

Spokes

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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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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.

Cover Photos:

*The Langswagers' 1939 MG TA,
and three sneak previews of what's inside this issue*

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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 are 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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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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MG's Corner

By Spokes editor, Michael Goodwin

Greetings from Reno, Nevada, home of the Harrah Collection at the "National Automobile Museum". Susan and I visited the museum back in January while



A few of the cars in the Harrah Collection in Reno are displayed in street scenes like this. This collection amassed approximately 1400 cars in total!
(photo by M. Goodwin)

in Reno briefly to meet our *favorite* (first and only) grandchild. We stayed a few days in Reno, then popped out to *Tiny House Land* on the west coast, where we were when the COVID-19 pandemic hit. We managed to get back home to Rochester in May, but now we're back in Reno, this time for a longer



My '78 MGB all snug and dust-free under cover while Susan and I are out west– unusual for this time of year
(Photo by M. Goodwin)

visit, helping with the baby and helping Phillip and Janelle ready their house for sale and to help clean, sort and pack so they can make a big move to another state.

While we're here, our MGB is covered up with the battery disconnected in our garage back at home. This time, we've put the float charger on our Honda. It's easy enough to reconnect the MGB battery and reset the radio stations into memory – I'm not sure *what* would get lost from the memory if I

disconnected the Honda battery, but I didn't want to have to jump start it again (as I did in May).

While packing boxes in Phil and Janelle's garage the other day, I heard what sounded just like someone tinkering with an MGB engine, but I looked across the street and down the block, and couldn't spot the source. The next day, after hearing the revving again, I saw (yes, incredibly, I was right!) a white MGB across the way. "Aha! I knew it!" I exclaimed to myself. Then (with face covering in place, of course), I went over and introduced myself to Danny, who told me he has owned the car just a few months, and has done a lot of work to it, including a new interior.



Danny, clearly another proud and happy MGB owner, somewhere in Reno, NV. He's had his MG just a few months – let's hope the smiles continue!
(photo by M. Goodwin)

Under the hood is nearly spotless. Danny told me he's working to make it his daily driver. It sounded to me like some minor tweaking and tuning is all that's needed, if anything (well, okay, maybe a new top), and he'll be on his way.

We have a couple of lengthy articles this month, and I entertained thoughts of splitting them each into Parts 1 and 2 (thereby partially filling NEXT month's Spokes) but decided to run them in full. A couple of members submitted photos, which are included. Let's have more of those! It'll be one way we can all stay in touch with each other as a club during what is becoming an extended period of suspension of club activities (see the special "Message from the MGCC Board" on page 5, following).

Enjoy the fine summer weather – if you're anything like us, you're finding ways to get together outdoors and at a distance with family and friends. Pay attention to club emails for announcements of casual "gatherings" and remember the MG motto,

"Safety Fast!" 🏠 MG

Message from the MGCC Board

Submitted by MGCC WNY Chairman, Ted Hershey

I would like to bring you up to date on the current actions of the Board of Directors of the MG Car Club. At last Thursday's business meeting the Board decided to cancel all club activities for the rest of the current year. This includes the all Business meetings, Fall Foliage Tour in October, Yacht club Brunch and Garage tour in November and the Holiday party in December.

With the uncertainty of the current health crisis in our community it became obvious that a large percentage of the membership is still at risk. Based on this, it was deemed prudent and necessary to make the decision to cancel the meetings and activities.

With the cancelation of the business meetings, which would complicate the election of Board members for 2021, the Board suspended the Bi-Laws concerning the tenure of the current Board to allow them to continue to serve in their positions until business meetings resume. Nominations for Board members will be accepted at the first meeting, when they resume, with elections of the new Board to be completed at the second meeting. This will provide continuity for the Club and assure that the Club will continue through these troubled times.

Questions concerning the Board's actions can be forwarded to Ted Hershey, Club Chairperson at tedhershey47@gmail.com.



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Meeting Minutes MGCC Meeting July 16, 2020

By Dan Suter, Secretary

The meeting was called to order by Ted at 7:32PM. Excellent social distancing was achieved due to the room and chair arrangement, and the total of (8) members that were in attendance. No new members or visitors were present.

The meeting minutes from the June meeting were accepted (straining the attendance limits to announce, motion, second, and approve, but it was achieved). Birthdays and anniversaries were reviewed, and Bob Welch made a point to request that the minutes capture the 74th wedding anniversary this month for Jimmy and Rosalyn Carter.

Reports

Treasurer: in Leon's absence, Ted shared balances and noted the low expenditures currently, and noted also that we are in good shape.

Activities: Mike Robinson announced that the Steak Roast for July 19, which had been planned in place of the cancelled Car Show for July 19, was also cancelled. See 'New Business' below to see details regarding the cancellation of other upcoming events.

Treasurer: Ted announced we are up to 96 members in 2020, with two renewals coming in during the past 2 weeks.

Regalia: Contact Joe Bellizia if you wish to order anything – it can be done online.

Spokes: I gave the Spokes report from a request that Mike Goodwin had forwarded. We are interested in getting more members to submit a brief item about their car: one or several pictures, a brief description of your history with it, or recent (large or small) project you may have done, or anyplace you may have driven it. Please submit something! Deadline is always the Thursday after the meeting (1 week later).

Watkins Glen: Dave Wild shared that the Vintage (downtown) Festival is cancelled for 2020; currently SVRA plans to run the event, but only admittance is Driver and 1 Crew Member per team (NO additional crew or spectators), and are following NYS guidelines which currently means 14 day quarantine for some states. Alfa race is still planned (as of this writing) to go on. Dan shared an update on the Watkins Glen rooms – we may be able to fill (6) of the (17) room normal allotment. I communicated to all room requesters and most have promptly provided an answer. We will manage our submissions on-time and I will update everyone on the outcome.

Old Business: None

New Business: Based on current attendance (guided by current membership comfort levels or lack of comfort levels) the board has cancelled our monthly meetings and all activities until further notice. This includes: the Fall Foliage Tour, Garage Tour, Rochester Yacht Club brunch, and Christmas Party.

The board further recognizes how difficult it will be to have an election for new officers at the moment (anticipating November) and have all current board members have offered to stay in their current positions until such time as meetings resume, and then immediately a call for nominations will go out and the next month elections will be held. The board stresses this is an attempt to maintain continuity for the club during this unusual time.

Meeting Minutes MGCC Meeting July 16, 2020

(continued from previous page)

Updates/Projects/Sharing from Members: Al Fink noted that the Silver Lake drive-in in Perry is still holding their cruise nights with smaller participation (but not their 3rd Thursday Super Cruise-Ins) with social distancing and mask rules. There was discussion of the overflow that occurred at The Log Cabin a number of weeks ago, as well as the aftermath including fines, etc.

Mike Robinson noted that his TF is now complete, with the beautiful dark green convertible top, sourced in the UK and fitted by Paul Osborne. (See article and separate photo elsewhere in this issue).

Meeting Closure: No door prizes. No other closing comments. Meeting was adjourned at 7:53, for a duration of 21 minutes. I will resume writing meeting minutes when we have meetings again. (In the meantime, let's share, via our e-mail discussion forum and *Spokes!*).

Attendance MGCC Meeting June 18, 2020

Ted Hershey
Gary Wilson
Barb Wild
Dave Wild

Mike Robinson
Dan Suter
Bob Welch
Al Fink

(No new members or guests)



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Our 1939 MG TA Tickford

By Gil Langswager (an initial version of this article originally appeared in 1987)

We wanted a Tickford, a T-Type please, ever since Betty and I saw Bill McCarty's green one at Mount Snow (a New England MGT Register event).

A lot of people knew we wanted one, including Bob Philip (a long time integral member of our MGCC Western NY). On Saturday afternoon we were just pulling into the driveway after a two week vacation and heard the phone ringing. It was Bob asking if I had read today's paper, meaning the local Rochester Democrat & Chronicle. I replied, "We just got back, why?"

"There is a Tickford for sale here in town," he said.

Well, unpacking was set aside, a phone call was made and we met Bob at Darrell Hed's garage. There sat "our"

Tickford—more gray primer and rust than red, but all there. Closer inspection revealed a 1939 TA, but with a BMC replacement XPAG engine topped off with a (rare and desirable) Laystall Lucas head. Rear wheels were 16 inch, Jaguar type, with Michelin tires, the front two and spare were 19" with Firestones. TC type shackles replaced the sliding trunnions on the rear and a business like trailer hitch was fitted to the frame. Modern Lucas tail lamps were mounted on the

rear wings. Chromed wind-tone horns and a very modern fog lamp were clamped to the badge bar. A Royal Automobile Club badge was fastened to the radiator slats. The drop head was of the original type canvas, but a replacement with a large plastic rear window and no headliner. The landau bars and all other hardware were there. The seats, side panels and carpeting had just recently been replaced. The woodwork was intact, but the veneer had peeled off the fascia panel. Door handles and window

cranks were incorrect, but functional. It did not run—no batteries—last time it did, there was "some funny noise" in the engine.

Having observed all this (and more) inside of

an hour, I bought it. A couple of days later, son Jeff, Betty and I went up to bring it home. I was trying to figure out how to fit my TD tow bar to the badge bar, when wise old Bob drove up with his TA tow bar and a couple of wheels off his TA. When I tried to put air in one of the Michelins, it came right back out of the ice pick hole in the sidewall. So, with Bob's tow bar and wheel, we were able to get it home.



Betty and Gil's '39 TA Tickford
(photo by the author)

Darrell Hed had purchased the car in England in 1969. He brought it into Toronto and then to Rochester. He never registered it in this country. He gave me the English Registration, AFW 891, which showed it had been owned by John Cook Fortune in Edinburgh for at least five years. The original owner, I found out later, was D.P. Brocklesby of Lincolnshire.

That was back in 1972. I had never thought of this as a "Restoration Project". I bought the car because we wanted a Tickford and there it was.

The MGTA was produced 1936-39 and 3003 were made. It is a predecessor of the MGTB (interrupted by WWII), and the MGTC, but used an earlier engine.

While records are not complete, the generally accepted number of TA Tickfords produced was about 260.

The Tickford drophead coupe body was produced by Salmons and Sons, Ltd for MG, and they also produced Tickford drophead coupes for other MG models including the SA, VA, and WA in this same period.

The Langswagers, upon moving back home to Rochester, brought it to our MGCC 30th Anniversary party in 1988.

It was all there and looked the way a Tickford should. I planned on getting it running, painting it and dolling it up: just to make a presentable car. A couple of years went by before I did much of anything on it. When I did start to get serious, I found that a lot of the wood was rotten, particularly the vertical pieces that form the windscreen posts. The metal at the corners of those posts was badly rusted. The wood and metal on the bottom of the doors was also pretty well rotted. Bob Philip had already restored a TD and was well along on a TA roadster (now owned by our MGCC member Allyn

Wagner). His advice was to take it down all the way.

My three most valuable assets by far are Betty, Gary, and Jeff. Betty is an understanding, supportive, forgiving, participative, and loving

wife. I can't say enough about her. There are many men out there who envy me for having such a wife. Gary, our older son, started helping me on our first TD when he started to walk. He was a little awkward at first—caught me right behind the ear with a ball-peen hammer trying to help me adjust the brakes. He learned quickly, though, and has become a first class mechanic and an MG enthusiast. He went away to General Motors Institute to learn to be a mechanical engineer shortly after we acquired the Tickford. Jeff, our other son, wasn't born yet when we bought that first TD; he arrived about four months later. He, too, started helping me in the garage very early on. Like Gary, he's a first class mechanic and an MG enthusiast. He applied his mechanical skills a little differently, though. He put a hitch in the Marine Corps fixing big vehicles.

I mentioned these assets now because it was decision time. We had to decide whether to take Bob's advice and tear it down or do something else. They helped me with that decision and they've been helping me ever since.

We started taking it apart. Betty took pictures (she's the photographer, not me). I found out later that you never take enough pictures. Jeff started putting bits and pieces in tobacco cans and bags and labeling them. He had read about restoration projects. He provided valuable advice for his tender years. I decided I needed to know something about body work and enrolled in a night school class. I learned just enough to know that I needed to learn a lot more and that I didn't have the patience. Meantime, Jeff was busy cleaning, wire brushing, and sanding many parts.

Sometime during this activity, Jeff decided he ought to have his own MG. He found an MGA roadster in a farmer's field. We put aside the Tickford for a while and spent his Senior Year in high school restoring his MGA. An engineer that I worked with, Dan Walsh, provided the help we needed to do a proper job on the body and paint work. We both learned a lot from that experience.

Now, back to the Tickford. Jeff and Gary both worked at cleaning parts during the Summer, but

were away at college in the fall. I worked at repairing the sheet metal using my new found body working knowledge. Bob Philip offered to make the new wood pieces required, so we tried to piece together what was left of the originals to determine what he should make. He did a fabulous job. I repaired the metal decay on the windshield posts by brazing in new metal and then leading it. It fit on the new wood like a glove – a major accomplishment!

Sometime during all of this, I had to decide what to do about the chrome items. I asked Dick Knudson (co-founder of the New England MGT Registry) for his recommendation. He had work done at Bill's Plating in Magnolia, New Jersey. During our annual pilgrimage to Hershey, we looked up Bill Powell and talked to him about the plating. A few weeks later, Betty, Bob, Ruth, and myself took a mini vacation to Magnolia, New Jersey and the nearby town of Philadelphia.

The parts to be chromed all fit in the trunk along with our luggage. There is something to be said for Detroit iron. Later, Bob and I made a quick trip from Rochester to Magnolia and back on a Saturday (you've probably guessed, we didn't trust UPS).

We also had to decide what to do about the engine. Our chances of finding an MPJG engine were pretty slim and of finding the original MPJG 3365 was practically nil. Several MG nuts suggested that I was much better off with the XPAG engine anyway. After all, MG went to the XPAG in the TB, didn't they? I elected to use a stock cast iron head and took the engine to Bill

Drake. He did all the machine shop work and got it completed the day the overs were loading us up for the transfer to Alabama which was another delay: the company had transferred me to Tuscaloosa.

The Tickford was all in pieces. Allied Van Lines sent a special packer to pack all the pieces. He spent a day on all the newly chromed items, instruments and small parts. I picked up the engine components from Bill Drake and the movers took them right out of the trunk and put them in the moving van. When we got to Tuscaloosa, the Tickford sat just as it was unloaded for another two years, because I was

having fun installing equipment and getting the plant there in operation.

While we were still in Rochester, I had looked around for someone who would paint my '63 Corvair Spyder Convertible the way I wanted. Chris Blackwell in Addison, New York, 90 miles

south of Rochester, turned out to be the guy. When I got to Tuscaloosa, all the auto enthusiasts there asked me where I had it done. That helped me decide to have Chris paint the Tickford. We loaded it into a 12-foot U-Haul enclosed trailer and hauled it back north. Three years later he brought it back to Alabama. The colors we had chosen looked just right. We had decided on a two-tone combination because the sales brochure said that the cars were available with the body of one color and the wings and fairings of another. The available colors were listed. Among them, dark red and maroon. We had seen



"We had decided on a two-tone combination ... dark red and maroon."

(photo by the author)

a Mercedes 540K roadster in that combination and decided that was what we wanted.

While the car was being painted, I should have been working on all the parts I kept at home. I did manage to get the engine assembled and painted and also decided to get a degree from the University of Alabama. I was still working on that when Chris brought the car back. He stayed long enough to help me get the engine in and hang the wings on. When I graduated the whole family came down from Rochester to surprise me and helped me celebrate. My former helpers, Gary and Jeff, stayed long enough to help me get the brakes hooked up.

One day I got a call from Bill Hentzen, an MG enthusiast if there ever was one! He got my name from George Herschell. Bill was putting together a Tickford Register and wanted the particulars on ours. That was the start of another special friendship. I learned much more about our Tickford. I was able to get door handles, window cranks and a rear window from Bill. He also helped with some details as to how to put things back together. Remember, I said we didn't take enough pictures.

Some other MGT friends who are also a valuable resource are Craig Seabrook and Fred Kunz of the Whitworth Shop. They redid the instrument panel and instruments and made all new interior trim and a fascia panel of beautiful walnut.

I slowed the process down again by accepting a part-time teaching job at the university. That only lasted one semester. It was time to get serious. If I really applied myself, I could finish up by the Summer of '85. There was the GOF (New England MGT Register Gathering of the Faithful meet) at Hershey in June and GOF Central at Indianapolis in July. I set my target for Indianapolis because it gave another month and it was 400 miles closer. There were still a lot of parts to put on that car and a top to be made. The final assembly and detail work takes time and patience, I found out. I didn't have much of either, but I put all I had into it from January to

July. I wanted to have the top (hood) made locally, if possible. None of the local shops were able to handle it, but The Cover Shop in Montgomery was highly recommended. Talking to Charles McVay on the phone convinced me to take the car the 90 miles. I didn't have my Wells Cargo Trailer ready for the road yet, so I decided to drive the Tickford. After all, I had to break in that engine sometime. We started out with Betty following me in the Olds. I stopped to fill up with gas and saw it running right back out. I had over tightened the fender bolt and cracked a weld. Fortunately, the tank held about five gallons, enough to get to Montgomery.

I picked the car up on the Fourth of July. The new top looked great! All of the elegance of a Tickford was finally ours. There was still a lot of detailing to be done and the trailer and tow vehicle to get ready. I just didn't get it all done. There were many frustrating nights, like the dark rainy night I was under the trailer trying to bolt in the tie-downs. I was yelling at the top of my voice to Betty, who was in the trailer, with the rain beating on the aluminum roof so hard she couldn't hear me.

I guess you never really finish a restoration. I had mixed emotions about taking an unfinished car to a GOF. Bill Hentzen encouraged me to bring it anyway. I'm glad I did. It was a very rewarding experience. My paying job prevented us from making the Stratton Mountain event, but we did get to the Southeastern GOF in Athens, Georgia. The car still isn't finished, but the folks liked it well enough to vote it "Best of Show".

It is still hard to believe that beautiful Tickford is really ours. There is no question in my mind that it was all worth it. It didn't take 13 years to do the restoration; that time just went by. I have no idea how many years it really took. I don't think I want to know. All I know is I am extremely proud of the results. I am also extremely grateful to my three greatest assets and to all my wonderful friends for all their help and support.

GL

Follow up on the Tickford

Subsequent to this article, I completed the car & showed it in AACA national shows & New England MG 'T' Register events. This was all while living in Alabama. We moved back to the Rochester area in 1988. The next year we took it to Hershey for the AACA national & took a "preservation" award there. A man from Georgia was there & wanted to buy the car. He had seen it at the southern events & really wanted it. I had been considering selling it to cover the cost of building a barn on our Atlantic Avenue estate. I finally agreed there at Hershey. We delivered it to him the next time we went down south.

I had forgotten that a member of the 'T' Register had asked me to let him know if I wanted to sell it.

Anyway he ended up buying it from the guy in Georgia. He had it for a few years & then sold it to someone out west. I heard that it had been painted black & later ended up on the auction block.

I'm not one to keep records so none of this is documented.

Anyway, it was quite an experience & something we can look back on in our memory bank.

Gil

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Victoria and Me

By Mike Robinson *(all photos by the author)*

The story of the acquisition and subsequent restoration of TF 5112, aka “Victoria” begins in June of 2018 when we met some members of the club at Dublin’s Corners Farm Brewery in York, NY. Among them were Dick and Marlene Rzepkowski in their 1954 MG TF 1250 with right hand drive. Up until then I had seen pictures of TFs, but this was the first time I ever got to see one up close and personal, and I was smitten, as was Maggie. We decided then and there that if a nice TF became available that was in decent shape and within reason dollar-wise, we would get one. Thus began a search on eBay, Haggerty, Bring a Trailer and a few other sources of old classic sports cars.

After about a week of searching and seeing cars ranging from basket cases to frame-off restorations, and with prices ranging upwards to the low 40-thousands, I finally found one located in Dallas, Texas that in the pictures looked like a decent car, with a price that was certainly within reason and within the budget. Contact was made with the seller, photos swapped back and forth and a video of it running (sort of) was sent. Many questions were asked, and the owner answered as best he could, however it was clear he really didn’t know much about MGs or T series in particular. According to the seller, all new wood was put in the body, which was partially true, but not “all” of the wood was replaced as I found out after delivery. He knew the engine was swapped for an 1800 out of a B, but he was unsure what type or year. Then there was “the bulge”. The bulge was a homemade affair that provide extra room for the two SU carbs of the B engine, but which ultimately was never needed to begin with. It was there on the car the entire time he owned it, so it goes back to at least the mid 90s. The last registration date on the windshield sticker of the car was 2002 with a Texas registration. So who knows how long before that it had been since it was driven? Judging by the mishmash of modifications I encountered, I dare say it had been longer than that. Anyways, back to the car.

I didn’t mind that the engine was wrong or a few of the other modifications, as my plan was to make this a driver and have fun with it, so I decided to take the risk and buy the car. A check was sent, shipping details arranged, and on July 16th, 2018 Victoria arrived at our house.



There’s a TF hiding in there! The young lad driving the delivery rig was in a bit of a dilemma. He had no idea how to use a choke or drive a manual transmission. Coupled with the car running poorly to begin with, he required my assistance to get it started and back it off the trailer.



Safe and sound in the garage next to her adoptive brother George, our 1980 MGB.

The original plan (Plan A) for the car was to go through it and fix what was needed to make the car safe to drive and somewhat reliable and get it running as it should. The first thing was to rebuild the two SUs and do all the tune-up items required so the car would actually run, not misfire and stumble all over itself. I put in new points, cap, wires and plugs, the fuel was drained and fresh fuel added. I put in a new fuel filter, changed the antifreeze and with the rebuilt SUs and the valves lashed correctly, she fired right off and ran very smooth. Success! With this first of many steps completed, I immediately felt better about the car and was somewhat confident that I would be able to proceed with Plan A.

That bird soon flew out the window, however. Getting into it more, it soon became apparent that I would not be driving Victoria anytime soon. The brakes were marginal at best, the electrical system was a fire waiting to happen, the bushings in the clutch and brake pedal were so far gone I could step on both at the same time, and the cobbled accelerator pedal was simply unusable. Ever have the sickening feeling deep in your gut when you think to yourself, "Oh crap. What did I get myself into?" That was me about that point in time, and I even entertained the thought of selling it and cutting my losses, because the more I dug into it, the worse things got. All of the main body timbers were not only bad, they were nonexistent. The main timbers along the bottom had completely deteriorated, leaving only rusted stubs of the screws still attached to the irons. The timbers that secure the firewall to the tub were gone from the bottom midway up to the scuttle. The latch and hinge posts were not attached to anything, so the doors would not close or align correctly. It was apparent that major body work would be involved, so the decision was made to scrap all plans for driving the car and to do a complete restoration, taking as long as needed to do it right. Little did I know at that point that it would be a two year (to the day, no less) journey to that day when I would be able to say she's "done".

To go into every little detail of the restoration would require an article longer than what any sane person would want to sit through and read. I believe a picture is worth a thousand words, so I'll summarize the work done in the text, and include pictures of what I think the major highlights were that I encountered along the way. If you do care to see the entire process from beginning to end, you may do so by going to my Google Picture album of the restoration, which you can access from here - [Victoria's Restoration](#).

In short, every part of the car was at least touched and inspected, and replaced or rebuilt as needed.

Body Tub – Completely rebuilt with all new timbers. The only remaining original pieces are the main irons, the scuttle, and the firewall. Two pieces of original wood framing are left; the two main doglegs at the tops of the rear quarters. The firewall needed major repair, new floorboards were made, a new transmission tunnel was fabricated, and a new battery box installed. The bulge the car came with was done away with, so a new lower bonnet panel for the left side was sourced, and a trashed left wing was

used to cut the piece out needed to repair the opening in the original wing. Once everything was mocked up to assure everything would fit, the car was disassembled and made ready for paint.

Frame and Chassis – The frame was sent out for media blasting, and various pieces that were cut off or chopped apart were restored or replaced. The steering rack was mounted back to its original mounts to re-center it, a replacement TF steering column sourced and restored to replace the mongrel B and TF combination it came with, and the front and rear suspensions were rebuilt with new bushings, springs, and overhauled shock absorbers. MGA disk brakes were fitted for more stopping power, and the entire brake system replaced with a new master cylinder, lines, shoes, pads, rotors, etc. The brake and clutch pedal assembly was rebuilt with new bushings and the worn shaft was restored to fit the bushings. Before assembly, the frame was painted with 2K black urethane paint, and then everything was assembled into a rolling chassis.

Interior – The original TF dash unfortunately was hacked to pieces with a Sawzall so it was unusable, and the TF gauges were long gone. In their place were early B gauges, so until a correct dash and gauges could be sourced, a wood dash was made from mahogany and fitted with a custom engine-turned aluminum section into which the gauges and switches were mounted. An early Christmas present from the family was a Brooklands Steering wheel which added a nice touch of period accessory. The car came with a hideous fiberglass tunnel that someone “fabricated”, so it was tossed and a new tunnel formed from steel. A new accelerator pedal was made from an early B pedal and fitted to the side of the battery box. The interior upholstery came from Moss Motors and Abingdon Spares, and the carpeting was sourced from a wholesale auto carpet supplier, cut and fit to the tub. The seats were rebuilt with new tack strips and upholstered in leather, and a new rear compartment was made for the side curtains. A new set of top bows had to be sourced because the bows the car came with would not fit the new body. A new canvas hood and half tonneau were ordered from The Don Trimming Company in the UK, as they were the only supplier I could find that offered colors other than just black and tan. Paul Osborne was very helpful with the seat upholstery and hood installations.

Electrical – When I got the car, the entire electrical system of the car was a fire waiting to happen. It was hacked and cut and most connections were simply twisted together with different colors and gauges of wire in the same circuit. I used the same power block I used for my B, with eight fused circuits and all the high load devices like lights and such on relays. The wiring is color coded the same as original, and is one gauge heavier to better handle the load. The alternator was upgraded to 60 amps. A new starter, lights, switches and horns were installed and everything worked on the first attempt. It was a very simple car to wire, and the wiring was done and functional in three days.

Engine and Transmission – Because it was a running car, not much was done to the engine except clean it up and paint it, but I did replace the timing chain and sprocket, and overhauled the oil pump. New gaskets were used to seal everything up. A Weber downdraft carb was initially fitted, but the car ran so poorly with it that SUs were sourced, rebuilt and installed, and they made a dramatic difference. As it turns out, they also fit under the hood with no need for the bulge. The transmission was also cleaned and painted, and the internals inspected. Nothing major was found so it was sealed up and new oil added.

Final Assembly and Paint – After everything was rebuilt and repaired, the car was disassembled (again), and everything was painted. The tub was pretty straight to begin with, but the low spots were filled and sanded, then three coats of high build polyester primer were sprayed on and block sanded to assure all the panels were straight. The same was done to the bonnet, wings, fenders and running boards. Several choices of color were kicked around until Old English White was finally selected, with an apple green interior and a dark racing green canvas convertible top and boot. Three coats of color were applied, followed by three coats of clear. The chrome bits were either replaced with new if available, or sent to Qual-Krome in Erie, Pennsylvania for restoration and replating.

Future Plans – While the car is certainly drivable, there are some areas I want to address. With the stock 4.875:1 gearing, the engine is screaming at 4000 rpm just to do 50 miles per hour. I've located a machine shop just outside of Boston that can fit 3:90 gears to my TF rear axle. With the 1800 giving twice the horsepower and torque of the XPEG, and in a car that weighs only 1700 pounds, the 3:90 set should give a good balance of acceleration and high-end speed. I also want to rebuild the engine and transmission. I noticed the shifting is a bit stiff between the gears, and it does crunch every now and then. I have no way of knowing what the true mileage is on the engine, so I want to play it safe and rebuild it so that it's reliable and I won't have that nagging doubt about driving it anywhere.

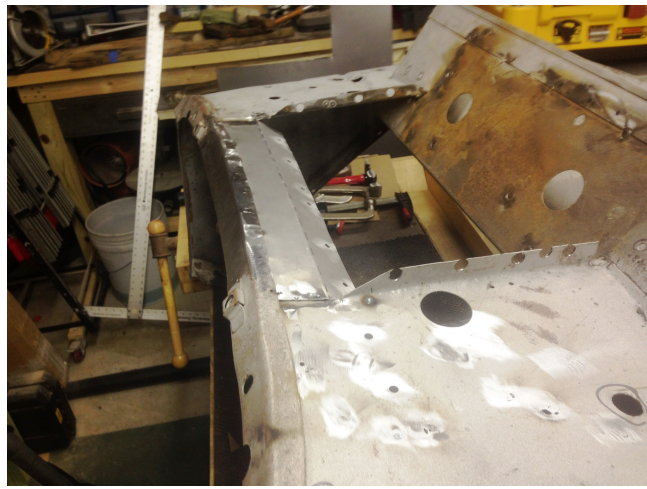
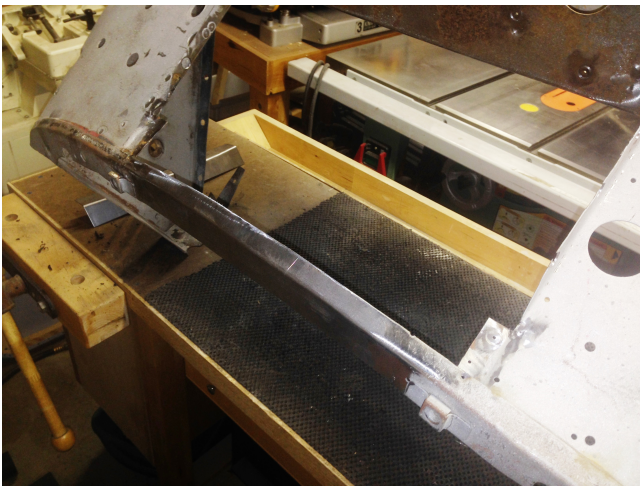
Below are some pictures of certain items that I thought would be of interest, in a before and after format.



Out with the old steel and in with the new. The new panels and timbers from Hutson Motors in the UK were a joy to work with. They jig assemble all of the parts before shipping to ensure they will all fit together, saving a huge amount of work.



*The old tub during disassembly and the new tub, just after completion.
No body work had been done at this point yet.*



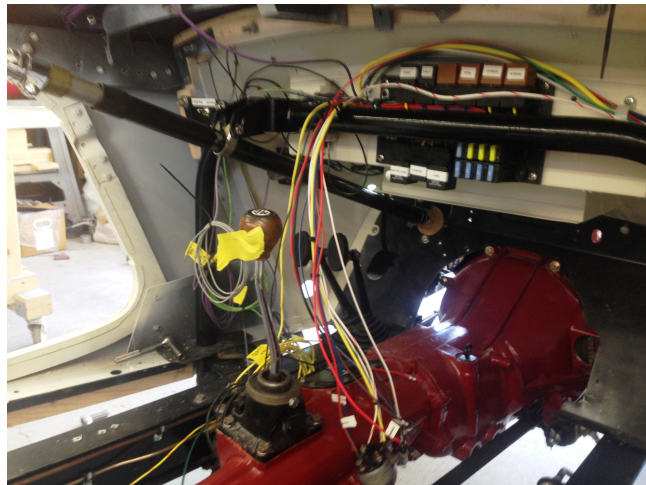
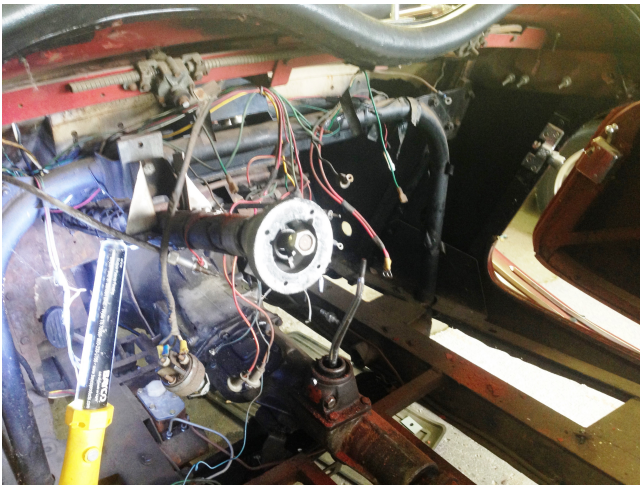
These three pictures show the before, during and after of the firewall repairs. A new curved lip had to be formed, as well as the shelf that ties it and the battery tray together. There were also about 20 additional holes that needed to be filled. Anywhere you see a shiny area is where a hole was welded shut or a patch was welded in to fill it.



The lump on the left is the fiberglass transmission tunnel the car came with. In the stack of receipts I got with the car, I found one for \$350 for "tunnel fabrication". Someone got hosed. The one I wire-formed out of steel is on the right. I was particularly satisfied with successfully making this part.



Before and after of the interior: Much discussion and flip-flopping went on regarding colors, both interior and exterior. After much debate, Old English White with apple green was finally decided upon. The seats had four layers of upholstery on them; the original leather, followed by three layers of vinyl. No wonder they were so hard!



The old wiring in the car was a fire waiting to happen. Different gauges and colors of wires were twist-connected together, often without even insulating tape to prevent them from shorting. The new power block on the left has eight fused circuits and all the high load devices are on relays.



On the left, the original frame and driveline after a power wash to remove about 50 years of grime and dirt. On the right, the frame and running gear after everything was rebuilt, including new springs, bushings, and the entire brake system including master cylinder and lines, and an upgrade to MGA Disk Brakes.



On the left, the MGB three-main 1800 18G engine as removed from the car. With twice the horsepower and torque over the XPEG 1250, the car really gets out of its own way until it gets to 50 mph, then the rear axle ratio says "That's fast enough!" A new oil pump, timing chain, sprockets and tension, and water pump were installed. The new water pump already is squealing from a bad bearing, which will require pulling the radiator to replace it.



Finally, before and after pictures of the completed car, taken exactly two years to the day apart. You'll notice I left the over riders off the bumpers. I think the car looks better without them. Eventually, I want to add some mirrors to the windshield, as the wing-mounted mirrors are useless.

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The Tesciones' 1951 Morgan Plus 4

Back a few years, Bob and Annabelle Tescione out for a ride in their 1951 Morgan Plus 4 for Bob's April birthday, with winter coats required. Photo is by Dick Powers whom they met for breakfast.

AT

Dear MG Car Club,

We at Hospice of Central New York and Hospice of the Finger Lakes are reaching out to all classic car clubs in our area to let you know about a special fundraising event we are hosting that will provide an excellent evening of fun, nostalgia, and a great way to have fun with other classic car owners! We have a special offer for those bringing their classic cars to show off at the event!

Please forward the below announcement to your club members, so that everyone can learn about this unique and fun way to provide funding for the essential services on which our community has come to rely. If you have any questions, please reach out at my contact information below. Thank you!!!

Hospice of Central New York and Hospice of the Finger Lakes

is holding a terrific night of nostalgia, classic cars, combined with safe social distancing!
*You're probably thinking **tell me more, tell me more...***

Join us for a night of *Cruisin' to the Drive-In* as we screen the classic movie:

GREASE

Friday, September 25, 2020

Finger Lakes Drive-In, Auburn, NY

Gate Opens: 6:00 PM / Movie Begins: 7:30 PM

\$100 Per Car

Cost of Admission Includes:

1 fleece blanket per person, dinner and refreshment vouchers for use at concession stand (*max. 4 per vehicle*), and 25 raffle tickets per vehicle

All event proceeds will directly benefit Hospice patients and families we serve in Cayuga, Madison, Onondaga, and Oswego Counties.

SPECIAL OFFER FOR THOSE ARRIVING IN CLASSIC CARS!!!

\$80 per car! Register today to get the Classic Car Deal!!

Tickets available at www.hospicecny.org/Cruisin-to-the-drive-in/

Or call us at (315) 634-1100

Advance sale only due to limited space. Get your tickets before they sell out!

Rain or Shine event! No refunds in case of inclement weather!

Presenting Sponsor:

Hematology-Oncology Associates of CNY

Sunshine Page



August Birthdays

1	Patti Bellizia
9	Jeff Kath
14	Elaine Hess
14	Marlene Rzepkowski
17	Patti Schulz
19	Gail Shipper
21	Ken Heusler
22	Jay Lockrow
23	Bill Dexter
25	Bill Donlon
25	Linda McConnell
29	Anne Faust
29	Joe Tierno



*Happy Birthday,
everyone!*

August Anniversaries

4	Mary & Tom LeStrange
7	Beverly & Jay Lockrow
7	Patricia & John MacDonald
16	Peggi & George Heissenberger
17	Christine & Harold Rodman
28	Sue & Jim Herschell
29	Lane & Kathy Boughton



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.)



Mike Robinson's newly completed TF with the new deep green convertible top which was beautifully installed by Paul Osborne.

"When the car show was cancelled for 7/19, a picnic and steak roast was scheduled in its place. When **that** was cancelled (number of interested members was not sufficient for the Legion to hold the event for us), an outdoor lunch was scheduled at *Flaherty's* along Honeoye Creek in Honeoye Falls. Mike, Maggie, and I met for lunch. Mike and Maggie brought the TF and here is a picture I took."

(submitted by Dan Suter)



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: 1972 MGB-GT \$7000 or Best Offer
10,000 miles since engine rebuilt, Abarth exhaust,
New gas tank, Spoke Wheels, Drilled and Slotted rotors, Ceramic Front brake pads, Air Conditioner, Competition Clutch and more. Great Driver!
Call 585-298-0946 or email mgbdriver13@gmail.com



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 has 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' Overrides
- 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

Effective recently, all club meetings and activities have been canceled. Thus, monthly publication of the calendar in *Spokes* has been suspended.