

Spokes

Official Publication of the MG Car Club Western New York Centre

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MG TCs in Our Western NY MGCC

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.

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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:

Jay Lockrow's MG TC, one of those featured in a series of articles beginning on page 22.

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
Minutes for MGCC Meeting.	8 - 11
MGCC Meeting Attendance.....	11
Club Events	12
The 250,000 th MGB	14
Down the Line a Bit (from the 250,000 th).....	18
50 th Annual Sports Car & Auto Festival	20
This Ain't Nova Scotia!	21
MG TCs in Our Western NY MGCC	22
My MG TC (by Moby Burton)	23
Bury Me in an Old MOWOG Parts Box (by Jay Lockrow)	24
"Owned Mine Now for Two Years" (by John Schwelm)	25
Sunshine Page	29
Regalia	32 - 35
Join/Renew Membership	36
Classified Ads	37 - 38

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Add Your Name to the MGCC Endowed Scholarship Plaque



An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is displayed in the meeting room at the American Legion in Henrietta where we hold our regular meetings. 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
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Fairport, NY 14450

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

MG's Corner

By Spokes editor, Michael Goodwin

In this month's issue, George Heissenberger honors the 100th year of the MG in his "Chairman's Corner" article. Bob Welch, inspired by an article in *The MG Driver* (the Journal of the North American MGB Register) tells us about his own 1971 MGB GT. We've reproduced the *MG Driver* article herein, with Bob's article immediately following. Enjoy the contrast!

In addition to those two MGB GT articles, thanks to Dan Suter (who pestered a few of our TC owners and wrote an accompanying introduction himself) we have a feature section comprising three views of the MG TC.

The weather is warming in Western New York, the salt is thoroughly washed from the roads, the grass is greening and the trees are leafing out – it's driving season for sure! Okay, April Cars and Coffee didn't happen, and I've heard there was just one MG driven to Swing Into Spring (good job, Frank D!), but I'll bet there are almost none among us who hasn't fired up their little British sports car and blown the cobwebs out of wherever they might have been.

We have some great activities coming up (see page 12), notably "Sharing Lunch With Cars" in less than a week – Sunday, May 7th at Churchville Park. I'm anxious for some other MGB owners to take mine for a spin and tell me what they think – good, bad, or whatever! If it's all bad, I can get some help fixing it at the Tune-Up Clinic on May 13th.

I hope you enjoy this month's issue – it's packed with other good stuff, too! (And if you have any comments, suggestions, or other material for future *Spokes* issues, email me at spokes@mgcarclub.com.



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Chairman's Corner

By [George Heissenberger](#)

Celebrating the 100th anniversary of MG

We had a busy April meeting and recognized David Register, the 2023 MGCC MCC Scholarship recipient. Thanks to all who attended. Also Swing into Spring April 30! There will be a lot of talk about the 100th anniversary of MG this year. I have already read various articles about the subject in NAMGBR MG Driver, from the MG Car Club, England, and MG Experience.com among others. Just to show how popular this topic is, our



MGBs lined up at the April MGCC meeting

club was approached by Quality lapel pins, a maker of pins and Grille Badges, offering limited edition numbered Centenary MG Grille Badges. I posted the offer on the MGCC google email list and they offered free shipping if we sold ten or more. The club board agreed to cover the initial cost of buying the badges in order to facilitate the shipping in bulk from the vendor and all 22 badges available from the manufacturer were sold out within hours of posting on the club email list. The Centenary grille badges arrived in time for the April club meeting and Treasurer Todd Black Delivered them upon payment to those in attendance who had signed up for them. If you are on the list for one of the grille badges and have not yet picked up your badge, they will be available for pick up from Regalia chair Joe Bellizia or at club meetings, pay by check for \$40 to MG Car Club Western NY Centre or cash or via PayPal on the club website. Joe has said if this is something members want, he can look into getting other similar badges. This vendor may or may not have another run produced, but there are also 100th anniversary MG badges available from another vendor in Australia for example. Let Joe know.

For MG's Centenary, there are a couple of nice articles in the May/June NAMGBR MG Driver, and here are some important dates based on information I found available from Clausager, MGCC and NAMGBR "MG Driver" sources. You will note competition was at the forefront of MG from the very beginning. You will also note "Old Number One" is far from the first MG!

October, 1877: William Morris, (Lord Nuffield), is born.

April, 1888: Cecil Kimber, the father of MG is born.

Late 1890's: Morris sets up a bicycle shop in Oxford and later manufactures his own bicycles as "the Morris".

1901: Morris, already a manufacturer and repairer of bicycles, develops "the Morris" motorcycles and is agent for several makes of automobiles, as "The Oxford Garage".

Chairman's Corner

[\(continued from previous page\)](#)

1910: Morris, renames the company "The Morris Garage".

March,1921: Cecil Kimber appointed Sales Manager of Morris Garages.

March,1922: Cecil Kimber named General Manager of Morris Garages.

February,1923: Morris Garages Cowley Chummy produced on Morris chassis.

March,1923: First advertisement with Octagon used for Morris Garages Cowley Chummy.

April,1923: Cecil Kimber wins Gold Medal at Land's End Trial in a Morris Garages Cowley Chummy. Six two seat sporting bodies are ordered from Raworth and placed on Cowley Chassis.

June,1923: First of six Raworth bodied Cowley Chummys is sold.

March,1924: M.G. Saloon, a luxury four door saloon, first car to be advertised as an MG offered in "the Morris Owner" magazine.

April,1924: Cecil Kimber wins Gold Medal at Land's End Trial in a Raworth bodied Cowley Chummy. Introduction of M.G. Special four-seater sports on 14/28 Morris Oxford chassis.

May,1924: MG trademark and patent retroactively claimed from this date.

June,1924: MG wins Gold Medal at Edinburgh Trial in a Bullnose Morris 14/28 Morris Garages Super Sports.

April,1925: MG wins Gold Medal at Land's End Trial in a Kimber special "Old Number One".

September,1926: "Flat Rad" 14/28 MG announced. Prior cars had the Morris Bullnose radiator.

August,1927: MG 14/40 Sports Mark IV production begins on Morris chassis.

March,1928: MG Car Company (proprietor Morris Garages Ltd.) formed.

April,1928: MG Octagon registered as a trademark.

August,1928 MG 18/80 and MG M type Midget introduced at the London Motor Show.

July,1930: MG Car Company Ltd. Registered. MG moves factory from Edmund Rd. into Abingdon.

Upcoming May events.

We have a number of events coming up including the Drive and Lunch session Churchville Park May 7, Tune up clinic at Edison Tech May 13, and Cars and Coffee at Mumford Mercantile May 28 and the last Sunday of every month from April until October. Don't forget to sign up to help at the August car show!

Safety Fast!

George



Minutes for MGCC Meeting – April 20, 2023

By Dan Suter, MGCC Secretary (with photos by Annabelle Tescione)



Annabelle passed around sugar cookies and Hershey kisses to the members present before the meeting.

Chairman George Heissenberger opened our April meeting with a call to order at 7:29PM. We had 45 members in attendance and one guest. George noted a number of sign-up sheets on the back table for upcoming events.

The March minutes were approved. New members: Chris Pascuzzo of Retsof, NY, who owns a '73 Midget and a '73 TR6 was welcomed; also, Tim and Katharine Tracey (1960 MGA in restoration, and a restored Nash Metropolitan) were welcomed as well.

MCC/ MGCC Scholarship: MCC student David Register was a guest at the meeting. David is the 2023 winner of our endowed scholarship. David, originally from Georgia, described his work/study T10 program at MCC and Bob Johnson Toyota. Congratulations David and thank you for coming to our meeting.

Treasurer Report: Todd Black gave a brief report; he noted we have 125 paid members, 12 Brudno members. Our balance is in good shape. Todd also shared that he has signed a lease for a new storage unit for the club property – we are moving from 5 Arches in Avon to a new place in Bloomfield. Our items include the library, coffee makers and picnic supplies, the valve cover racetrack, and various signs.

Activities: Dave Kray provided an update and gave a brief recap of recent events and highlighted upcoming ones:

- **Completed–March 26 Valve Cover Races** – well attended and very enjoyable. Thanks to Mike Robinson for modifying and improving the track.

UPCOMING:

- **April – Swing into Spring.** Hosted by Dick and Bethel Powers - Sunday April 30: Richard and Bethel Powers are hosting this event on Sunday, April 30th at Mulconry's Irish Pub in Fairport NY. Drinks and Socializing starting at 4:00 PM with dinner at 5:00.



New MGCC WNY member Chris Pascuzzo is welcomed to the club



MGCC WNY Scholarship recipient David Register addresses the gathering

Minutes for MGCC Meeting – April 20, 2023

(continued from previous page)

- **May:** Sharing Lunch and Cars Picnic – May 7 at Churchville Park. Hosted by Leon Zak.
- **May:** Tune-Up Clinic May 13 at Edison Tech. Hosted by Hollis Hames
- **May:** Run to Hammondsport May 20-21, including optional overnight. Jeff Kath coordinating; lunch at Bully Hill Winery, chance to visit Curtiss historic aircraft museum or the local boating museum; several dinner restaurant choices being considered.

Regalia: Joe Bellizia is on vacation in Italy but sent in a written report. Please see Spokes for current offerings.

Car Show: In Joe's absence, George Heissenberger gave the Car Show report. Planning is going well. The website sign-up for registrations is up and running and 15 cars are registered so far. 4 local clubs and individuals have agreed to sponsor classes. The show will be held August 27 and the Rush Fire Dept field has been reserved. Please sign up to help – there are a variety of needed roles.

Spokes: Editor Mike Goodwin provided a report. Mike thanked all those who submitted for the April issue. Mike noted several members are working on a series of MG TC articles for the next several issues. Mike also noted he is stepping down from being Editor at the end of 2023. Submissions for next month are due on the Friday the week after the meeting.

Watkins Glen: Dave Wild provided a brief update – Corvettes will be featured at the downtown festival this year. Other details of are available online. Ken Barlow indicated he stopped in at Seneca Lodge and met the staff. All rooms are filled but contact Ken to start a waiting list in case of any cancellations.

Librarian: Paul Osborne was not present so there was no report.

Website: Leon gave a website report and indicated that all is running well on the website. Please contact him if you have any content or information to put on the website.

Old Business: There was no Old Business this month.

New Business: Leon described planning for a (3) week sports car trip to Nova Scotia planned for September. [Editor's note: September timeframe is under debate and not firmly decided. September won't work for some potential participants.] Dan Asbury described a 28-minute presentation set to period music that describes the entire history of the MG Car Company. This had been prepared by a member of the Houston MGCC and is now on YouTube. An update was given on Eric Barge following his recent health issues.

A moment of silence was held for Tony Makepeace. It was noted a blank page will be in Spokes in Tony's honor.

Announcements: None.

Cars and Parts for Sale: a brief mention was of the (2) 1961 square body Sprites that sold for \$1100 at a recent Sodus area auction.



[This page left blank in memory of Tony Makepeace.]

Minutes for MGCC Meeting – April 20, 2023

(continued from previous page)

Projects: Al Wagner gave an update on his 1938 MG TA – a group event to organize the remaining parts in preparation for the restoration shop work; Al also noted he received the gauges back from rebuild – From the Frame Up restored them. Mike Robinson described progress with the machinist for his Buick 215 which will go in his MGB; Tim Tracey briefly updated the membership on his 1960 MGA and noted he purchased the lot of ex-Ron Hein MGA parts; Ken Barlow described progress on his Bugeye project; George Heissenberger described that his neighbor needs a windshield installed in his A-H 3000.

Door prizes were raffled, and the meeting was closed at 8:49.

DS



April meeting door prizes

Attendance for MGCC Meeting – April 20, 2023

Dan Suter
Rob Shrader
Bob Abels
Georgian Abels
Alan Costich
Frank DeMarzo
Tom Yoki
Ted Hershey
John MacDonald
Mike Robinson
Ken Barlow
Hollis Hames
Annabelle Tescione
Cheryl Baldwin
Bill Baldwin
Frank Stepanik
Allyn Wagner

Dave Kray
Celeste Kray
Robin Illig
Dennis Illig
John Leible
Rod Rodman
Dave Chase
Michael Goodwin
Susan Goodwin
Leon Zak
Barb Zak
Dan Asbury
Don Welch
Bob Welch
Paul Wegman
Naomi Wadsworth
Todd Black

Robin Allen
George Heissenberger
Barb Wild
Dave Wild
Jeff Kath
Dick Powers
Bethel Powers
Karl Burkhardt

New Members:

Chris Pascuzzo
Tim Tracey
Katharine Tracey

Guests:

David Register – MCC/ MGCC
2023 Scholarship winner

Club Events

From Dave Kray, Activities Coordinator

- April -
 - Spring Into Spring Sunday, April 30th at Mulconry's Irish Pub in Fairport NY. Happy hour at 4:00 PM, with dinner at 5:00.
 - Sign-up Sheet in the back. Deadline is April 23.
 - Shepherd's Pie - \$18, Fish & Chips - \$19, Bangers & Mash - \$19, Chicken French - \$24
 - Back by popular demand – Corn beef & Cabbage \$20
 - Cars & Coffee – April 30th, 9am – noon

[Editor's note: Cars & Coffee was rained out, but Swing Into Spring was a smashing success, with reportedly over 40 in attendance]



Swing Into Spring photo by George Heissenberger

- May -
 - Sharing Lunch with Cars – May 7th, 10am. Oak Shelter in Churchville Park, hot dogs will be the lunch - if you want to let another member tryout your sports car that would be ok - that's the "with Cars" part. Respond to Leon at <https://mgcarclub.com/sharing-lunch-with-cars/> if you're planning to attend.
 - Tune-up Clinic @ Edison Tech – Saturday May 13th, from 8:00 to Noon. Come to get your car ready for the season, or just come to enjoy the coffee and donuts.
 - Tour to Hammondsport - **Saturday May 20th, and Sunday May 21st**. We'll meet at 9:30am in the Burger King, 600 Rowley Rd, Victor, NY 14564, (Rt. 96 Just south of the thruway exit# 45). Lunch & tasting at Bully Hill, Dinner in Hammondsport. Contact Jeff Kath for more info at; Vintage2@frontiernet.net. or 585-425-9994.
 - Cars & Coffee – May 28th, 9am – noon
- June –
 - Steak Roast / Auction – June 4th
 - More info coming

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

DK



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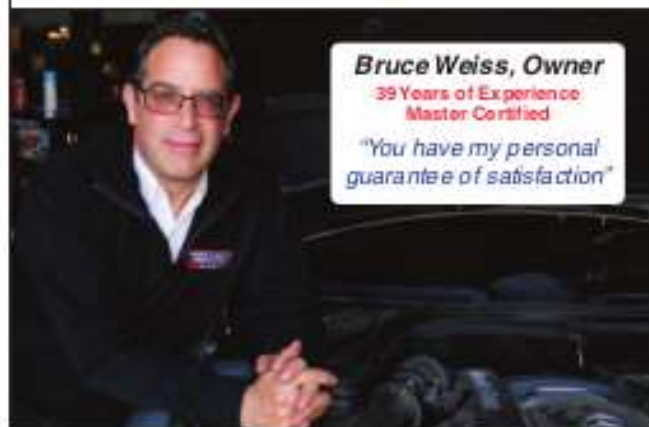


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The 250,000th MGB

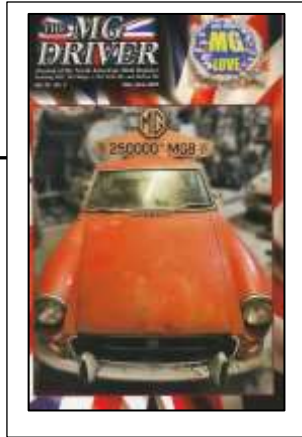
Article and images by Rodney McDonald, South Alabama British Car Club. Published in *The MG DRIVER*, May / June 2023 issue. Re-published by permission.

An important part of British car history has resided on the Gulf Coast for over half a century and most of us here didn't know it - the 250,000th MGB built by the Abingdon MG factory.

Around 1970, the management team at British Leyland became aware that MG had far exceeded their previous model production record set by the MGA, with over 101,000 of the T-Series successor built. The runaway success of the MGB meant that production was about to achieve the quarter-million mark. At the time, this was an incredible achievement for a two-seat sports car. British Leyland's publicity people knew they had an opportunity to promote this milestone in their largest export market - the USA.

It was decided that the 250,000th MGB would be given away in a nationwide contest designed to get the public to visit their local MG-Austin dealer to enter the contest. Ads were placed in American auto enthusiast magazines promoting the contest as well as reinforcing MG's image as "The Sports Car America Loved First". One of those entrants walked into White's Imports, the MG-Austin dealer in Mobile, Alabama, and filled

of Springhill College in Mobile who was working in the construction industry. He was likely stunned when he got word that he had won the car and that it would be presented to him at the recently-opened Road Atlanta racecourse on November 28, 1971.



The 250,000th MGB on the production line – note Old Number One off to the right.



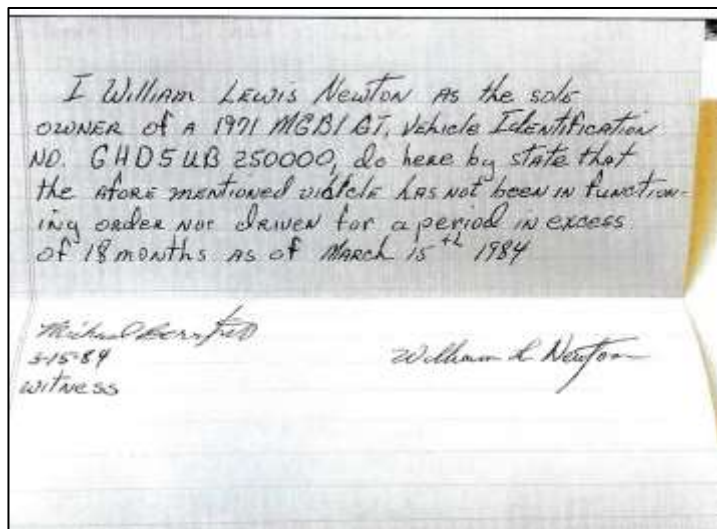
William Newton; aka "Fig" won this MG

out his form. And he would win.

William Lewis Newton, or "Fig" to his friends was a young former Marine and recent graduate

BL outfitted Fig in a snazzy windbreaker jacket emblazoned with both MG and British Leyland logos and presented him with the keys to the Blaze Orange 1971 MGB/GT that was the 250,000th MGB. Publicity write ups and photos were circulated to the print media, BL and MG had their day in the sun and Fig had his MGB.

Apparently, Fig was no MG enthusiast, but he drove the free car for some time until he parked it in a vacant lot due to some malady around ten years later. He later moved north to Birmingham, Alabama, which he made his permanent home, but the MG stayed behind in Mobile.



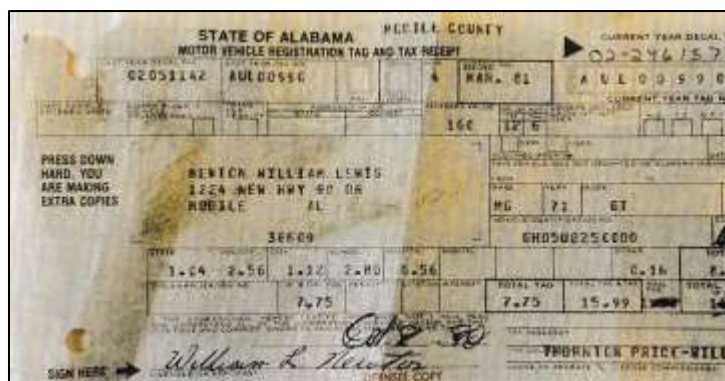
ability. At one point, I had a link to a page on the site asking about the 250,000th MGB and I provided a contact email address. The subject came up in 2009 in the North American MBG Register's publication *MGB Driver*. Several forum conversations cropped up in the MG Experience web site and I added a post in the blog I kept up for a few years also asking about the GT. Nothing came of any it.

In 2020, I was contacted by email by Tony Wilson stating that it was he that we chatted with at BCF 2000 and we would be welcome to visit at a time convenient for us all. Then the pandemic roared through our lives, upending anything like normality. The visit would have to wait.

Enter Tony Wilson. Tony is very enthusiastic about MGs (and really all things related to transportation). He drove through his high school years with his own 1971 MGB/GT painted in another shade of '70s earth tone orange called Bracken. Around 1984, Tony became aware of the forlorn contest car through a friend that told him about it. Tony said that his friend became more and more insistent that he look at it and finally, he did. Tony negotiated with Fig and a deal was struck for the MGB/GT, the promotional signage and the documentation that came with the car. After borrowing a trailer, Tony got the car to the garage on a property he owned in Mobile. And there it stayed parked for almost 40 years.



At the 2000 edition of the South Alabama British Car Club's British Car Festival at Fairhope Beach Park, the day's events had wound down and the show was being packed away when a gentleman approached my brother Alan and me and chatted about his special MGB/GT. He showed us photos of his car with the BL/MG rooftop sign indicating that it was the 250,000th MGB built. Our conversation was brief, our attention was asked for elsewhere and the man with the photos was gone. We never did find him.



In the mid-2000s, SABCC had a rudimentary web site that I set up and ran to the best of my limited

This year, we began the email conversation anew and set a date where we would finally be able to see this historic MG. Being from Missouri, mild skepticism is part of my being. After all, more than a few MGBs have been offered for sale as being THE 250,000th car when in fact the original selling dealer had applied a promotional



40 years awaiting restoration

badge set celebrating that production milestone and they were available to anyone who paid for them.

The day of visit arrived and it was absolutely pouring down rain. Tony had recently retired from a career associated with Sears, Roebuck & Co as a hometown store operator and later a service technician. He moved from Mobile to his home in southeastern Mississippi and that was where the car had been moved to just a few days before my brother, Alan and I visited.

Following Tony's directions, we arrived at his warehouse without a hitch, and he was there to greet us. Stepping inside and out of the rain, we were treated to the sight of a Blaze Orange MGB/GT with a hand lettered plywood placard proclaiming this car to be the 250,000th MGB built. We took it all in for a moment, walking around this historic car and giving it the usual condition look over that all British car enthusiasts unconsciously perform when seeing an old car for the first time.

The years in covered storage has prevented serious rot from setting in. The hatch shows some rust-through under the window and the



boot floor and driver's side floor have some perforation. A quick look at the sills showed no obvious evidence of corrosion. This GT is on Rostyle wheels, and they displayed the usual surface corrosion. The interior is tatty. The

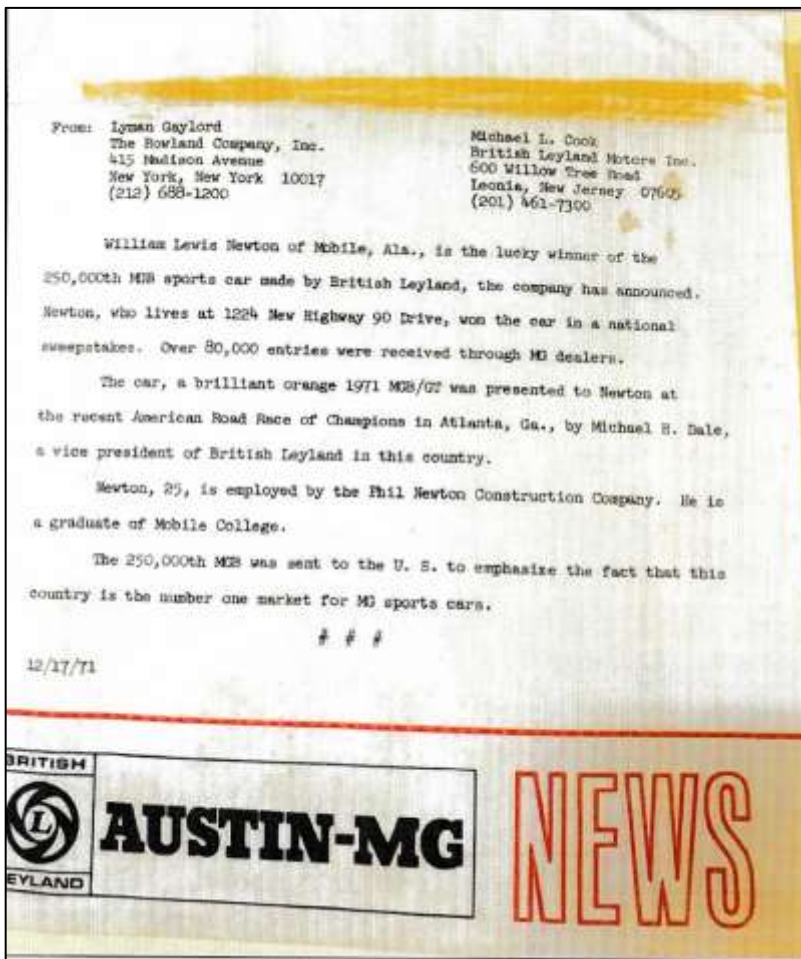


carpets are mostly missing, and the "Abingdon Pillow" dashboard has the expected cracks in it. With the exception of the windshield, the glass appears to be original to the car. It was a well-equipped car at the time with both overdrive and an AM-FM radio.

The driver's door frame-mounted data plate gave a production date of May, 1971, and the production serial number showed it to be car number 250000. The dash top serial number plate carried the same number.

Tony then opened up a file of paperwork that came with the GT that had documents such as the BL press release, license plate receipts listing William L. Newton as the owner, and a bill of sale transferring the car to Tony Wilson in 1984. This is the real deal. And it has been in our backyard since 1971.

In addition to his first 1971 MGB/GT, the 250kMGB/ GT, Tony also has a 1972 MG Midget, painted in BL's Bracken Orange and it is in fine condition. Tony is unsure of the future plans for the historic MGB. He would like to restore it and with his recent retirement he says he has time, but he wants to be cautious since he understands the significance of it. But, there really isn't any hurry. It's been safe in his care for almost forty years.



Down the Line a Bit (from the 250,000th)

By Bob Welch

In March of 1985 I had an urgent need to replace a 9-year-old Audi, so my wife and little kids didn't again find themselves broken down on the side of the road. In those pre-internet days, a common place to hunt for a car was in the Swap Sheet or newspaper want ads. It was there I noticed a listing for a 1971 MGB-GT posted by a guy in Spencerport. Having owned a B roadster in my college days, I was intrigued and called the seller.

I know. I know. It's not a practical car to replace the unreliable Audi but I reasoned I could drive the MG and the rest of the family could travel in the new Chrysler while I was at work. Long story short, I bought the MG, and the seller delivered it around the end of March.

The previous owner told me the car had come from Texas and he had purchased it from his son who lived in Waco. He had put quite a bit of money into it and had had it repainted "New Racing Green". He was selling because as a recent Kodak retiree, he was moving to Waco and didn't want to transport the GT.

Naturally I pored over the car and did some additional work, but it was in good shape and remains so today. One thing I had noticed, in the engine bay and various obscure spots, was the original color was not New Racing Green. It was Blaze Orange. The car number plate states it was manufactured in May 1971 and bears the car number GHD5UB250327G.

When my copy of *The MG DRIVER* arrived in the mail last week I was instantly intrigued by the Blaze Orange '71 GT on the cover and the article about the 250,000th MGB (reproduced here, in *Spokes*).

Abingdon production data indicates a total of 23,921 MGB's were manufactured between



January and August of 1971. That averages out to 2,990 cars per month though, of course, monthly figures varied. Although there's no way to be sure, it's quite likely my GT was somewhere down the line from the historic quarter-millionth MGB featured in the article.

Being a southern car, originally equipped with dealer-installed air conditioning, but not overdrive, it's possible both GTs crossed the Atlantic on the same ship. One of these days I'll stop procrastinating and purchase a heritage certificate to learn more about the origins of my car. Though not as significant as the car in the article, my GT is in better condition, starts every time (OK, with rare exception) and is still a joy to drive.

RW

LIMA ENGINE SHOW

Saturday, May 20, 2023

8:30 am – 4:00

1574 Rochester Street, Lima NY

On the grounds of Crossroads Church. About 25 minutes south of Rochester NY just off Routes 5&20 on Route 15A. Easy to get to from all over NY and PA.



Theme

"If it has an engine and it is interesting, bring it."

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- Motorcycles, Any year
- antique vehicles
- old tractors
- anything COOL or RESTORED
- old generators

The Barrel Train and other stuff for kids will be available all day.

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Facebook Lima Engine Show

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frank@lbpinc.com
585-624-3052

Jim Parrish:
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585-506-6947

Western NY MG Car Club's



50th Annual



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2023**

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Wait a minute! This ain't Nova Scotia!
I think we shoulda made that left in Albuquerque!



(The dates aren't worked out yet, but if you're interested in a great road trip this summer, you're invited!

Maybe we'll go all the way to St. Johns, Newfoundland! Ask someone for details!)

2022 photo, not on a road trip

MG TCs in Our Western NY MGCC - Introduction

By Dan Suter

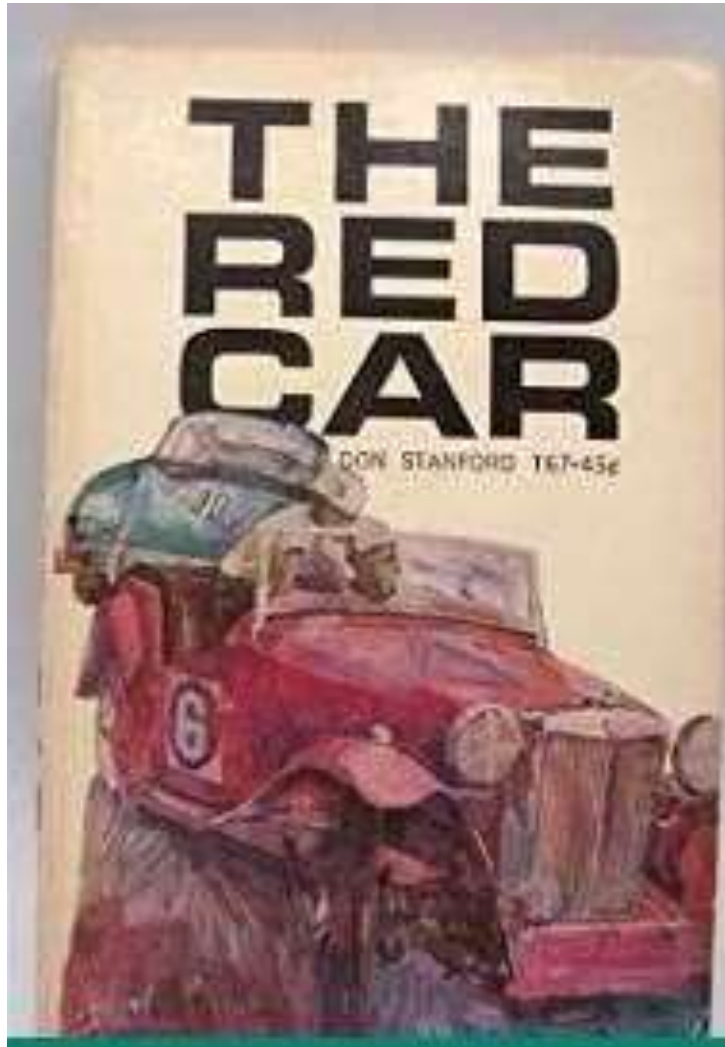
MG TCs were undoubtedly the first MG to capture the hearts of sports car enthusiasts in North America. Also, many like me read “The Red Car,” by Don Stafford, the story of a teenager living in small-town Colorado who realizes the dream of owning and later racing a red TC recovered from a road accident by his mentor Frenchy, who had a mysterious past from his own racing days in Europe. In the novel, the obvious admiration for the TC and descriptions of its pure sports car appeal have remained an important early memory for many MG enthusiasts.

Last August (2022), we featured a few MG TDs in our Western NY Centre in *Spokes*. Starting this month, we are featuring MG TCs. In this issue,

current MG TCs in the club are highlighted, including Moby Burton’s beautiful TC8592; John Schwelm’s recently restored TC in BRG and black; and Jay Lockrow’s beautiful red TC7440.

In Jay’s case, he has owned this particular TC for something approaching 57 years! We will see from his article this month about this TC, and a number of other TCs that have crossed paths with Jay and his dad, that Jay’s passion and dedication to the TC is a near lifelong enthusiasm. Jay’s long-running column, “Bury Me in a MOWOG Parts Box” appeared in *Spokes* over a great number of years.

Starting next month, we will feature several additional TCs that were previously in our Centre or around the Rochester area.



Cover of The Red Car, by Don Stafford

DS

My MG TC

By Moby Burton

In 1966 when I was 18, I talked my mother into loaning me enough money to buy a 1953 MG TD. I drove it to college and then, after graduation, to Rochester for my first job. In that time, I had to rebuild the engine twice due to bearing problems. I got to know the XPAG engine pretty well. I ended up getting rid of the car as I was raising a family.

Now, in my retirement years, I decided no sense in leaving my money to my kids. So, I went in search of another TD. However, I remembered that I always liked the TC for the 19" wire wheels and its styling. In the spring of 2020, I went on an internet search for a TC. I found my current car, TC8592, in Connecticut. Cosmetically, it was in excellent condition and even started right up. I made the purchase and did the six-hour drive from Connecticut to Rochester in only 11 hours. Fortunately, the car made it with no problems.

The car is mostly original, but the engine had been replaced with an XPAG(?) from a Wolseley. I had never heard of a Wolseley, but I believe they used the same engine that was put into a TF *[likely a Wolseley 4/44 saloon which used the same 1250cc engine as the TF – Dan]*. The person who put the engine in tried to make it look like a TC engine. For example, he mounted a TC oil pump on the block. Unfortunately, there are no holes to mount the external oil filter, so he just decided the car didn't need an oil filter. It quickly became apparent that the brakes needed help. This was evidenced by a very scary hard pull to the right whenever applying the brakes. The wiring seemed ok until my first attempt at driving at night. As soon as I turned the headlights on, the engine quit and couldn't be started. That

was my first trip home on a flat bed.

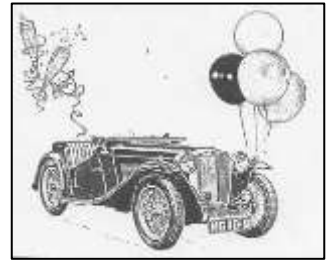
Over the past 3 years, I replaced the oil pump with a TF pump with spin-on filter. The brakes have been overhauled on all 4 wheels. The wheel cylinders were leaking in the front and the rear axle seal was leaking in the rear. Finally, the master cylinder self-destructed so that has been replaced. The wiring was a mess, so I installed a new harness and new voltage regulator as the old one was faulty. My most recent upgrade was to install a Tompkins steering kit which has taken some of the play out of the steering. I have a few other small projects on my "to do" list. But, of course, I will retain the hallmark leaking rear engine seal. It wouldn't be a T series without that. MB



Bury Me In An Old MOWOG Parts Box

By Jay Lockrow. (May 1990 column for *Spokes*)

On May 8th [1990] at somewhere around nine-thirty or ten o'clock in the morning a particular anniversary will take place that will probably go unnoticed by everyone except myself. There will, however, be a slight celebration out in my garage with a bottle of Old Blue Coal and maybe a can of car wax. Possibly I'll put my copy of *Vintage Sports Cars in Stereo* on the stereo and turn up the volume a might. Maybe I'll just sit there and contemplate all the good times and a few of the problems that we have had over the past twenty-five years. One thing I hope is that the next



twenty-five years are as much fun as the first. You see on that particular day I will have owned Cecil, my TC (TC7440), for twenty-five years. I know, I know. Maybe I'm being a bit sentimental and why would anyone possess the same car for twenty-five years? The answer is, "I dunno". On the other hand why would anyone keep any possession for twenty-five years? This answer is quite simple. I like it, and though I don't drive it as much as I used to, or as much as I should, I just couldn't see being without the car. It's not that it's such a wonderful car as it does have its

shortcomings, but I think it is because it fills a niche where a lot of other things cannot.

I have always been an admirer of simple, basic design and engineering and the TC, among other cars like the Model A Ford and the TR-3, fits those criteria. It is devoid of all the foolish electronics, stereos, sensors, and computer chips that we find on automobiles today, and the home mechanic, with minimal talent like myself, can still fix it without an 800 number to Abingdon-on-Thames. It's a simple machine and it gets the job done without a lot of fuss and bother.



In twenty-five years of ownership, we have traveled numerous miles, the longest being a trip to New Hampshire. The car has been very reliable, only failing me, I believe, on three occasions all of which I have mentioned before. I have been stopped by the police once but scowled at plenty of times. Cecil's finest moments, I believe, were a second-place finish at the Victor Auto Festival and an Honorable Mention at the T-Register GOF at Watkins Glen. His paint is getting a bit chipped now and my daughter, among others have left a few scratches in his sides, but we will continue this way because for one thing I don't have the funds for a restoration. I'll just keep up the maintenance as I have, and have a good go every Spring. JL



“Owned Mine Now for Two Years”

By John Schwelm

Reading that I am new to the world of TCs was kind of a laugh, as I've been around them and indeed other MGs since my first one in 1973 when I went into the army, one month short of 50 years ago.

As an owner of this widely overrated model, yes I have owned mine now for two years at the time I am writing this. Overrated, I said. Well, it's because it is. Nothing special about them at all except the transmission which unfortunately won't fit on my TD or it would have been done already. They look great but looks aren't everything.



I bought it April 2021 on a whim when I saw it posted on Facebook early one Sunday morning. I knew I was going to buy it and made the drive to Michigan with a cheque in my wallet.

As some have seen two years ago, I started immediately sanding it down to repaint it, as it ran and stopped so I intended it to be on the road in quick time. Not to be the case, of course, as these cars are nothing but cans of worms; the more you dig the more loose ends you find. For me it was all about safety, I just wanted to ensure it was safe and it was far from it. Rotten wood and baling wire, JB Weld and other weird things holding

it together made me dig deeper into it. Truly a 75-year-old survivor that had never been touched. In fact, up in Michigan there's a bunch of MG folks that don't even wash their cars or do anything to them. Survivor cars! Sounded good, that's what I wanted.

(I passed on to the *Spokes* editor a link with 800+ pictures and videos and will let him determine what pictures to use so as to surprise me as well as you the reader.) [Editor's note: *Too big a task for me! I picked a few, but here's the link John sent me. Maybe it'll work for you: [John's MG TC](#)*]

Some of the things I needed to change/make better are as follows;

- Wheel bearing races, most were broken
- Brake shoes & a couple springs
- Exhaust brackets
- Tires were period 1960s Firestones. Replaced with knobby Excelsiors.
- Secondhand leather interior and panels purchased from California
- Floor carpeting from one of my apartment rentals was rubber cemented to the wood floor boards and rear deck.
- New split rear window hood and side curtains.

- Tidied up the motor with new timing chain, all new gaskets throughout, valve seals (mini-type as the donuts are useless.) Likely needs a rebuild but I will run it 'til it don't run no more! Next owner can spend his money on it.
- Water pump, points, spark plugs and a period correct wiring loom.
- Paint - I sprayed it in lacquer paint that's not legal in half the US states at this time. Did minimal body work as it's 75 years old and I want it to be 75 years old.
- I did swap out the entire steering column, box, drag link and tie rod with a new German engineered conversion kit. That means it will be drivable and more importantly steerable. I have met so many silly buggers that say it is a steering process that must be learned. No process, it was an inadequate system that was quickly replaced with a rack and pinion system in the TD. These TCs generally don't pass safety inspections on several continents with original steering racks unless highly modified. Stuff that, I want to drive it! Typical TC owners will drive an average of maybe 300-400 miles a year going to car shows within a few miles of their homes. They cannot speak on the car's attributes.



I first drove a TC in North Wales in the mid 1980's, so it would have been already 30 years old. A fellow Rotary Club member and undertaker loaned it to me. I used it for several days while my jeep was getting serviced. What a horror to drive! In retrospect just like Ted Hershey told me one Sunday 5-6 years ago at a Cars and Coffee in Geneseo, "What do you want one of those for, no better than a BUCKBOARD". Yes, it is but at this juncture it's *my* buckboard and I can say I owned one. However, when it's running really well I intend trailering it around and likely destroying it on some trials hill

climbs events. All in all, I'll drive it about and enjoy it but you will see us more in the TD or in the MGB if Carol is with me. JS

17th ANNUAL BRISTOL CRUISE-IN

Presented by **TOWN OF BRISTOL FUN DAY**

Sunday June 11 2023



Levi Corser Park
6740 County Rd 32
Bristol Center, NY

Vintage Autos, Tractors & Motorcycles

The Tractor Show is dedicated to the memory of Dave Parsons, longtime resident and supporter of Bristol Fun Day

Start time :

11:00 AM

*All show entries will receive
a free dash plaque*



There will be a short one mile parade starting at 11:00AM if you would like to be in the parade.

Line up for the parade is at 10:30 behind the highway department.

Join us for a day of family fun that includes THE Bristol Fire Department's FAMOUS CHICKEN BARBEQUE, MUSIC, BRISTOL LIBRARY ANNUAL BOOK SALE one of the largest in the area, Harmony Circles' HOMEMADE PIE BOOTH, GAMES FOR THE KIDS & so much more.

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May Sunshine Page



May Birthdays

5	Nona Krause
12	Mike Keiling
15	Sylvia Palmer
15	Gary Wilson
16	Nancy Bauder
18	Deb Leible
19	Ron Stone
23	Bill Benet
24	Chris Russell
25	Bill Clicqennoi
25	Jan Langswager
27	Harold Rodman
28	Dan Young
30	Mac McCampbell



May Anniversaries

1	Patricia & Dick Giambra
2	Peggy & Paul Stella
8	Weimin & Joseph Valenti
14	Donna & Peter Papandrea
16	Patti & Joseph Bellizia
20	Georgean & Robert Abels
21	Jan & Jeffery Langswager
24	Chris & John Baum
27	Wendy & Frank DeMarzo
28	Susan & Michael Goodwin
29	Cheryl & Bill Baldwin



Congratulations!

Happy Birthday!

*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.*

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Please Make all checks payable to: Patrick O'Connor Mail; to 2032 Edwards Rd-
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\$ 15.00 pre registration.\$20.00 after July 15, 2023 & at Gate

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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
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MG Car Club of Western NY Available Regalia 2023 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



Limited Supply

Car Badge \$20.00



Octagon Key Ring
\$1.50

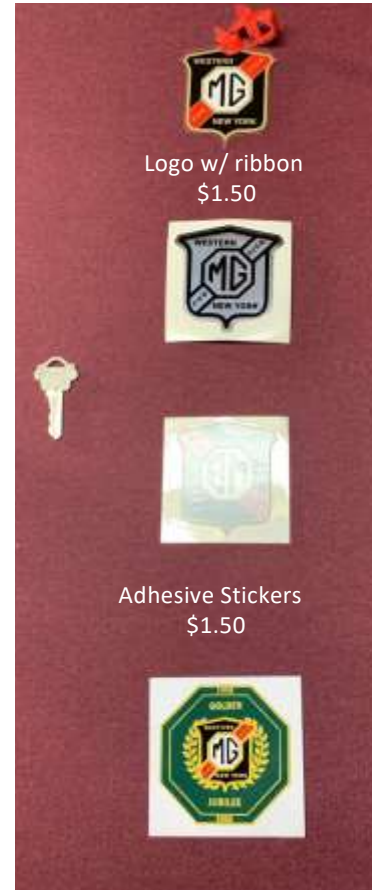


Embroidered patches
\$2.50



Limited Supply

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

ONE Sticker FREE with any purchase over \$20.

MG Car Club of Western NY Centre

Port Authority Shirts \$25.00 embroidered

Navy, White, Bright Blue, Red &
Green Shirts in Stock!
(limited sizes)



Model Sported by our new member Frank DeMar
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)



Khaki And Navy Hats in Stock!

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

2023 Embroidered Jacket Samples are selling Fast!
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Patriot Jacket
W/ fleece lining & no hood

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☐ New Membership

☐ Renewal

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Email - Primary Member

Birth Month/Day - Primary Member

Last name - Partner

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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: 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

MGA Parts For Sale:

Call Dave Bertch at 585-738-4320

TIRE AND WHEEL SERVICE:

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

This ad comes from a friend of Dan Suter. Contact Dan if you have an interest, and he'll forward your information to the seller.

Dan Suter, 585-645-5645
e-mail dmesuter@rochester.rr.com

I think I am ready to admit that I do not have enough time left to restore my VA Tickford! The car was complete when acquired, but in need of a TOTAL restoration. I started making a new body about 30 years ago, but other projects came along to take precedence. I have new A-pillars and new door frames, and good patterns for most of the wood. At present, it is completely dismantled. I have all of the parts, plus most of the mechanical parts for another car. The car is located in SE Virginia. I would like to sell the car, plus all of the extra parts, as one lot to someone who will restore it. \$5,000. If you are interested, contact me and I will provide more information.

