

# Spokes

Volume 62 No. 11

Issue No. 740

November 2020



**"My Introduction to MG" by Bob Welch (see page 5)**

# 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](mailto:spokes@mgcarclub.com). Alternatively, mail to Michael Goodwin, 8 Harmony Circle, Rochester, NY 14624 or deliver by hand at a meeting.

### Cover:

*Bob Welch's first MG – see "My Introduction to MG" (photo by Bob Welch)*

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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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## MG's Corner

*By Spokes editor, Michael Goodwin*

---

What a difference a month makes! I felt I was grasping at straws (even with help!) trying to put together the October issue of Spokes, but come November? Yowza! Maybe it was my repeated whiny pleas, or maybe, thanks largely to a very successful Fall Foliage Tour, more members are feeling like a written (or photo) contribution is what we need to keep the club alive.

I've been told recently that our website, email list and *Spokes* have been the glues holding the club together during the pandemic. I won't judge how much *Spokes* helps (at least a bit, I hope!), but I know that without the website and e-communications wizardry of Leon Zak and the rabble-rousing (?) efforts of Mike Robinson, our shared love of MGs and sports car activities would have been certainly lonelier pursuits this year. A hearty "Well done!" to those who've kept us going this year, including the soon-to-be outgoing (and continuing) Board members and this month's contributors to *Spokes*.

The cover story this month, from Bob Welch, relates a few odd "twists and turns" of Bob's life, and how they sparked his affinity for MGs. We also learn this month of Joe Bellizia's long-time affinity for a *particular* MG, "MY MG" as it's known to him. Wow, he has treasured that Midget for much of his life! Joe and his stepson Justin enjoyed the Fall Foliage tour this year.

Al Wagner contrasts the modern navigation devices with paper maps and other throwbacks to the earlier days, as he tells us about some adventurous drives and rallies, and reminds us all to "Enjoy the Ride!".

Those who participated likely all enjoyed the ride at the October 11<sup>th</sup> Fall Foliage Tour. We have a nice recap from the George Heissenberger point of view, a few photos and brief thoughts from some others,  
and

several photos each from both Dick Powers and Dan Suter.

It hasn't been all fun this past month, however. We are saddened by the news of the passing of Joe DeBlaere, and we extend our condolences to his friends and family. Joe passed away Oct. 14<sup>th</sup>. He and his wife Joeana were long-time members of MGCC WNY.

October 9<sup>th</sup> brought the passing of Don Hayter, MGB designer (and much more!). We've included an article courtesy of MGCC UK, remembering Don on page 10. You can read a lot more about Mr. Hayter all over the web, including an article from [The Drive, here](#).

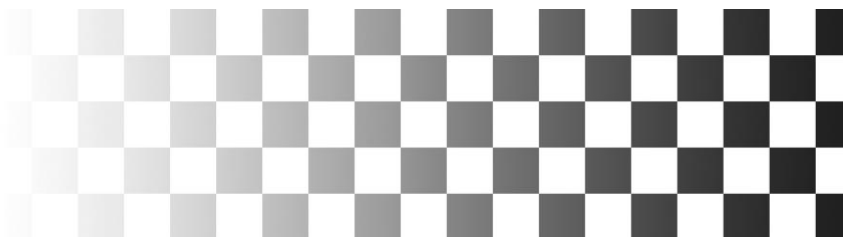
The Club's October business meeting was held via Zoom, with a good number of attendees. Be sure to read Secretary Dan Suter's minutes this month – there is some important business related therein, especially nominees for Board positions for 2021.

Separately, we've included a letter from Activities Director Mike Robinson. That role is a key one for the Club; be sure to read his note on page 11.

Looking ahead to the next *Spokes* issue, there was a T-series presentation and breakfast for club members held at the Legion on October 24<sup>th</sup>. We'll include a bit about that next month. (Send photos and comments about that or other events to me at [spokes@mgsclub.com](mailto:spokes@mgsclub.com)).

**And for those of us who are NAMGBR members, did you notice who's rocking some artsy facemasks on the back cover of the Nov/Dec issue of *The MG Driver*? Very stylish!**

**"Safety Fast!"**  



## My Introduction to MG

By Bob Welch (photos by the author)

One day in early 1971, while a sophomore in college, I was talking cars with a friend. We both agreed that owning an MG would be the fulfillment of our dreams. So we did what any reasonable student with no money would do. We made a bet. The one who comes back to school driving an MG wins. I won. He never paid up.

Shortly after this wager I went home to Rochester for a short break. It was wintertime and I happened to notice a rather large snow mound in the neighbor's driveway. I asked my friend Dan what was under the mound. "An MGB," he replied. "Wanna buy it?" After clearing snow away from the door, and an opening for the tailpipe, it started right up and revved nicely. The car was a 1965 MGB roadster, color pale blue with blue top, black leather seats and an AM Radio.

I bought the B that day for \$100, though I had to borrow that money from my Dad. Then I had to start saving money, not only to pay him back but also to afford a new clutch and transmission repair since the second gear synchro was shot. By the time summer vacation rolled around I had enough for repairs. We hooked the MG up to my friend's old Chevy Suburban with a short chain and took off for Pacesetter Motors on South Clinton Avenue. My friend took extra care to ensure he drove across the city like a complete lunatic with me just inches from his back bumper. It was a good test of my brakes!

I think all the work Pacesetter did ran to something like \$350. After that I was determined to do all further repairs myself so I bought a shop manual and expanded my tool collection. I had to fix things once in a while but generally the car ran pretty well. I went to

school in Syracuse, which many of you know is noted for its steep hills. One day, descending one of those hills toward busy Erie Boulevard, the brakes failed. The handbrake was frozen so I downshifted to second and screeched around the corner, keeping the car toward the shoulder. I'm convinced the right wheels lifted off the ground a bit but I was actually too pumped up to notice. This experience led me to learn how to replace slave cylinders and bleed



*The only photo I have of my first MG. Thanks, Dad!*

brakes.

On another occasion, as I was rounding a corner, the car's ability to steer became what you might call marginal. So I stopped and had a look around. It turns out the ball and socket of the right tie rod end had so severely worn the socket popped off the ball. I popped it back on and drove off, replacing the parts not long after.

Since I was a student without much money and was not very painstaking when it came to inspecting the car's systems, I had adopted the approach that I would fix things when they broke. There were still MG dealers around and you could always get parts there and even at auto parts stores like NAPA. I learned lessons the hard way. Nowadays, I'm more conscientious about maintenance.

These and other lessons in sports car repair did not deter me from traveling far and wide with my MG though. One particular trip stands out as a special adventure. I wrote about it once before for Spokes, back in the 1980's but hey, that was a long time ago. Still, my memory of that weekend hasn't faded.

*(continued, next page)*

## My Introduction to MG

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One Friday afternoon in the winter my friend Francisco asked me whether I wanted to go to McGill University in Montreal to stay with some of his friends from back home in Puerto Rico. We grabbed a few things and took off in my somewhat trusty MGB. As we were cruising up the 401 in Canada, the car sputtered and quit. I remember the neighbor who sold me the car had



*L-R: Me, Francisco and Bob C at graduation. Bob C is has been my brother in law for the past 43 years*

told me if this happens, I should try banging on the fuel pump. So I gave it a few raps with my brass hammer and that did the trick! We went through a couple more rounds of sputtering and hammering over the course of the weekend but this did nothing to dampen an otherwise good time in Montreal.

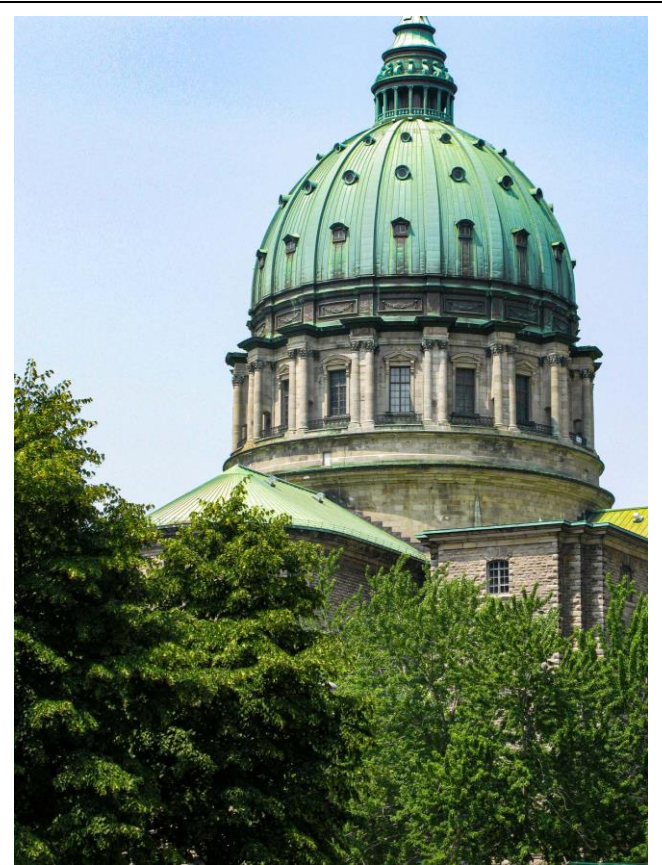
Sunday morning we took off for the drive back to Syracuse. The Sunday part is significant because this was back in the days when everything was closed and you could buy almost nothing (think car parts) all day.

Once again the B shut down on the 401. This time no amount of rapping, banging and coaxing would make it start. On top of that the batteries went flat. A passing motorist, who only spoke French, stopped and offered to help. “Les batteries sont mort,” I told him in my best high school French. We tried jump starts but without fuel in the carbs, that proved futile. So our new friend drove us to a Sinclair gas station (remember the dinosaur?).

The station had a tow truck. Francisco and I squeezed into the cab with the owner who initiated a conversation with “I have the smell of a dead man on me.”

“Oh really. You smell alright to me,” I replied. He went on to say he had towed a car which had crashed and burned earlier in the morning, just so we didn’t suspect he was being particularly macabre. This day was descending into the abyss pretty quickly!

The guy didn’t want to mess with an MG but he let us use his lift and tools. I disassembled the fuel pump, sanded the contacts, reinstalled it and prayed. It started and ran! We bought some gas,



*Montreal, but not in winter*

paid CAD\$15 for everything and took off.

It was dark when we arrived at the Wellesley Island border crossing and we pulled straight up to the inspection booth.

*(continued, next page)*



## My Introduction to MG

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Then we pulled straight over to the side, as ordered, so the little MG could be torn apart by bored customs inspectors. After quite a while, when they failed to find any contraband, they sent us on our way. The fun wasn't over yet though.

There's a pretty good stretch of I-81 between Watertown and Mexico, NY which gets buried in lake effect snow coming off the eastern end of Lake Ontario. On this night it was getting seriously buried. This was a surprise to us. We had been busy all day and hadn't bothered to find a weather forecast on the radio. The friendly border agents hadn't warned us either. I had snow tires on the MG so we just plowed through it. We pretty much had the road to ourselves but the only way we could tell whether we were on the road was by paying careful attention to the little reflectors along the way. The only sounds were from the 1800cc engine

up front and from snow scraping along the undercarriage beneath us.

The next morning, back in Syracuse, it was clear the fuel pump had bought the farm. But it was Monday and the Bill Rapp MG parts department was open so I treated myself to a new one.

That '65 roadster served me pretty well right up to a month before graduation when a drunk driver pulled right in front of me near the Rochester Airport. I sold the wreck to Sleazy at Access Auto but kept the walnut knob, which has been perched atop the shift lever of my '71 GT for the past 35 years.

It's interesting to ponder how life takes its twists and turns. That bet of long ago and the subsequent curiosity about a snow mound led me to a life-long affinity for MGs and my many friends who drive them. That was the most rewarding bet I've ever made! **RW**



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# Meeting Minutes for MGCC Meeting via Zoom, September 20, 2020

By Dan Suter, Secretary

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The meeting was our first ever general MGCC-WNY meeting held via Zoom. It was called to order at 7:51PM, with a total of 30 club members in attendance. Once a few folks got both audio and video sorted, the meeting proceeded. No new members or visitors were present. The Baums joined us from their temporary home in Naples, FL, and Chris noted it was 92 degrees there today, and they have been driving their MGB!

The meeting minutes from the July meeting were motioned and accepted. Note—we did not have general MGCC meetings in August or September. No birthdays or anniversaries were mentioned.

## Reports:

Treasurer: Leon provided a Treasurer's report and shared balances in both the bank account and PayPal account and noted the low expenditures currently, and that we are in good shape.

Activities: Mike Robinson shared details of the Fall Foliage tour held on Oct 11. We had 22 British sports cars take part on the tour and Jeff and Susan Kath generously served as 'sweep vehicle' in their Subaru. Many attendees thanked Mike and Maggie for putting this event together. It was noted that this driving tour was a very popular event, so Mike and Dan will be collecting route sheets from other recent tours to create a 'library' of routes to be available with less planning work.

Mike shared that Doug Pendleton of an MG TA/TB/TC restoration specialty shop called "From the Frame Up" will be coming to town on Oct 24. Mike has set up a 3-hour session at the Legion including breakfast for those that would like to hear his talk. Unfortunately, this will likely have occurred by the time you read this issue of *Spokes*. Mike also shared details regarding the cancellation of other upcoming events.

Membership: Ted announced we are up to 98 members in 2020.

Regalia: Joe Bellizia noted we had an order from North Carolina for two of the 10" magnetic logos. Joe also noted a variety of items are available per the ad in *Spokes*-- if you wish to order anything, it can be done online.

Spokes: Mike Goodwin gave the *Spokes* report. Mike encouraged people to submit photos and brief comments from the Fall Tour. Mike indicated he does not plan to produce a 2021 calendar. Ted requested this topic be added to the next Board meeting agenda. Mike noted that he would really like to receive **MORE INPUT** from members. Pictures, brief captions, articles! Deadline this month is Friday after the meeting (8 days after).

Watkins Glen: Dave Wild was not present so there was no downtown Festival report this month. Dan shared an update on the Watkins Glen rooms for 2021. The manager at Seneca Lodge indicated we will get our full allotment of 17 rooms for 2021. Dan will put out a notice in mid-January accepting room requests for 2021.

Librarian: no report his month.

Website: Leon reported the club website is doing well. He had brief comments about steady activity (click traffic) as well.

Old Business: None

*(meeting minutes continue on next page)*



## Meeting Minutes for MGCC Meeting via Zoom, September 20, 2020

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New Business: The club successfully gathered \$225 in personal donations to the Rocket Car restoration project going on in Western NY, and forwarded this money to the project.

In other New Business, Ted issued a call for nominations for 2021 board positions:

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

It was noted Joe Bellizia will continue in the role of Regalia.

Please consider running for one of the open positions. The club intends to hold the November meeting via Zoom again and will hold the election at that meeting.

Updates/Projects/Sharing from members: John Baum described driving his MGB on short runs in Florida so far. Paul Osborne has purchased a 1957 MGA from Brooks Schneider, so that is nice it is staying in the club.

No cars and parts for sale. No door prizes. No other closing comments. Meeting was adjourned at 8:41. There will be a Board meeting at the end of October – Board members look for a Zoom invitation. All members look for a Zoom invitation to the November meeting. (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 October 10, 2020

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Dan Suter	Peggi Heissenberger	Joe Bellizia
Leon Zak	Robin Allen	Paul Osborne
Barb Zak	Doug Scribner	Annabelle Tescione
Mike Robinson	John Baum	Bob Welch
Maggie Robinson	Chris Baum	Chuck Perry
Mike Goodwin	Dick Rzepkowski	Bob Abels
Susan Goodwin	Marlene Rzepkowski	Susan Kath
Lane Boughton	Steve Melcher	Jeff Kath
Hollis Hames	Dave Chase	Dick Powers
George Heissenberger	Frank Stepanik	Ted Hershey

(No new members or guests; attendance = 30)

# The man instrumental in the MGB design, Don Hayter passes away

9th October 2020 (reproduced here with permission of MGCC.co.uk)

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Don Hayter, who was instrumental in the design of the MGB has passed away at 06.10 am on 9th October 2020. Don played a major part in designing the MGB. He worked for The MG Car Company as their Chief Body Draughtsman from 1956, after a spell at Aston Martin.

After spending some time developing the MGA Twin Cam, he started work on the MGB. Following two prototypes, the EX205 and EX214, the MGB was given the go-ahead. It was then Don's job to make the car buildable and to finalise the distinctive windscreen and hood, not to mention the dashboard design. Following the success of the MGB, Don worked on other projects such as the SSV-1 safety car, the shell of the MGC GT racer, and in 1973 he was appointed Chief Engineer.

Don was made an honorary Vice-President of the MG Car Club in 2001 for his incredible work that culminated in designing the best-selling MG sports car of all time.

The MG Car Club extends our sincere condolences to Don Hayter's friends and family and especially to his wife Mary.

A full tribute will appear in a future edition of Safety Fast Magazine.

# Activities Director for 2021

*a letter from Mike Robinson*

---

Hi everyone,

I have decided to step down as Activities Director at the end of the year. I enjoyed the role and it's been fun, but it's time to see what it's like to be "just a member" and pass it on to someone else so they can add their personal touch to it.

The title of Activities Director can be lead misleading. The name of the role infers that whoever takes on the role has to plan, direct, and execute all of the activities for the club. Trust me if that was the case I would have quit it a long ago. A more accurate title perhaps might be Activities Coordinator, because really the only work required is to coordinate with the person(s) putting on each activity and promote it by keeping the activities calendar up to date, providing reports at the monthly business meetings of the past events and any upcoming events, and making sure the sponsor has what they need to put on a successful event.

Most, if not all, of the activities we do each year, already have a sponsor that plans and executes them. Your role will be to make sure that it's promoted through the monthly reports, keep the website Event Calendar information up to date and accurate, and if required for the event, transport the club's picnic supplies (coffee makers, utensils, etc.) to the event, or to coordinate meeting the event sponsor at the storage facility so they can pick the materials up.

I planned the fall tours for the last five years not because the job required it, but because I enjoyed doing them. I could have passed each one off to someone else and promoted it, but it was my choice to keep it. You can do the same. If you wish to put on an event you can, or if you would rather work behind the scenes and promote them, that's fine also. You can make this role as involved or as simple as you want.

This would be a good "starter position" if you're a new member and wish to contribute to the club. It's also a great way to learn everyone's names and what cars they own. You would also have me as a resource, or any of the other previous Activities Directors to seek help and support. It's an enjoyable job and I had fun with it, but it's time to take a break from it and let someone else have the wheel.

If you think you'd be interested, please contact any one of the board members or myself before the November meeting, and we'll make sure you get recognized as a candidate.

Thanks

Mike





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# Enjoy the Ride

By Allyn Wagner

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Over the last few days, I have been reading with enjoyment the e-mails from Mike Robinson and his plans for the fall foliage tour. The last ones today kind of struck me as being a little humorous with the discussion of GPS, digital odometers, and other “modern” devices. We are a club dedicated to the preservation and enjoyment of older automobiles. Face it, they haven’t made a real MG (at least the ones that we have) in over 40 years and we all know the little idiosyncrasies that they have.

I have attached just a few short remembrances to demonstrate what I am talking about.

Back in 2015, Phyllis and I decided that it would be a nice to take a vacation driving across the USA. It was something we had talked about for years but never had the time or money. Now we had the time but had to work on the money thing (spent a night in a hotel on the coast of California borrowing more money from our line of credit mortgage so we could get home). We sat down over the preceding winter and marked on a map some of the places we would like to visit on our trip. That spring we went to AAA to get maps and tour books from the states that we had marked on our map. Giving ourselves a start and end date for the trip, we refined some locations and made final plans.

The vehicle of choice for this adventure would be Phyllis’s 2011 Camaro. Being a GM car, it has OnStar, cruise control, a power convertible top, and dual trip odometers. I did use the trip odometers but the OnStar was not a help because we had *paper* maps. Five weeks, eight thousand four hundred and twelve miles and we never got lost. Well there was that one time in Kansas when we ended up off the map with nothing but oil

pumps and cows in sight. We never did find the pillars of chalk that we were looking for.



On the other end of the spectrum, in the late winter of 1992, I was contacted by Dick Knutson and Ron Embling of the MG Motorist Guild about getting some assistance from our club to run a recreation of a road rally done by the SCCA in the mid 1950’s. It was run over the course of two days around the Finger Lakes area. We were asked if we could man checkpoints and general start and finish line help. Our club members were more than willing to help but some of us wanted to run it.

The field was open to all MGs and other sports cars of the era. The only rally equipment you could use had to be of the era so that meant no digital stopwatches or modern computers. I showed up in my GT with a \$5 stopwatch that I bought back in the ’60s and was immediately offered \$25 for it. There was one couple that drove in from the Midwest in ’53 Magnette with a vintage rally computer just to run this rally. I remember seeing them changing a blown brake line in a parking lot in Hammondsport on a lunch break.

Being a standard TSD rally, the first couple of stages on the first day were designed to

calibrate our speedometers and odometers. This was supposed to give you a fudge factor to use throughout the two day run. Of course, all of this got thrown out the window with the first missed turn you made and you had to backtrack. I remember one stage where you were supposed to stay on a certain county road, and it took a right turn less than a mile into the run. The turn was a cross road marked by a small rusty sign mostly covered by bushes. You didn't realize your mistake until the next turn that was around five miles away and you were in the wrong town. We got lost, found our way back on course and got lost again. At one point I was so lost that at the next intersection, I realized that I was only five miles from my own house. By the end of the two-day rally, we were tired but had a really good time.... that was the whole point.



It was like George Herschell used to tell us on his New England tours. Sit back, enjoy the ride, and stop and smell the roses.

I can remember on one of these trips, Phyllis and I were following Gil and Betty on a short side trip. It was later in the afternoon while we were enjoying the road when Phyllis noticed that the sun was on the wrong side of the car. We flagged down the Langswagers and consulted our map, it appears we had been traveling on the right road but in the wrong direction! Like I said, enjoy the ride and don't worry about the details.

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# My MG

By Joe Bellizia

This week is the 37th Anniversary (Oct. 1983) of purchasing my '78 MG Midget!

After graduating college and entering the "real world" and getting my first "real job" as an adult, I commenced looking for a solid MG with help from a friend of mine. This good friend had knowledge of MGs, as he had learned from his father who owned a red MGB that I had always admired while we were growing up.

After looking at many unworthy examples that were way too rusty or were project cars way above my ability or desire, we found MY MG in an affluent part of Elmira NY, in West Elmira. It was told to me that my midget was for the wife to use to drive to get groceries in the good weather. As soon as the garage door opened the first couple of feet, I said to the owner.... "I'll take it"!

It was one of the nicest and cleanest MGs I had seen, "showroom", I remember thinking. Over the years I have had many notes left on my Midget regarding

the continental kit on the back. I was told that the car came with it. It also has the "Special" side decals /stripe kit along with a dash placard that states that it is a "Rally Sport Limited Edition". Other special features were an AM/FM / cassette radio and aluminum wheel rings. I have never seen the dash plaque or continental kits on others. There are Facebook pages for many different MG groups and I recently found one for "Specials" and saw a print ad that



*"Same view sitting in drivers seat since right after getting out of college!"*

advertised the "Special" showing it was a sale incentive that included the stripe kit, special radio and aluminum wheel rings. Unfortunately my wheel rings are long gone and I haven't been able to find replacements.

Other than removing the pollution control, adding a header and Monza exhaust, replacing the Stromberg with a Weber, she is original.

It was awesome this year at our Fall Tour to have my stepson



*Justin and Joe at the Fall Tour - October 11, 2020*

Justin with me, as he will inherit MY MG some day!

# Fall Foliage Tour - October 11, 2020

*By George Heissenberger (with photos submitted by the author)*

We started off Sunday October 11 on a beautiful but cool sunny day! What a great day for a foliage tour! Since we have the hardtop on the MGB it is very comfortable



even in cooler temperatures but we did see several folks had their tops down on their MGs.



After meeting up and seeing the great turnout of cars we had a short drivers meeting outside and then last minute pit stop in Tops for those that

needed it.

Then we were off, led by the TF of Mike Robinson. As we pulled up to the light out of the parking lot it turned red and half of the cars disappeared



down the road. But we had to wait with about half the cars behind us. I had given Peggi the directions, on a clipboard with the special instructions on top. We didn't see the cars turn right after the first turn leaving the lot, so Peggi asked me where the first instruction to turn was and I didn't remind her to turn the page!



So after turning left out of Tops we sailed right by the first right turn and saw everyone behind us turn!



Oops! After a quick U-turn we were caught up but at the back of the pack. Jeff Kath pulled over and left us by so he was the sweeper. Thankfully that was our only big goof and we happily motored after that following the cars in front of us.

At one point we noticed a few cars had gotten behind us so we must not have been the only ones to miss a turn! Great twisty roads, beautiful fall colors and nice ups and downs to exercise the old cars a bit. What a great time! Then we arrived at Noble Shepherd brewing and caught up with everyone's stories! Peggi

and I ended up at Birdhouse Brewing just down the road for beer and a burger since we hadn't had lunch. Great job, Mike, and lets do more of these! It's a good way to be socially distant yet have some fun with our cars and fellow club members. GH





# Fall Foliage Tour Thoughts

Shared by members



"It was a great day weather-wise. Our LBCs like cooler temperatures and all involved ran well from start to finish. One of the day's high points for me was the fantastic cloud activity. Wispy and artful almost in their full sky frolicking. They were the icing on the cake for me."

John Schwelm JS



(photo by Susan Goodwin)



"Whoops, wrong button."

Leon Zak LZ



"There were lots of cows lying down in the fields. (I didn't get a picture of any of them.) It's usually a sure sign, but it didn't rain!"

Susan Goodwin SG

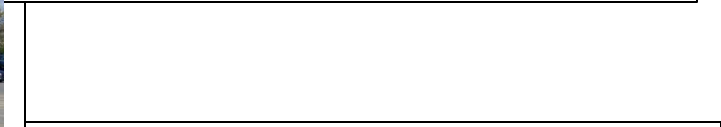
"At one point, the car behind me was way back. We made a quick left, and I saw in my rear-view mirror that *that* car and the one behind it sailed right past the turn. Oops!"

Michael Goodwin MG



# More Fall Foliage Tour Photos

By Dick Powers





# and More Fall Foliage Tour Photos!

By Dan Suter



*Jim and Karen Davis's '76 Triumph TR6 – "8 AWAY" signifies that this one was the eighth from the end of the production run!*

*[Editor's note: I followed this car for much of the tour, and had been guessing the owners had done a marvelous restoration of a rusted out hulk – "ATE AWAY". That would be clever, but I'm happier knowing the real story!]*

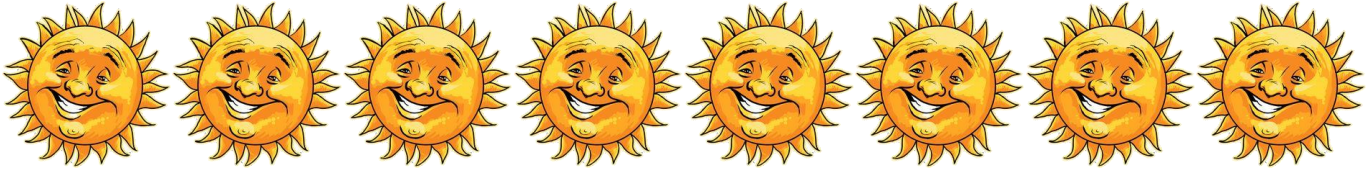


*View from George Haynes green TR4, following Chad D'Angelo's Mini*



*Parking at the pub following the tour*

# Sunshine Page



## November Birthdays

5	Carol Schwelm
8	Chris Williams
14	Evelyn Stone
18	Julie Salo
19	Allan Costich
20	Lisa D'Angelo
25	Don McConnell
26	Nancy Levy
28	Doug Scribner
28	Barbara Zak



*Happy Birthday,  
everyone!*

## November Anniversaries

13	Sue & Bill Donish
15	Marlene & Jerry Babchak
21	Doreen & Gary Wilson
26	Cindy & Doug Jack



*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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:wrampe@yahoo.com)

**For Sale:** Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95. Further details at [www.colorwiringdiagrams.com](http://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](mailto: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](mailto:mgahmogca@rpa.net)

## 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

**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.



*Heading home from the Fall Tour - photo by Susan Goodwin*



*Fall Tour - photo by Susan Goodwin*