

Spokes

Official Publication of the MG Car Club Western New York Centre

Volume 65 No. 2

Issue No. 766

February 2023



A taste of what's inside...

MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Website: <https://mgcarclub.com>

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.

Articles reflect the opinion of the author. Articles are the property of MG Car Club Western New York Centre and may be reprinted by similar clubs providing the author and source is credited. It is requested that two copies of the republication, one for the author and one for our files, be forwarded to the editor of *Spokes*. No other use is permitted.

EXECUTIVE OFFICERS and APPOINTEES

CHAIRMAN	George Heissenberger	chairman@mgcarclub.com
VICE CHAIRMAN	Rod Rodman	vicechair@mgcarclub.com
SECRETARY	Dan Suter	secretary@mgcarclub.com
TREASURER	Todd Black	treasurer@mgcarclub.com
ACTIVITIES	Dave Kray	events@mgcarclub.com
TRUSTEE	Robert Welch	trustee1@mgcarclub.com
TRUSTEE	Paul Osborne	trustee2@mgcarclub.com
SPOKES EDITOR	Michael Goodwin	spokes@mgcarclub.com
WEBMASTER	Leon Zak	webmaster@mgcarclub.com
MEMBERSHIP	Todd Black	membership@mgcarclub.com

CARDS AND LETTERS

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

CLUB HISTORIAN

Dave Wild
wagonjack@mgcarclub.com

LIBRARIAN

Paul Osborne
librarian@mgcarclub.com

CLUB REGALIA

Joe Bellizia
blitz7711@gmail.com

SPOKES ADVERTISING

Al Fink
alcycle@hotmail.com

SEND PHOTOS FOR

WEBSITE TO:
photos@mgcarclub.com

COVER:

Photo collage of some of what you'll see inside Spokes this month!

SUBMISSIONS ARE WELCOME

Deadline: One week and a day after a general meeting. Contact the editor for additional information. Send all correspondence and material via email to spokes@mgcarclub.com.

MEETINGS – Held the third Thursday of each month, except December, at the American Legion, 260 Middle Rd., Henrietta, NY 14467. Board Meetings are held in odd-numbered months and are open to all members. Contact the chairman regarding the scheduling of the next board meeting and to request your item to be added to the agenda, for either the general meeting or Board meeting.

Contents

MG's Corner	4
Chairman's Corner	6
Introducing the Officers and Appointees.....	7 - 8
Minutes for MGCC Meeting.	9 - 12
Remembering Phyllis Wagner	13
MGCC Meeting Attendance.....	13
Activities Report	14
2023 Robbie Burns Lunch	16 - 17
UPCOMING!	
Valve Cover Racing & Wine and Cheese Party ...	18 - 19
The Land Rovers.....	20 - 21
Watkins Glen – Seneca Lodge	22
Recognize Anyone?.....	23
Back on the Road Again (again).....	24 - 26
Sunshine Page	27
Regalia	30 - 33
Join/Renew Membership	34
Classified Ads	35 - 36

Advertisers in *Spokes*



**Finger Lakes
Vintage & Sports Car**



Paul's Canvas



They support the MG Car Club,
please support them.

BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen ~ Joe Tierno ~ George & Nancy Herschell
Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch
Jim Priestley ~ Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner



Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. A nameplate can be purchased in the name of the donor for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Frank Stepanik
13 Fiora Drive
Fairport, NY 14450

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

MG's Corner

By Spokes editor, Michael Goodwin

It looks to me like 2023 is **off to a great start** for the MG Car Club Western New York Centre. I usually try to avoid cliches, but this month, instead, it seems I've been **carried away**; I'm **dotty about, gaga over** and for some reason seem to be **smitten with** such phrasing. The new Board Members and new (and returning) appointees and all the *Spokes* contributors this month have **hit the ground running**, they've **begun at full speed**, **gotten off the ground** and **down to business**; yes, they've **swung into action, embarked on the tasks at hand**, indeed they have **really got cracking!** I'm sure as the year progresses, **a good time will be had by all!**



If you have managed to stomach my writing so far this month, you must surely be telling yourself, "Yes, that Goodwin fellow has finally cracked...it's a good thing for sure that we'll have a new Spokes editor in 2024!" (Be sure to let this current editor know whom that will be!)

Quite seriously, though, I think you'll find some real goodies in this month's issue. Annabelle Tescione has provided us with a nice collection of photos of most all of the Officer and Appointees – for newer members it may be an especially nice help to figuring out who's who! And, along with a recap of the recent Robbie Burns Day celebrations, we have lots of info about upcoming activities and events, as well two nice feature articles, one brand new and the other a reprint from 1999 (that long ago already?). Enjoy the issue, and ...

SafetyFast!  **MG**

KURT'S
Garage
Since 1946

DAN THIEL
Owner

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



Paul's Canvas



Marine / Auto and
Outdoor
Upholstery

Paul Osborne
Lima, NY
585-255-0531



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!"

What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



HELPFUL
CUSTOMER SERVICE



2-YEAR
WARRANTY



KNOWLEDGEABLE
TECH SUPPORT



EAST & WEST COAST
WAREHOUSES



800-444-5247

Visit us at
MossMotors.com

Chairman's Corner

By George Heissenberger

Thanks to all of you who were at the January meeting for the well wishes on my first opportunity hosting the club meeting as Chairman, since the 1980s! As I said at the meeting, I would not have guessed years ago when I first sat in the chairman's seat that I would be back in the same seat exactly forty years later! A lot of time has gone along with many happy memories and many departed friends, but we are still going strong and ready for new adventures. If you haven't paid them yet, dues are due for 2023. Please send your check to Todd Black or give him payment at the next meeting or event, or pay via PayPal by renewing your membership on the club's website www.mgcarclub.com.

Dinner before the meeting was provided by the American legion and was a delicious Beef on Weck with fries. The bar was available, and I saw many in attendance enjoying a cold beverage. Next month our host Kevin has promised Shepherd's Pie for dinner. I hope you can join us!

Car show: Joe Bellizia has offered to head the car show committee and we are looking at a late August date for a car show. This will be our first show since 2019. A lot is needed between now and August so if you are interested in helping, please contact Joe B.

Bylaws change: One item of business that came up was in reviewing the bylaws of the club, there originally was a quorum set of two officers and 10% of active members. Sometime about 20 years ago or so, there was a motion to change the quorum to 50 members. We would like to change back to a more reasonable number so a proposed motion was made and seconded at the January meeting to have the quorum reset to 15% of active members. We currently have about 150 active members depending on how many of you renew your membership, and that would mean about 22 members attending a meeting would make a quorum. ***Consider this your published notice of that bylaw change.*** A vote will take place on the motion at the March meeting. I'll work with Leon to set up a voting process online and a mail in via Spokes so if you can't attend the March meeting you can still vote. The bylaws change process is listed below:

ARTICLE IX Amendments, Revisions, and Alterations

1. To amend, revise or alter the by-laws, the proposed change will be read at two (2) consecutive meetings and a copy of the proposal will be sent to each member at least seven (7) days prior to balloting. Balloting will take place at the next regular meeting with absentee ballots to be accepted. The proposal will be accepted, if approved by a majority vote of the membership.

I'll be hosting the valve cover races on March 26 at Bushman's cabin in Henrietta so look elsewhere in this *Spokes* to see the flyer and rules. Hope to see many members there!

Safety Fast!

George



Introducing the Officers and Appointees of 2023

Photos provided by Annabelle Tescione



*L to R: George Heissenberger, CHAIRMAN
Rod Rodman, VICE CHAIRMAN
Todd Black, TREASURY/MEMBERSHIP*



Dan Suter, SECRETARY



*Dave Kray, ACTIVITIES
COORDINATOR*



*Bob Welch and Paul Osborne, TRUSTEES
Paul is also the Club LIBRARIAN*



Mike Goodwin, SPOKES Editor

Introducing the Officers and Appointees of 2023

(continued from previous page)



Leon Zak, WEBMASTER



Joe Bellizia, REGALIA



Dave Wild, HISTORIAN



*Ken Barlow, Watkins Glen Room
RESERVATIONS for Vintage Festival*



Al Fink, ADVERTISING

NOTE: Not shown is Nancy Chase, CARDS AND LETTERS

Minutes for MGCC Meeting – January 19, 2023

Recorded and submitted by Annabelle Tescione, substituting for Dan Suter, MGCC Secretary



Meeting called to order 7:30pm

CHAIRMAN, George Heissenberger welcomed everyone and noted that it's 40 years since the last time he was Club Chairman. Welcome back, George! There were no new members in attendance. We all congratulated people who had recent birthdays or anniversaries.

The November Minutes from our last meeting were approved.

TREASURY/MEMBERSHIP, Todd Black thanked Frank Stepanik, our previous treasurer, for all the help and training that Frank provided to him as he takes over as new treasurer and membership officer. Todd reported that the treasury is healthy and increasing with 2023 dues payments coming in. We have 83 dues paid members and 58 still outstanding from 2022 members. There are 11 from 2021 that have not renewed and they will be dropped. When everyone has renewed, including the Brudno non-paying members, we should have about 152 members in good standing. We gained two new members this month. Todd has set up the treasury and membership system so that he has instant access on his phone so he will always be current with information. Our dues remain at \$30, and George Heissenberger will continue to send out postcards welcoming new members and reminding those who haven't paid their 2023 membership dues that they are now due.

Frank Stepanik will continue to be our contact with MCC and maintain information about the Automotive Technology endowment that was set up years ago by our Club. We hope to be able to have this year's scholarship winner attend an upcoming meeting.

Al Fink, who oversees Club Advertisements, added several payments for renewed ads in Spokes. He said about half of last year's advertisers are renewed and he will follow up with some of the ones not yet paid for 2023.

ACTIVITIES, Dave Kray reviewed our wonderful Holiday Party that was held at Eagle Vale Golf Club and thanked Mike and Maggie Robinson for doing such a great job on that and our other events. We had 87 people attend and John Twist as a guest speaker, a really nice event all around.

On January 29 we have a lunch setup at Sticky Lips BBQ, look for photos from that later in this newsletter.

Dave discussed a possible February run to Cartwright's Maple Tree Inn in Angelica for their fabulous pancakes and maple syrup. Watch for more info on that to come. *[Editor's note: Please see the Activities Report on page 14 and on-line events calendar for an important update from Dave Kary! Pancakes! Mmmmm.]*

George Heissenberger has reserved the Henrietta Park lodge that we have traditionally used for the Valve Cover Races, updates on that will be coming. *[Editor's note: see two pages later in this issue for more on the upcoming event, including the rules.]* Preparation for double elimination tournaments will be worked out with George and Mike Goodwin and maybe a few others familiar with the races.

Minutes for MGCC Meeting – January 19, 2023

(continued from previous page)

Dick Powers confirmed that the popular Swing Into Spring event will be held April 30 at Mulconry's Irish Pub, as it has been for many years. This is always well attended and a great start to the driving season.

Dave is looking for any other ideas for events and for people willing to set up and coordinate any of these happenings.

As always, the Event Calendar on the website is up to date and is the last word on events, dates and times.

REGALIA, Joe Bellizia thanked the Club members for their cards and condolences on the recent loss of his mother.

He had many samples of our regalia on the back table, including shirts and jackets that could be tried on. Joe has much more available by order and you may also get your own clothing item embroidered. Contact Joe for ordering or information at blitz7711@gmail.com. If anyone has ideas for other regalia items, contact Joe.

Al Wagner brought and donated some car-related apparel that Joe sold for \$5 each, a terrific deal for some lucky meeting attendees and a nice addition to the Club's coffers.



SPOKES, Mike Goodwin told us that *Spokes* is in good shape, and he did produce a January *Spokes* because members sent in enough material. He thanked them and also Bill DeVos who created a really nice calendar. He reminded us to send in articles, photos, etc. to spokes@mgcarclub.com for the February issue by January 27. Mike announced that this year will be his final year as *Spokes* Editor and he hopes to have a volunteer come forward soon so that he is able to work with that person before he leaves the position.

LIBRARY, Paul Osborne reported that there was nothing new in the library except a few magazines which will only be retained for a limited time.

WATKINS GLEN REPORT, Dave Wild had no news from Watkins Glen. He did mention that the Vintage Sports Car Club of America will be recognizing the 100th anniversary of the MG. The Glen will be featuring the Corvette this year for the car's 70th year and history at the Track. There may be something on Vintage weekend Friday to celebrate the MG's 100th but not certain yet. Lime Rock Park (racetrack) is expected to have some event sponsored by the Vintage racers in honor of the MG also.

Ken Barlow reported that the UK will be having some MG events for the 100th that would be fun to participate in. Also, Ken will be taking Seneca Lodge room reservation for the 2023 Watkins Glen Vintage Festival; information will be forthcoming. [Editor's note: See later in this issue for a note from Ken regarding this.]

The Buffalo area British car clubs may be having some MG festivities for the 100th anniversary, stay tuned.

WEBSITE, Leon Zak was absent, but the officers confirmed that the Club website is running fine and is up to date with information except for a few changes pending for board member email updates for the new 2023 officers broadcast list.

CAR SHOW, George Heissenberger and Joe Bellizia discussed the possibility of putting on a car show for 2023. Plans will need to start very soon and a date in August may be the most practical time. The Rush Fire Department property, which we have used in the past, seems like a good venue to consider and George will talk to Ted Hershey about his contacts there from earlier shows. It is necessary for a committee to be formed and groups of volunteers to be enlisted in order to proceed, so look for upcoming information about that.

Minutes for MGCC Meeting – January 19, 2023

(continued from previous page)

OLD BUSINESS, Dick Powers told us the UK MG Car Club has not cashed our check yet, but we are up to date with our membership dues.

NEW BUSINESS, George Heissenberger discussed the possibility of amending our Club by-laws to change the percentage of members needed to approve any change. It was agreed that this would be posted in Spokes and voted on via an online email ballot. The motion was made by George to require 15% of active members participating in the vote

in order for the motion to become a by-law change. The motion was seconded by Rod Rodman. More information on this will be forthcoming. *[Extremely Important Editor's note: Please see the Chairman's Corner on page 6 of this issue for clarification and official notification of a pending ballot.]*

Hollis Hames asked Annabelle Tescione to discuss the Car Nuts Breakfast that is held the second Thursday of every month at the Bay Front Diner on Empire Blvd.



The gathering was started in 2010 by Bob and Annabelle and is not affiliated with any particular club, rather it is open to any car enthusiasts who would like a casual breakfast with plenty of car talk. People from numerous different clubs and ones with no club membership at all, typically attend. There is usually a group of about 30+ and it's always fun. Send Annabelle an email if you would like to be added to the monthly email reminder Mogman@frontier.com.

CARS & PARTS FOR SALE, Bob Welch is looking for an early 1970's MGB gas cap.

PROJECTS, Ken Barlow discussed the Austin Healey Bugeye Sprite that he purchased recently at a local auction. He reported that the tub is in very good condition so he will be using that one and selling the one he already had which needs more work.

Mike Goodwin told us that the Goodwins and Zaks are in preliminary talks and planning a Nova Scotia driving tour for later in the year. Anyone interested in the tour, contact them, it's sure to be fun. Coincidentally, Al Costich and his daughter will be doing a Nova Scotia tour in July; it will include both a driving portion and a schooner/wind jammer cruise.

Door prizes were distributed to ticket winners.



Paul Osborne and Rod Rodman drawing door prize tickets

PAGE INTENTIONALLY LEFT BLANK IN MEMORY OF PHYLLIS WAGNER

Meeting end: 8:30

AT



Phyllis Jean Wagner

Passed away at her home on December 9, 2022 at the age of 74.

Predeceased by her brothers, Kenneth R. Jock of Vero Beach, FL and Bruce E. Jock of Avon, NY. Survived by her husband, H. Allyn Wagner of Farmington, NY; son, Michael B. (Janey) Wagner of Canandaigua, NY; grandson, Alexander G. Wagner of Henrietta, NY; sisters, Barbara J. (Charles) Roberts of Hyde Park, NY and Susan L. Klein of Pembroke Pines, FL.

Phyllis was a 1966 graduate of Massena Central High School. Shortly after graduation, she met her future husband Allyn and moved to Syracuse, NY. They were married on July 1, 1967 and thus was the start of their 55 ½ years together. Among the positions she held through the years was as a travel agent. She and Allyn visited a number of countries around the world to be topped off by a 5 week driving tour of the US in 2013.

Phyllis loved to read, do crafts, and knit. A number of her Afghans are enjoyed by family members around the country.

Attendance for MGCC Meeting – January 19, 2023

Robin Allen	Deb Leible
Ken Barlow	John Leible
Joe Bellizia	Tom LeStrange
Todd Black	Don McConnell
Karl Burkhardt	Paul Osborne
Dave Chase	Bethel Powers
Al Costich	Dick Powers
Al Fink	Rod Rodman
Mike Goodwin	Frank Stepanik
Susan Goodwin	Annabelle Tescione
Hollis Hames	Allyn Wagner
George Heissenberger	Janey Wagner
Dennis Illig	Michael Wagner
Robin Illig	Paul Wegman
Jeff Kath	Bob Welch
Suzie Keppeler	Barb Wild
Celeste Kray	Dave Wild
Dave Kray	

Activities Report

From Activities Coordinator, Dave Kray

Past events not covered at last meeting

- **January -**

- 29th Robert Burns Birthday Celebration at Sticky Lips BBQ, 830 Jefferson Rd Henrietta, 14623. 12:30PM.

The event was a big success – 27 members attended – see elsewhere in *Spokes* for an update with photos.

- **February -**

- 19th Pancake Sunday at Kettle Ridge Farm, 515 Log Cabin Road, Victor 9:00
 - Order at the walk-up window, then grab an available table in the heated barn, or sit outside by the fire.

- **March -**

- 26th Valve Cover Races and Wine and Cheese Party
 - More info to follow.

As always, the Event Calendar on the website is up to date and is the last word on events, dates and times.

Respectfully submitted,

Dave Kray

DK



We Fix British & American Classic Cars

Get Your
Summer Car
Ready Now



(716) 688-0402

GERRY'S SERVICE
COMPLETE AUTO REPAIR

www.GerrysService.com

9200 Transit Rd • E. Amherst
Behind Gerber Collision
(formerly Carubba Collision)

Scan



Bruce Weiss, Owner

39 Years of Experience
Master Certified

"You have my personal
guarantee of satisfaction"

Be like these guys!



Gas up! Early rumors indicate that there'll be a 2023 MGCC WNY Road Trip to Nova Scotia and beyond! (maybe all the way to St. Johns, Newfoundland!)

2022 Road Trip photo by Susan Goodwin

2023 Robbie Burns Lunch

By Annabelle Tescione

Our annual MGCC Robbie Burns Lunch gathering was back again after several years of a COVID stall. This year we tried somewhere new, Sticky Lips BBQ in Henrietta. It was a raucous group of 27 and no one left hungry. One of the restaurant managers was our server and did a fine job of taking care of us. Howie Nielsen, the owner, came over a few times to welcome us and gave us some cool Sticky Lips stickers and pens. There was lots of conversation, lots of good food, lots of doggie bags to go, an all-around fun winter get-together! I think the Scottish poet Robert Burns who inspired the celebration was surely smiling down..... probably checking the tables for BBQ haggis!

AT



2023 Robbie Burns Lunch

More photos from Annabelle Tescione



Valve Cover Racing & Wine and Cheese Party



MG Car Club

Valve Cover Racing and Wine and Cheese Party

Sunday March 26, 2023 1:00pm-5:00pm

Henrietta Memorial Park, Bushman Cabin,

595 Calkins Rd, Rochester NY 14623

Bushman's cabin is the same familiar location as we had used for many years.

Bring hours d'oeuvres, appetizers or desserts to pass, your own wine, beer or beverage of choice and your own place setting. Coffee, tea, and hot chocolate will be provided.

Get your Valve Cover Racers ready or maybe build a new one! Valve Cover Racing is as much fun to watch as it is to race! Come out and join the fun!

Sponsored by George and Peggi Heissenberger. For more information contact: George Heissenberger chairman@mgcarclub.com 585-880-5871

Valve Cover Racing & Wine and Cheese Party (cont.)



Valve Cover Racing Rules:

The Cars: The cars shall have no power source. All motive force is provided by gravity. Cars shall be based on an actual rocker box, valve cover or cam cover from an MG or other British made automobile engine. Wheelbase shall be no more than 24 inches. Note: The staging lane is only 24 inches long. Wheel track shall be no more than 14 inches. Cars must have 4 wheels each, not to exceed 6 inches in diameter. Cars shall weigh 12 pounds or less. Car design should allow the front wheels to touch a 2-inch-high starting gate. Any car changed during the race is subject to inspection

The Course: The course shall consist of a launch incline 8 feet long, followed by a level run of 20 feet. Two lanes shall divide the launch incline, each 2 feet wide. The incline shall be 2 feet high at the rear-most part and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the incline to the run-out area. The official "Starting Line" shall be 2 feet from the rear edge of the incline. A mechanized starting gate, which is 2 inches high, shall be provided. The Runout section of the course shall consist of 2 lanes, each 3 feet wide. The lanes shall be clearly marked. The finish line shall be marked 20 feet from the front edge of the launch incline.

The Races: Cars will run in heats of 2 cars each. The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish line, the car going further within its lane wins. If the wheels of a car should touch or cross over a lane marker, the car shall be disqualified. The competing car immediately becomes the winner. The winner of the round is the first car to win 2 races. Lanes are alternated between races. Winning cars will advance to the next round until all are eliminated but 1 car. Scoring is double elimination to the finals. A car is eliminated after losing 2 rounds.

The Land Rovers

By Doug Scribner

My first exposure to Land Rovers was on a visit to the local dealer, Kilburn Motors in Fairport. They had only one and the owner (Warren Riter) was out in it. But they had a homemade movie projected in the showroom of a Land Rover in a back-to-back “tug of war” with a Dodge Power Wagon. The Land Rover was slowly and steadily moving like the gears in a clock: tick, tick, tick, while on the other end of the chain the Dodge was flailing wildly, all four wheels spinning and bouncing, throwing dust, while the Land Rover slowly dragged it away...tick, tick, tick.

The specifications of the Series IIA Land Rovers were basically unchanged from 1961 to 1971. There were two wheelbase sizes, 88 inch and 109 inch—these were not huge vehicles (for perspective, my '67 Volkswagen had a 92" wheelbase). Most of the cars sent to North America had the “Two and a Quarter Liter Petrol” engine, as opposed to the diesel popular in other parts of the world. And, boy, these cars had character. Front, rear and side power takeoffs made it a “stationary engine on wheels.” which could power all sorts of equipment and implements anywhere. The transmission had a full set of “low range” gears (which I never used), probably for pulling stumps or climbing trees. The factory explained that the door handles were recessed so that “when a Rhinoceros is running alongside, swinging his horn, he can’t inadvertently open a door.”

When Kilburn closed, around 1969, Scott McLean took over the Land Rover franchise. He and a mechanic buddy had a little shop on North Winton Road where they worked on Rovers and other imported cars.

Attitudes toward winter driving began to change in the late 1960s. People were still driving their sports car, sometimes because it

was all they had; fit snow tires, toss extra weight in the trunk and motor through. If the car rusted out you could always buy a new one. But if you had a nice car, and wanted to keep it nice, you

drove something else in winter. Something cheap, a winter rat, disposa-trans. I went that route a couple of times, but always had it in the back of my mind that a Land Rover would be the ideal winter car—all aluminum body, great heater, extra ground clearance, big,

chunky tires on 16" wheels, and with a flick of the toggles on the Warn hubs, four-wheel drive! But Land Rovers were rare on our roads and expensive—at least twice as much as Jeeps.

One day, I saw one advertised, and while I knew I couldn't afford it I called anyway. The owner was all apologetic, convinced that he had blown the engine since buying the ad.

Oh? This I have to see.

The car was backed into one of those open row garages behind an apartment complex. It was an 88, Two and a Quarter Liter Petrol with a pickup cab body. Nice tan color. Very low mileage, the tires still had most of their molding “hairs.” The owner was almost in tears, sure that he had blown the engine.

I opened the bonnet. Oil was dripping off it. I could tell at a glance that the rocker cover was rattling loose, oil was leaking out, and the fan was blowing it *everywhere*, even out the back of the bonnet onto the windscreen.

“Oohhhhh...”

I couldn't understand how a wuss like this wound up with a Land Rover. I also couldn't help taking advantage of his ignorance. I got it for Jeep money, something like \$1200.00. I tightened the rocker cover, poured in a quart of oil and drove it home. The next day I picked up a new gasket from Scott McLean, spent an hour at a 25-cent car wash and the Land Rover was transformed into a new car.



Sometime later, I'm driving down University Avenue and I see a pretty Jaguar XKE parking in front of an apartment house. I slow down for a better look, and there's a pretty girl driving it. And she's smiling at me! I had to stop.

What followed was like a scene in a movie: she's standing over there, flashing me this big, beautiful, "I want you" smile; I'm looking behind me to see who she's *really* smiling at, and there's nobody there...except...my Land Rover. I sidestep out of the scene and her gaze doesn't move—sure enough, she's in love with my Land Rover!

This was, in fact, the vehicle of her dreams—size, shape, color...everything about it was exactly as she imagined it should be. She offered to trade cars on the spot. I told her I'd think about it. I didn't really want the Jag, but there was the possibility of financial gain, and I selfishly wanted to give her a chance to, um, influence me.

So, we got acquainted.

She was an Olympic speed skater from Lake Placid (thighs of STEEL), in college here and commuting home on weekends. Her boyfriend had given her the E-Type, and while it cast a nice image and was good for cruising on the Thruway, she knew it would be impractical for North Country winters. Plus, she had found places where she could get off the Thruway without going through the toll booths (I didn't ask), and the Land Rover was much better suited for that as well.

She even knew how to drive it (a friend back home had one), with non-synchro first *and* second gears, a little double-clutch dance was necessary to get moving. (This quickly became

second nature and was another plus in the character department.)

I went back to McLean to see what the difference would be, pickup vs. the 109 he had. That was what I really wanted, the "station wagon" model, but he wasn't interested, didn't want the pickup...but, boy, you should have seen his eyes light up when I told him about the XKE! In the end, we wound up doing a three-way trade: she got the pickup, Scott got the Jag, and I got the 109. Yes! Everybody was happy, and I'm sure I got the best part of the deal.



The (ex Warren Riter) 109 had all the bells and whistles—safari roof with four air vents and fold-down steps on all three doors. A piece of plywood and a foam pad over the built-in storage boxes made a nice bed, and a girlfriend made curtains out of a couple of the colorful Indian bedspreads I was importing and selling to headshops by the dozen. Grand funk. The only mechanical modification I made was to fit a Rochester 2-barrel carburetor in place of the single Zenith or Solex or whatever came on the car—same "footprint", easy install, and a big difference in performance. I got a rebuilt one for \$15.00 from a shop on Charlotte Street across from Frank Laffan Co., my hardware supplier.

That vehicle served me very well for the two or three years I kept it.

I have fond memories of adventures with it, and towing my Mini race car to New Hampshire, Ohio, Connecticut and Watkins Glen. And, of course, I didn't have to shovel my driveway in the winter.

DS

Watkins Glen – Seneca Lodge

a message from Ken Barlow

Join us September 6th through the 10th for the Watkins Glen Vintage Grand Prix Festival! The festival weekend will be here before we know it, so sign up today for a room at the famous Seneca Lodge. I'm Ken Barlow, (Midget, Mk1 Sprites, Chrysler Town & Country). Starting this year, I've been blessed with the task of MG Car Club Hotel Room Wrangler for the Vintage Festival, taking over the reins from the very capable Dan Suter. Thankfully, Dan has this down to a science with a very handy spreadsheet for tracking room assignments and payment information for the hotel. Expect email from me (fifedrum@gmail.com is my email address) over the next few weeks if you've been on the list in the past to confirm room assignments for this year. If you don't plan to attend, let me know and I can pass the rooms on to someone on the waiting list. If you would rather phone, my number is (585) 303-8824. If you've never been? This is the perfect year to start a new tradition. Join Chris and me as we return to my roots at Watkins Glen.

Preference and priority given to MG Car Club members, but I can only hold the rooms so long before they're taken by our friends in other groups, so get on the list as soon as possible. We must set a deadline to get everyone's commitment before summer approaches, and we'll continue with the updates at meetings and in Spokes. But the deadline for your reply and me opening the field to non club members is April, 1st. After that date, remaining rooms go to the waiting list if there is one.

There is a firm three night minimum. There is a 1 night penalty if you cancel within the last 7 days, and Seneca Lodge reserves the right to charge for all 3 nights if they can't rent it (as happened in 2022 for the first time ever).

Last year, we reserved 16 rooms, and fellow MG Car Club members will arrive as early as Thursday to kick off the weekend. We sincerely hope for the best weather and fairest roads as Chris and I join the club for our first year at the event on Thursday evening. We intend to drive the Midget if the Sprite isn't finished, and partake in one of the many long tour events, visit more than a few wineries, and retire to the Lodge for camaraderie starting Friday. There's lots to do this weekend, from the concours level car show, to the car fun at the Glenkhana (a Glenkhana is a spirited little obstacle course competition involving tight turns and anything from egg carrying to ring tossing) to several cross country rallies and drives, some offering catered lunches, and an oddball car show and that's just on Friday. There's still a weekend of road racing ahead, so let's agree to meet on Friday and pace ourselves, maybe meet in the MG parking area at the track, and share our LBCs with the world on this 100th anniversary of the MG. We can return Sunday a little dehydrated, but thoroughly entertained.

KB

Recognize anyone?

Photo submitted by Celeste Kray

Clearly this isn't from last month, nor from last year! Can you pick out more than four faces you can put names to? How about the location? What event was this? Which year?



Finger Lakes Vintage & Sports Car LLC

Maintenance, Repair, Restoration



Brake Systems – Suspensions
Engine Service – Exhaust – Oil Changes
Cooling Systems – Fuel Systems - Tires
Batteries – Electric Systems - Restoration

www.FLKVSC.com

54 W Main St Shortsville NY 14548 – 585.750.8091

Back on the Road Again

Spokes article by Dave Chase –first appeared November 1999

Way back in 1996 I made the promise to myself that when I retired in October, 1996 I would start a total restoration on my 1959 MGA coupe. Although its appearance was not all that bad, there was some rust shown along the fender piping. The car was tired and needed a complete overhaul. With the help from George Haynes, we stripped the car down, removed the fenders, doors, bonnet and trunk and towed it all the way to New York Strip in Ontario, NY. There they media blast the metal instead of sand. When they called a week later and said I could come to pick up what's left, I got quite nervous. Come to find out there was a lot of fiber



Dave's MGA from the cover of Spokes, October 1991

glass put on the car some 20 years ago before I bought it. With all that glass now gone, there was a lot of Swiss cheese and in some places where new body panels are not available. I had already decided that I'd have all the metal work done by Jim Phillips in Honeoye, i.e. MCR2 Renovations. Jim is quite talented in making metal panels. He also owns a frame straightener and is very precise in making sure the frame is straight and true. He also had to weld repair panels onto the frame. The body was removed at his shop along with the engine and then I steam cleaned the frame, before it was taken to Millers to be sand blasted. Now with everything clean of rust and grime, it was time to go to work. George and I took the engine and tranny to re-build ourselves at his shop. Jim started on the body in November 1996 and was ready for paint in December 1998.

During this time Jim did a lot of welding on the body. The front nose was way out of the proper contour shape. The rear valence had to be replaced. The front valence he made from 3 others that I had been holding on to. He cut the battery cover lid and hinged the passenger side so I had access to my cooler which sits down in the spot where the battery used to be. He fitted both new rear fenders, which unbelievable to me, needed a lot of re-shaping. Both body flanges where the front fenders bolt on had to be made and welded on. The front fenders had to be patched and new sills and rocker panels installed. A new trunk floor was welded in along with making new panels around the bottom of the rear window openings. Both head light openings had to be removed and new ones had to be fabricated to weld to the fenders.

Jim found a person that knew the art of leading in the weld seams. To watch this man work was quite an experience and it's a shame that it's soon to be a lost art.

Before leaving Jim's shop the entire body, inside and out, was acid etched then coated with a urethane primer. We then took the body to a fella in Williamson by the name of Paul Winslow. We knew he did good work for he had just finished John Lombino's TC and it was beautiful. The frame we had epoxy coated in Honeoye. Paul used a Dupont ChromaOne single stage because it required no clear coat. The color I chose was the same as it was before, Mineral Blue, an original color for 1500 MGA Coupes only.

In early February (1999) Paul was finished and it was time to put all the parts back together. This was probably the most frustrating part of the whole project, trying to find where I put these parts. Some I never did find and had to buy new. When the re-build started I got several offers of help from members of the club. I'll never be able to express my gratitude to all who helped. George was with me constantly thru the three years helping me one day almost every week with phone calls in between. Others who helped and I

hope I don't forget anyone, was Steve Sangster and Jim Priestley on the A/C and Gil Langswager on the wiring.

George kept saying the car would be finished in time for Watkins Glen 1999 and he wasn't far off. I doubted him but soon learned there's a lot of detail to putting an MGA Coupe together. Also, what made the job months longer was the extra wiring and relays needed because of the air conditioning. The A/C package was purchased from Art Zeisk from Texas. In 1996 & 7 he sold all the components to fit A/C in an MGA for about \$1400. His company made the special brackets, etc. to complete the package. He stopped selling these kits in 1998 because of lack of interest.



Dave's MGA from the cover of Spokes, June 1992

After my trip in July of 1996 to a NAMGAR meet in Indianapolis with my wife Nancy where the temperature never dipped below 95 in the shade, I knew, and Nancy insisted that we have air. Putting the A/C in involved hours of labor and several feet of color-coded wire I bought from British Wiring, Olympia Fields, Ill. They have every imaginable size and color wire in both vinyl and cloth jacket.

About this same time the body was taken to Stinky, i.e., Stinky's Custom Upholsters on Ridge Road in Ontario to have the headliner and windshield installed. Stinky did such a great job

we decided not to put the trim around the windshield and doors. Then to George's for marrying body to frame.

George and I did have the A up and running by August but there was much more detail work to do. However, after 140 shake down miles, we took off for John Twist's last Summer Party in Grand Rapids, Michigan. This turned out to be a serious mistake as we broke down twice in Canada and had to be towed both times. The first time was the new Crane electronics ignition (guaranteed for life 'til it stops working). The second unscheduled stop was a needle valve on the Weber carb that unscrewed itself and probably wouldn't happen again in a hundred years. So what if we got to John's party one day late, it was a great party.

There have been other minor mishaps but all in all the car is done, and in my eyes, it's beautiful. I know to some people the alterations I've made are a no-no. To me, it's so that the car is safer and more enjoyable to drive. I put all this time and money into this car to drive, not tow on a trailer. The North American MGA Register just recently endorsed a new guidelines that state that MGB parts may be used on an MGA with the stipulation to no structural changes be made to the frame or body.

Listed below are the changes I've made:

- 1977 MGB 1800 engine
- Higher compression 8.8:1 pistons
- All synchro MGB transmission & early B rear end (3.91 ratio)
- Street cam
- No lead cylinder head
- Double valve springs
- 2 row timing chain
- Oil cooler

Down draft Weber carb
 Crane electronic ignition
 90-amp alternator
 Fuel pressure regulator and gage
 Fuel pump and filter re-located to trunk
 Inertia cut out switch to fuel pump
 Hand made drink cooler, stainless lined with drain & micro switch light
 Back-up lights
 Air conditioning – multi-speed
 4 Radion speakers
 All wiring through relays
 Security anti-theft switch
 Brake micro-switch for faster stop light actuation
 Halogen instrument and tail lights
 MGB front disc brakes
 Tripod headlights that I custom fit for halogen bulbs
 Intermittent windshield wipers
 Dome & foot well lights activated when door opens
 Rearview mirror re-located to above windshield to enable sight over luggage rack
 Brass sleeves in master cylinder-silicone brake fluid
 Seat frames tipped for more thigh support



A more recent photo of Dave's 1959 MGA Coupe (*Dave Chase photo*)

So this has been my life for the last 3 years. I now move on to something else. My MGB?, no. The B sure needs a re-build but all its going to get is a valve job. How much money went into the MGA? George says I don't want to know. I have all the receipts and I could add them all up in a short time but up to now my health has been good and I don't care to push it. I will say that if I ever was offered

\$20,000 it would only partly cover the costs. But the car is not for sale and never will be in my lifetime. *

I'm now ready to drive to the next GOF no matter where it may be, and I'll enjoy and have fun no matter how long the journey is.

* Editor's Note, February 2023 – Circumstances can change, no matter how much one loves his car! Dave's MGA Coupe is now listed for sale. See <https://mgcarclub.com/classifieds/1320/mga-coupe-1959/general/>

February Sunshine Page



February Birthdays

6	Lowell "Bud" Briggs
8	Mary Ellen Suter
11	Douglas Jack
11	Barb Wild
12	Allen Hess
14	Ellen DeLaire
17	Cheryl Baldwin
18	Renee Neff
18	Susan Wegman
21	Gil Langswager
22	Bob Lillis
22	Scott Schipper
23	Bill Baldwin
26	Aldo Gonzalez
27	Denis Contant



February Anniversaries

14	Nancy & Dave Chase
----	--------------------



Congratulations!

***Happy Birthday,
everyone!***

*If you think you've been mistakenly left off 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.*



CAR SHOW

PRESENTED FOR NORTH SENECA



AMBULANCE

1645 NORTH RD,

WATERLOO. NY 13165



VINTAGE
CLASSIC
RAT ROD
2000 + UP
CLASSIC
EMERGENCY
VEHICLE
MOTORCYCLE
CLASSIC FARM
TRACTOR
+ MORE

JULY 29, 2023

EMAIL POCONNOR3211@GMAIL.COM

315-856-6020 - PATRICK

DOOR
PRIZES
RAFFLES
TROPHIES
DASH
PLAQUES
50/50
FOOD
VENDORS

Year-_____ Make _____ Model-_____

Owners/Participants Name - _____

Address- _____

City-_____ State-_____ Zip-_____

Home Phone - _____ Cell Phone _____

Email - _____

Please Make all checks payable to: Patrick O'Connor Mail; to 2032 Edwards Rd-
Waterloo, NY 13165

\$ 15.00 pre registration.\$20.00 after July 15, 2023 & at Gate

VINTAGE
CLASSIC
RAT ROD
2000 + UP
CLASSIC
MOTORCYCLES
EMERGENCY
VEHICLE
CLASSIC FARM
TRACTOR
+ MORE

OAKS CORNERS FIRE DEPT.



CAR SHOW 2ND ANNUAL



DOOR
PRIZES
RAFFLES
TROPHIES
DASH
PLAQUES
50/50
FOOD
VENDORS

OAKS CORNERS COMMUNITY PARK

1828 CNTY RD 6, PHELPS, NY 14532

JUNE 10, 2023

GATES + REGISTRATION OPEN AT 9AM

Year-____ Make _____ Model-_____

Owners/Participants Name - _____

Address-_____

City-_____ State-_____ Zip-_____

Home Phone - _____ Cell Phone _____

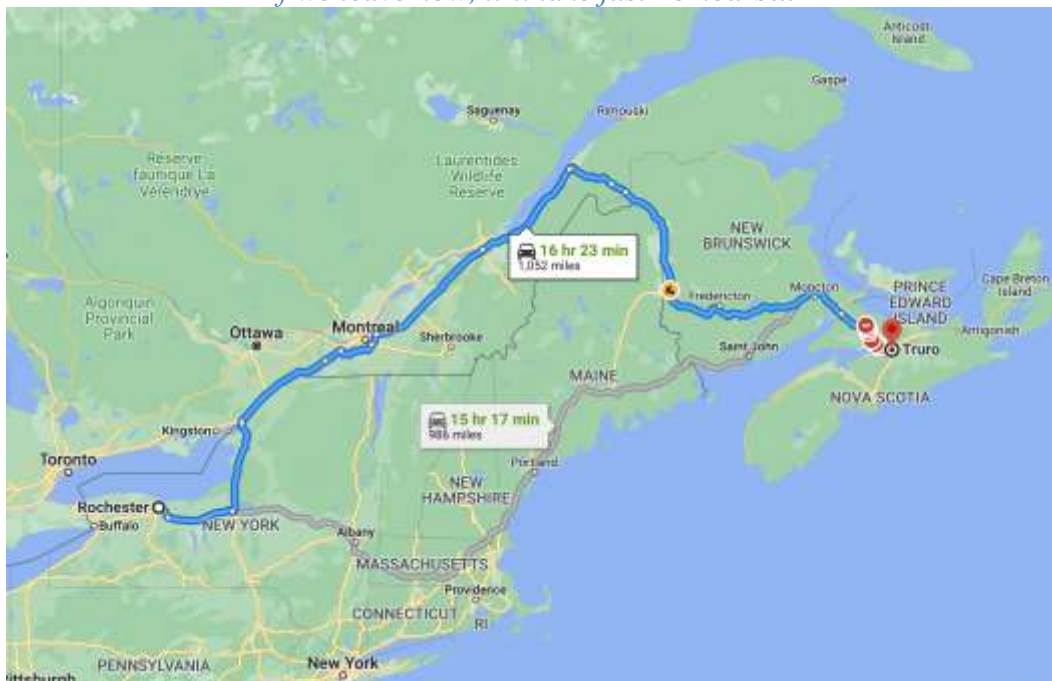
Email - _____

Please Make all checks payable to: Oaks Corners Fire Department Mail to - Attn: Car Show,
Oaks Corners Fire Dept, P.O Box 54, Phelps Ny 14532

\$ 15.00 pre registration.\$20.00 after June 01, 2023 & at Gate

"Only In The Corners"

If we leave now, it'll take just 16 hours...



We've heard there's a 2023 MGCC WNY Nova Scotia trip in the works. Stay alert for details as they develop!

MG Car Club of Western NY 2023 Regalia Catalog



MG Car Club of Western NY Centre Pins



Note: Key is just to show size

In between meetings feel free contacting Joe B at blitz7711@gmail.com

MG Car Club of Western NY Centre Pins



50th Ann. Badge
\$20.00



Car Badge \$20.00



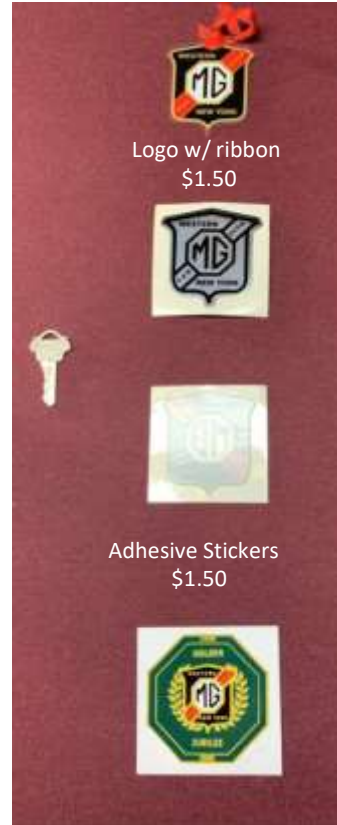
Octagon Key Ring
\$1.50



Embroidered patches
\$2.50



10" Magnetic Sign \$15.00



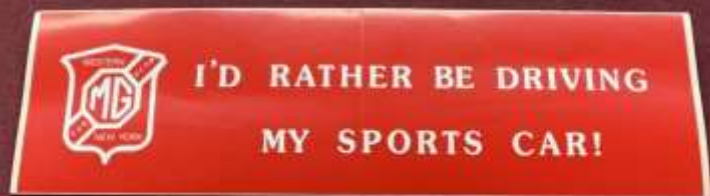
Logo w/ ribbon
\$1.50

Adhesive Stickers
\$1.50

MG Car Club of Western NY Centre Bumper Sticker & Coffee Mugs



Coffee Mug \$5.00



Bumper Sticker \$1.00 / 3 for \$2.00

MG Car Club of Western NY Centre

Port Authority Shirts \$25.00 embroidered



Shirt Sported by our new member Frank DeMarzo
Frank modeling our NEW Club Shirts for us!



Closeup of Actual Embroidery
of Logo

Color Choice: Not all colors may be available do to supply chain shortages.
Feel Free in emailing me if you have a color you want me to check on at blitz7711@gmail.com

MG Car Club of Western NY Centre

Hats \$25.00 embroidered
(price goes down the more we order)



Note: This is the Logo we are
had digitized to fit on the hats.
It is 2" high

Includes Embroidery: \$25. Delivered

Club Jackets with our Logo Embroidered



\$65 Delivered



\$75 Delivered



\$85 Delivered

Color Choice: Not all colors may be available do to supply chain shortages.
Feel Free in emailing me if you have a color you want me to check on at blitz7711@gmail.com

These Jackets are available to see and try on, just contact Joe B at
blitz7711@gmail.com or at 585-749-9263.
We are looking for other examples as well.



**Thiel's import auto service
and Race Shop**

@ThielsImportAutoServiceAndRaceShop
Automotive Repair Shop

14 Saltonstall St, Canandaigua, NY 14424
(585) 394-5580

Join the Club! Use this form (if you like paper) or go on-line to www.mgcarclub.com and click on:

Join/Renew

☐ New Membership

☐ Renewal

Last Name - Primary Member *

First Name - Primary Member *

Email - Primary Member

Birth Month/Day - Primary Member

Last name - Partner

First name - Partner

Email Address

Birth Month/Day - Partner

You do not HAVE to be on the mail list - but there are many announcements, especially impromptu cruises, that are only announced by way of the list.

Phone 1 (member or primary) *

Phone 2 (partner or secondary)

Anniversary month/day (mm/dd)

Street Address *

City *

State *

Zip *

Put on group email list?

☐ Yes

☐ No

Omit phone/email on distribution list

☐ Yes - omit from list

☐ No - include on list

MG Car Club Western New York Centre
Membership Application

Annual family membership dues \$30

Make checks payable to:
MGCC of Western NY

Print and mail form and payment to:
Membership - MG Car Club
PO Box 92556
Rochester, NY 14692



Classified Ads

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

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

Call George at 585-872-6536

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

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

Hubcaps are original/not replacement. - \$30

Contact allyn@mgcarclub.com 585-924-5251

For Sale: 1973 MGBGT

Solid car with overdrive. In storage for 20+ years

Call Gary: (585) 464-9482

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

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

For Sale: Edelbrock 4025 Uni-Syn Carburetor Balancing Instrument



\$15.00 or BO. Contact Bill Clicquennoi, Magnolia La, Webster, NY 585-202-5992 wjc@rochester.rr.com

FOR SALE: MG Steering Wheel, Excellent Condition. From 1979 MGB switchout.



\$45 or BO. Contact Bill Clicquennoi, Magnolia La in Webster 585-202-5992 wjc@rochester.rr.com

For Sale: MGB 3-main short block - asking \$250

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

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

For Sale: Four (4) spoked wheel rims for an MG (no other information given)
9580 Big Tree Road, Hemlock NY.

Please call Rhonda at 585-919-9719

For Sale: 1978 MGB - 47,000 original miles, been in dry storage the last 8 years. \$8,500 OBO
Please call Mike Sidell at 585-404-1219



Classified Ads – (continued)

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

CARS FOR SALE:

1960 MGA Twin Cam: 18,000 miles, Red with black/red piping interior, Show Quality paint, Raced when new, Right fender replaced with original factory fender. Spare engine block. Asking \$55,000 - offers.

1972 MGB: Restored 10 years ago. BR Green, Wire Wheels, Good tires, Electronic Ignition, Weber Carb, Stainless Exhaust, Good Driver, Needs a little TLC. Asking \$9,000 or best offer.

1971 Datsun 240Z: 55,000 miles, Original Owner, No Rust, No Winters, Bob Sharp slotted aluminum wheels, Good Tires, MSD Electronic Ignition and comes with original ignition. Silver repaint with black interior. Asking \$50,000 - offers.

1979 VW Scirocco: German Specifications, Moon Roof, No Winters, 130K miles, Sport Exhaust, Good Tires, Gold/Beige interior, Runs well. Asking \$10,000 - offers.

Cars are in Western New York. For more information contact Roy Bergman at 716-941-5535.

FREE: A nearly complete set of *Spokes* from 1996 – 2016. I have been working on collecting a complete set of *Spokes* and these are now duplicates to me. Dan Suter,
dmesuter@rochester.rr.com, 585-645-5645

WANTED: Any *Spokes* issues from the mid-1970s and earlier. Dan Suter,
dmesuter@rochester.rr.com, 585-645-5645

MGA Parts For Sale:

Call Dave Bertch at 585-738-4320

TIRE AND WHEEL SERVICE:

Mounting and dynamic balancing of tires on steel and wire wheels for British cars. Powder coating service available. I stock inner tubes and valve stems. Reasonable prices. Many satisfied MGCC members. My equipment is in Webster. Contact George Haynes at
ghaynesTR4@aol.com or call 585-872-6536

