered to capture informal moments of the MG Car Club during this rather different year. **As always, send those photos and any write-ups to spokes@mgcarclub.com.**

Safety Fast! 



THIS IS WHO WE ARE

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Meeting Minutes MGCC Meeting June 18, 2020

By Dan Suter, Secretary

The meeting was called to order at 7:29PM. Ted welcomed everyone back for our first MGCC meeting since February, and said how good it is to see club members again. (Secretary's note: our meeting room at the Legion was rearranged with all but 2 tables removed, and chairs were spread out, with capacity for ~35 people while maintaining social distancing. Our attendance was 18 and 1 guest, so it worked out well with this arrangement that followed the guidelines).

There was a motion to accept the meeting minutes of the February meeting. This motion was seconded and approved.

We had a guest join us at the meeting: Bill Coyle announced that he had flyers for a friend who wishes to sell a 1969 MGB. The car, in Tartan Red with black interior, has wire wheels and the correct 1969 seats and looks from photos and description to be in good order. Bill's flyer has been forwarded to the Editor for inclusion in the ads.

Alec Briggs celebrated his 12th birthday in June - Happy Birthday Alec!

Ted noted that some members are suggesting impromptu driving events (thanks to John Schwelm for his recent suggestions) and that is a great idea for a safe event to enjoy our cars. [Editor's note: some members on the west side enjoyed such an impromptu drive on June 26th. See this month's cover photo.]

Reports:

Treasurer Report: Leon could not attend. Ted noted our balance is good and the club has had low expenses over the past several months.

Activities: Mike Robinson covered a variety of events:

February – the Wine and Cheese Party and Valve Cover Races were fun. Cooper D'Angelo took top honors of the day.

June – a wine tasting event was held at Gallery Winery in Honeoye. We had 14 members and 7 cars there. It was a relaxing outdoor event and a beautiful day for a drive.

July—our car show is cancelled. The club is working on planning an outdoor cook-out/steak roast at the Legion on the same day, July 19

July—the Triumph club has invited us to participate in a rally on July 18. See Mike R for details.

August—the Legion is holding a car show on-site.

August—the Triumph club UK Car Day show is cancelled for 2020.

September—at this point SVRA will be holding the Hillyard vintage race weekend at Watkins Glen. It is not certain about spectators, or the downtown festival. Stay tuned.

October—the Fall Tour will be held on October 24 with a new route. More to follow.

November—the Garage Tour is scheduled for November 15.

November—Dick Powers has been gathering information for a proposed brunch at the Rochester Yacht Club, reminiscent of the ones our club attended in the 1980s and early 1990s. Preliminary look at costs suggests \$33-35/person.

December—Christmas party planning is underway by Leon and Barb Zak. More details to follow.

Dave Wild noted that the Finger Lakes SCCA is holding a Thursday/Friday track days combination at Watkins Glen in July. Open cars require a roll bar, and helmets for drivers are required. Please see their website for details.

Spokes: Ted gave the report for Mike Goodwin. Mike thanked all the contributors over the past several issues and encouraged more articles and photos, especially for events (big, small, impromptu, scheduled) so we can share this among the membership via *Spokes*.

Watkins Glen: Dave Wild gave a report that the downtown festival continues to show on the website as 'On'. It was noted that the first (rescheduled) SVRA events of 2020 have been run, allowing vintage racers and crew to participate, but no spectators. All of this feeds into our 2020 Seneca Lodge plans. We are currently committed (via your Secretary's personal credit card...) for 17 rooms for that weekend. We have to finalize commitment or return rooms by about August 3 to avoid penalties. I am guessing our 5 or so vintage racers booked among our requests will be solid. Each MGCC room requester will be contacted to verify the commitment by mid-July. It will be desirable to fill our block to insure it is allotted to us in future years. One path might be to offer rooms to MGVR and Alfa enthusiasts but remain under our 'block assignment of rooms'. If you've signed up for a room, look for a note from your Secretary/Seneca Lodge room coordinator soon.

Librarian Report: Al Costich was unable to attend, so Ted gave a brief report.

Website: Ted passed along Leon's report that all is good with the website, and to contact Leon for any issues.

2020 Car Show: it was noted again that our show is cancelled this year. The Rush Fire Department refunded our rent check for the event, and we will be making plans for 2021.

Old Business, New Business, Other Topics, Member Projects and Trips: none reported.

Other Announcements: Mike Robinson purchased on e*** a July 30, 1988 resolution by the Monroe County Legislature celebrating our MGCC/Western NY Centre for our 30th Anniversary. Bill Benet, then a member of the Legislature helped facilitate this resolution. Bob Welch noted he was chairman at the time, and he believed the then-board members all received formal copies of this resolution. Mike purchased it out of either NC or TN, so there was some conjecture about how it ended up there. Mike plans to frame it and the Legion will let us hang it up in the room off the main meeting room.

Al Fink noted there was a very interesting show on Motor Trend channel about how they build MGB and classic Mini heritage bodies at the Farringdon site in the UK for the British Heritage group.

Bill Donlon said he was glad to be back from Florida for the summer and noted how driveway social and car-club related small groups were catching on around his residence in FL.

Cars and Parts for Sale: Paul Osborne indicated he has his recently replaced wire wheels and tires from his MGB available. Your Secretary has agreed to come get them for storage of the Elva Courier coupe (see article this issue).

Door Prizes: will not be offered until further notice.

Closing Comments: Ted thanked everyone who attended, and suggested all watch the Web Page for what is going on in the club. Meeting was adjourned at 8:12pm.

Attendance MGCC Meeting June 18, 2020

Ted Hershey
Bud Briggs
Kristi Briggs
Alec Briggs
Gary Wilson
Barb Wild
Dave Wild
Mike Robinson
Maggie Robinson

Bob Abels
Georgan Abels
Dan Suter
Bob Welch
Annabelle Tescione
Dick Rzepkowski
Al Fink
William Donlon
Paul Osborne

Guest: Bill Coyle ('69 MGB for sale – see ad)



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Consultants: Dick & Marlene Rzepkowski

The Elva Courier Fastback Coupe

By Dan Suter

A great turnout of our MGCC WNY members attended the talk on racing MGAs in the US, held in February 2019 at the Watkins Glen motor research library. Out in the parking lot before the talks, there was a British sportscar being unloaded from one trailer, onto a U-Haul truck and car hauler trailer. Many first thought it was a Triumph GT-6, but it was something else entirely: a forlorn Elva Courier fastback coupe. All who studied it agreed it is going to be quite a restoration project—for your author.

However, this story really began with a telephone call about a month earlier. On that snowy day in January, 2019, I got a cell phone call from my friend Mike in Virginia.

Mike is an excellent hunter of old British cars, and shares both my main interests in classic cars: their histories, and the unusual British cars.

Mike and another friend Kevin were in his pickup truck on the way to West Virginia to see a collection of 18 really unusual 1950s and 1960s British cars: it turned out to include (4) Turners, (4) Elva Couriers, a Gilbern, an Arkley, a Lotus Seven Series I, a TVR Vixen, a genuine Sebring Sprite body, and several Bugeyes, Midgets, and early MGBs including an early RHD example. Mike and Kevin's goal was to reach an agreement to purchase the entire collection from the estate of the enthusiast owner, who had passed away several years prior. The owner's son was serving as executor. This unlikely collection was clearly

taking 'oddball British sportscars' to another level!

Mike began texting me photos of the various cars and I could readily see the potential. One partly disassembled coupe was one I didn't recognize and Mike immediately texted back saying it was an Elva Courier fastback coupe. What?? *I wasn't*

aware they even made any Elva Courier coupe models—this one had stumped me. I immediately sat down at the computer to google and learn a few details.

Total Elva Courier production of all versions was about 620 cars. Most of us are familiar with Dave Wild's early

Elva Courier roadster that he used in SCCA, running in the E-Production class for a number of years in the 1960s. The roadster, (in MK I guise like Dave's, through Mk IV specification ending in approximately 1964-5) with a production total of 575 cars, was my main knowledge of the Couriers. Elva roadsters were generally less than 1500 lb road-ready.

However, between 1961-4, Elva made two coupe models: a 'notchback' coupe with a reverse-slanted rear window (think of a Ford Anglia like the one in the Harry Potter movies) for a total production of 8 cars; they then switched to the fastback coupe model, where production soared to 27 cars. The coupe sitting in the storage unit in West Virginia was one of the 27 fastback cars.



*"...a forlorn Elva Courier fastback coupe"
(photo by Dick Powers)*

There was a notchback coupe there as well, which Mike kept. An Elva coupe weighs in at about 1680 lb, which compares favorably against a similar sized MG BGT, which is about 2300-2400 lb.

Most Elva Couriers (roadsters and coupes) progressed through the then-current MGA 1500, then 1588, then 1622, and finally 3-main MGB 1798 engines. A few were Ford 1500 powered, and a handful had the Lotus-Ford Twin Cam engine.

I thought it over for nearly a week and called Mike and asked if anyone had spoken for the Courier fastback coupe, as various folks had been putting 'dibs' on some of the cars that Mike and Kevin did not intend to keep. I agreed to buy the fastback at this time.

Fast forward to February 16, 2019. The talk was given by this same friend Mike, regarding MGAs in

competition here in the USA. Mike and Kevin agreed to trailer the car to the event from Virginia, and transfer it to my rented U-Haul pickup and car hauler trailer. We attracted a crowd during the unloading/loading of the car, so everyone got a good chance to see how rough this car is. We were concerned the bonnet wasn't staying attached, so Mike put it in my U-Haul truck behind the seats and I nearly forgot it the next day when turning the truck back in.

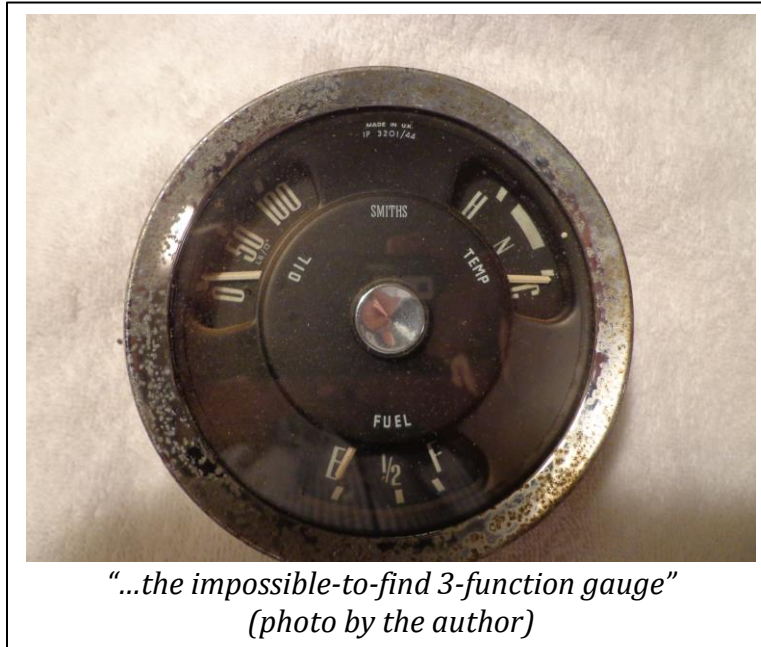
I arrived home about 8PM from Watkins Glen, after an uneventful tow with no snow, rain, or salt spray. The trailer spent exactly 14 hours in my driveway, all but about three hours of it in the dark. The next morning, I drove down to my storage unit where Mike Robinson and Ted Hershey helped unload the car and get it into storage. Upon getting home from unloading the car, then returning the U-Haul, I had no less than

four neighbors gather in my driveway wondering what my latest purchase was!

Mine was originally fitted with an MGB 3-main but the engine was gone and the car bears the signs of an ugly engine transplant, that I was guessing was a long inline 6 engine. I was thinking Triumph TR6 engine or hopefully not a Healey 3000, but you won't believe the actual choice....

In the meantime, I have done some more

research. The Elva Registrar, Gary Cossaboon from NJ is a super guy and a wealth of information. We learned the car, number E1115, was built in July, 1963, and was sold in the USA in March, 1964 as a LHD model. It was originally 'Poly Green' which is a very dark green with some dark blue tones in it. The original bucket seats were found at the WV storage unit and bear markings of the VIN



number of my car. Also found were the gauges—including the impossible-to-find 3-function gauge, and a few other small parts. The interior is camel or tan colored.

The fastback coupes were made in several batches of what appears to be five or six at a time. Mine is somewhat of a hybrid between Mark III and MK IV in Elva terms. While it lacks the MK IV style cast-in bumpers, it does have the latest 'square tube' chassis with the Elva Tru-Track independent rear suspension. This suspension uses an MGB banjo pumpkin in a special Elva diff carrier, Elva-designed axles and upper and lower A-arms, TVR rear suspension uprights, and Triumph brakes. Most late Elvas used Spitfire brakes, but I believe mine is fitted with a 'big brake' option using TR4 components. It is fitted with MGB wire wheels as original. I still have more research to do on the brakes and

suspension aspects. Dashboard and most other features are Mk IV.

I've built a partial ownership chain for the car. The highlight has been contacting Stephen, an owner in the 1995-1998 timeframe. When he got the car, it had a 1960s Ford Falcon 6-cylinder engine and 3-speed manual transmission in it! (mystery solved).

Stephen and a friend quickly removed and discarded the Ford engine, but Stephen sold the car to the West Virginia owner before embarking

on more work, when he lost his rented storage space.



"...it is going to be quite a restoration project..."
(photo by the author)

Eventually, once finished, it should be a distinctive and fun car to own. There is a good likelihood of returning to the Poly Green and definitely I will keep the camel/tan interior and those distinctive bucket seats. An MGB 3-synchro OD gearbox seems like a great addition as well. With mostly MG mechanicals

(MGA/B), an advanced period rear suspension, it will be maintainable, and a super unusual car!

DS

Paul's Canvas



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KISS Strikes Again

By Mike Robinson

No, I don't mean Gene Simmons and crew; I mean the acronym for "Keep It Simple Stupid."

As most know my TF is done and I have been driving it, although just around town and short jaunts, sorting out bugs and such. The one that had me going, however, was an intermittent backfiring through the exhaust, only when under load or acceleration. Normal idle or at a steady cruise it was quiet as a mouse and ran perfect.

First thing I did was check timing. I set it at an initial advance of 10 degrees BTDC, which is what the manual called for. It ran fine in the garage and backing the car in and out as I was working on it, but it didn't run for beans on the road once I started driving it. Unsure of the exact mileage (I assume the 69K on the odometer is accurate because it's an early B

speedometer and I assume it came from the same B that donated the engine), I figured a few more degrees of initial advance couldn't hurt anything so I bumped it up to 20. After doing that, I got a little bit of detonation but some additive solved that in short order. It also took care of the backfiring. Or so I thought. It wasn't as bad, but it was still there. Shoot.

I figured I'd dig a little deeper and go through and check everything. I lashed the valves for a second time, thinking maybe I had one too tight and it was holding a valve partially open or open longer than it should have. Test-drove it afterwards and still there. Rats.

Next item to check was the points and gap. They are new, but hey, you never know, right? I pulled the cap, got it up on the lobe and measured it and

it was dead on the money at .015". Checked the operation of the vacuum advance and it moved the plate when I sucked on the vacuum hose (bleah). Test-drove it again thinking maybe something magically happened to resolve it, but nope, still there. Darn it.

OK, it's got to be fuel delivery as I've ruled out ignition. This has a downdraft Weber, which I absolutely despise, but because of side clearance

limitations to the bonnet, it fits. I'm still determined to make SUs work somehow but that's a winter project. Anyway, I digress. I pulled the top of the carb off to check and make sure my float level was good and nothing wonky going on with the needle and seat. Nope, they were spot on.

Retightened my nuts holding the

intake and exhaust manifolds, put the car back together and drove it again. Bang bang pow pow. Dammit.

OK, at this point it's got to be something more serious. I logged into the MG Experience and read every post I could regarding backfiring and I'm reading all kinds of horror stories about burnt or bent valves, burned seats, blown head gaskets and worn camshafts and already I see dollar signs dancing in front of me and a sickening feeling in the pit of my stomach that after all this work I'm going to have to pull the car apart again to pull the engine and have it overhauled. #@*+*-\$#() !!!!

Before I do that though, I'm going to retrace everything I did just to make sure I didn't miss anything. I rechecked the valves, rechecked the



*Mike Robinson's MG TF
(photo by the author)*

points, made sure all the plugs were in tight and wires on, plugs were gapped properly, double checked the timing, yadda yadda yadda. Nothing resolved it. Still bang bang pow pow. Mother #@*+*-\$#() !!!!

It was about this time that I was poking around on the right hand side looking things over and just for grins decided to check the leads at the distributor cap. I pulled each one off and pushed it back on, making sure each was fully seated. When I got to #3, I pulled the lead off and I hear a little "ting-a-ling dingity ding ding" as something hit the floor. What in the h-e-double-matchsticks was that? I look under the car, and "Lo! Cecil B. DeMille, eat your heart out!" I heard angels sing, harps played and trumpets trumpeted - because there on the floor lay the metal connector for the distributor cap lead. It was never crimped to the wire on the brand new

set of spark plug wires I put in, so it was making only partial contact, even though the wire was plugged into the cap all the way. Under no load it could handle it, under load it wasn't firing so the air/fuel mixture was going in and then pumped straight into the exhaust without being burned.

I invented some new words that day that are probably best not repeated in social circles. After I crimped the lead to the wire and put it back in the cap, I took the car out, figuring for sure it couldn't be this easy. After 20 minutes of driving, nary a poot from the exhaust, much less the bang bang pow pow I was getting earlier.

It's good that I took an extra 30 seconds to check these, or you may have been reading a much different story of how I'm disassembling the car to pull the engine. Moral of the story? KISS....

MR



DAN THIEL
Owner

1315 HUDSON AVENUE
ROCHESTER, NY 14621
585-266-4992 • FAX 266-0942
dan@kurtsgarage.com



Other Uses for Your MGB

By Leon Zak

While traveling around I am surprised at how little a piece of an MG I need to see to identify it. Going down the road I'll see a glimpse of a fender sticking out around the corner of a garage - there's a midget, or the rim of a headlight - there - a B!

But sometimes the whole car is in view. On the way back from Florida last year, we passed a B being used as a lawn ornament. We came up over an incline and I saw it, wanted to take a picture of it but looked behind me - we had just passed an intersection and I saw a tractor-trailer pulling in from the side road as well as a few other cars and trucks right behind me - the RV isn't fond of quick stops and this was a two lane highway so I made the smart choice - I kept going.

We like to take the "back" roads when we travel - we get to see some interesting things that way and driving a 34' box pulling a car at 65-70 when you get passed on both sides at once by tractor-trailers isn't a delight. It's like when you pull up to a light in your MG and look to your left and see the center of a hubcap. Damn that's a big truck!

This year coming back I had the thought that if I see the B again, I'll stop and get a picture. I didn't remember what road it was on or which day of travel so I couldn't plan it but there's always a chance. I usually look at the gps; I use *Waze*, and pick a town not on an interstate and hit GO. Leaving the New Port Richey area, I see

Live Oak, Florida, pick it and hit GO. When we get close to Live Oak, I look at *Waze* and see Dublin, GA is pretty much straight north, so that's the next destination. After a while we come into Workmore, GA up an incline and an intersection something seems familiar - and BINGO - there it

is! This time there's no one behind me so I quick pull over and was able to take a few pictures.

Loading the picture in for this article I thought something looked different so I looked it up on Google Maps and it was different - the mannequin had gotten into the car. I'm looking forward to seeing where he is next year.

I think he's headed out soon. May 5, 2020. (I didn't move him.)



I thought something looked different so I looked it up on Google Maps and it was different - the mannequin had gotten into the car. I'm looking forward to seeing where he is next year. I think he's headed out soon. May 5, 2020. (I didn't move him.)

(Photo by the author)



Image from Google Maps - dated 2018

A neat thing about Google Maps is that if you do a street view and then click on a direction on the road, it will move that way - kind of like driving down the road. Here's a link I was able to get - if you put this in your browser you can re-do our drive past the car - hint - it's on the right.

<https://goo.gl/maps/PJtLEr8vvdFV251LA>

[Editor's note: If you tried that link and didn't see the MG, "drive" a bit farther down the road, past the intersection!]

Last summer we visited my nephew's family and we were driving around the Ithaca area a bit. Just going down random roads and we see another MGB Lawn ornament - this one was really neat so we had to stop and take some pictures. While there this guy comes down and introduces himself - Jay Seaman. He was the sculptor that put it out there in front of his studio. He saw our MG and of course knew that's why we stopped. I asked if I could put this in our *Spokes* Magazine and he said yes if we give him credit for it. So here is a picture of

the flowered MG by Jay Seaman. You can see more of his work at <https://jamesseaman.com>. Yes, that is a frog and praying mantis in the front seat. If you want to drive by this one use this link - <https://goo.gl/maps/eehZau6FwdzyCf1K7>

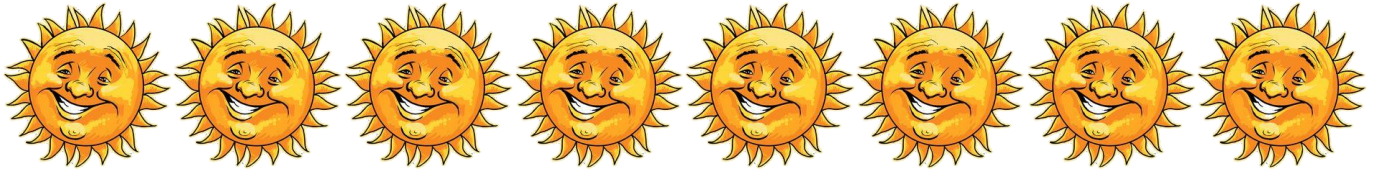


"... another MGB Lawn ornament - this one was really neat so we had to stop and take some pictures."

(Photo by the author – Sculptures by James Seaman)

LZ

Sunshine Page



July Birthdays

2	Cindy Austin
2	Barb Fink
4	Peggi Heissenberger
7	Joseph Bellizia
7	Tom LeStrange
7	Bob Welch
14	Dave Wild
24	Debi Russell
30	Susan Goodwin

July Anniversaries

1	Phyllis & Allyn Wagner
1	Patricia & Jeff Williams
13	Sue & Bill DeVos
14	Marsha & Paul Osborne
19	Linda & Don McConnell
23	Mary & Donald Sweeney
24	Carol & John Schwelm



*Happy Birthday,
everyone!*



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@mgcarclub.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
Car Badge	\$20.00
Badge Clip	\$5.00
Patch Embroidered	\$2.50
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
(includes Shipping & NY Tax)

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: 1994 Morgan Plus 8 5-speed V8 approximately 5,000 miles, two-tone color Bordeaux & Beige. Asking \$65,000

Contact Ginny Fowler 315-945-4390 or
JD Fowler 315-945-4197

For Sale: 4 MGA 15" wire wheels, the wheels are powder coated the correct warm silver and still in good shape. Three of the wire wheels are mounted on Kuhmo 16580R15 tires that have tread left. One wheel is mounted on a Michelin XZX 16515R tire. The matching Kuhmo tire is available. Asking \$40.00 for each wheel/tire combination. **Price Reduced to 20.00 for each wire wheel/tire combination.**

Please contact Jeff Langswager:
cell: 585 727 7129 or
mgamaniac@gmail.com.

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: 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: Special frame designed for all MGB components. This frame was originally designed for the TF 1800 that was made in Farmington. All MGB mechanical components fit the frame and I was going to make a "Special" with all the extra MGB parts I have and fabricate a Lotus 7 type body around it. Asking \$150.

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

For Sale: 1962 MGA 1600 Mark II

This car is in very good condition located in VA. Verona Red with tan top and interior, no rust, original 1622 motor, good tires, mechanically sound. Asking \$25K.

Contact: Dick Powers 585-410-4500 or
mgahmogca@rpa.net

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

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:

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



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2020 Calendar of Events

The 2020 calendar of events has been changing frequently. Thus, monthly publication of the calendar in *Spokes* has been suspended.

For the latest information and details visit
<https://mgcarclub.com/calendar> or
see elsewhere in *Spokes*.

REMINDER!

There is a Motoring Challenge on!

The Western New York MG Car Club's 2020 Motoring Challenge is calling! Get out and drive that little car around! Take pictures as directed – post them on Facebook or see how else to get your get your points entered!

Those of you who have already driven to wineries or breweries, or ice cream places in your MG (or other special car!) have missed out on some point-scoring chances! (But of course – you can go again!) Think ahead – I've heard there are prizes and recognitions coming at the 2020 Holiday Party!

**Go to the JUNE 2020 issue of Spokes, pages 21-22
For details (undoubtedly there are some modifications in the works due to this year's restrictions)
– but get started!**

If you have questions –
email them to organizer Chad D'Angelo at:

myMGChallenge2020@hotmail.com

