

# Spokes

Official Publication of the MG Car Club Western New York Centre  
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## Fall Foliage Tour – October 2023

# MG CAR CLUB WESTERN NEW YORK CENTRE

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Website: <https://mgcarclub.com>

*The 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 *the Spokes* are available in Adobe PDF format on the website.

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**COVER:** The sky was gray, the leaf colors were great, and the turnout was tremendous for the Fall Foliage Tour – October 22, 2023 – photo by Susan Goodwin

### **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](mailto: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.

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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  
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*

---

October was a very active month for the MG Car Club Western New York Centre. There were loads of get-togethers, both formal and impromptu. The biggest of all of these was the Fall Foliage Tour, organized by Mike Robinson. The course was delightful, full of good views, good hills, and lots of good curves. Lunch at Brew & Brats came as a welcome and satisfying break halfway through the drive. The staff there did a remarkable job accomodating so many of us with a great selection of (what else?) brews and brats (and salads and more)! You'll find a good selection of photos from the drive and the lunch gathering later in this issue (as well as a few photos of some other get-togethers).

The election of club officers will be the official highlight of next month's meeting – be sure to be there if you can! Susan and I will be in California for November and in Colorado for part of December, so we'll be missing the next meeting and unfortunately the annual Holiday Party. Dave & Celeste Kray have arranged this year's party to be at Glendoveers on December 16<sup>th</sup>. Details can be found on the following page.

The December issue of Spokes will be my last. I've enjoyed being the editor for the past four years, but it's time for me to pass it along to someone new. The new editor will be Don Welch. Don and I have got together a couple of times over the last few months – I've enjoyed the chance to sit down with Don and show him some of the basics of putting the monthly issue together. I'm sure he's ready to jump in in 2024. I think he'll be a great replacement!

Though I had to put my MGB away early for my drive out west (we've been in Colorado for a couple of days and woke up to snow here!), I hope you all have more days of great driving weather and salt-free roads!

***Keep driving while you can, and...Safety Fast!***



**DAN THIEL**

Owner

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[dan@kurtsgarage.com](mailto:dan@kurtsgarage.com)



*MG Car Club WNY 2023 Holiday Party*  
*Saturday, December 16, 2023*  
*Glendoveers*  
*2328 Old Browncroft Road, Rochester NY 14625*

Our evening will begin at 6:00 p.m. with a cash bar, artisan sliced cheeses, grilled and raw vegetables with dips.

This will be followed by dinner at 7:00 p.m. which is a buffet:

Chef Carved Roast Sirloin  
Chicken French  
Campanelle Pasta  
Marinara and Alfredo sauces  
Herb Roasted Potatoes  
Fresh Vegetable Medley  
Greens Salad  
Ranch & Italian Dressings  
Rolls and Condiments

Cake  
Coffee and tea

*Hope to see you there. You can sign up on-line on our website (please sign up each person separately) or by using the form below. The member cost will be \$38.00 per person, the non-member cost will be \$48.00 per person. These prices include the appetizers, buffet, tax, fees and tip. If you have any food restrictions/allergies or any questions please call Celeste Kray at 716-425-2701.*

*Holiday Party 2023*

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@ \$48.00 non-member \$ \_\_\_\_\_

Please make checks payable TO; MG Car Club. Mail this form and check to:  
David Kray, 3740 Lacrosse Circle, Canandaigua NY 14424.

# Chairman's Corner

By George Heissenberger

---

Well October was a busy month for our club! We had some decent weather and that encouraged many members to join gatherings to thank our sponsors with a group heading to Birdhouse brewing in Honeoye, followed by Noble Shepard brewing in Bristol on October 1. Later that week, a pop-up ice cream run drew members to an ice cream run at Shivers shakes and cones in Bloomfield and dinner at Irish Mafia on October 4. Mike Robinson organized another thank you for one of our sponsors of the car show and a group of members headed to 20 Deep winery in Mendon on a rainy Sunday October 8. Our meeting October 19 was well attended and lively as usual and the dinner provided by the American Legion staff was fish and chips. The month was capped off by a great turnout of members and a lot of sports cars for the Fall tour October 22 despite some cold damp weather! Thanks to Mike Robinson and George Haynes and others who helped put the tour together. Lunch mid route was at Brew and Brats in South Bristol and was a great time in itself!



Peggi helped me put on the Hardtop on the MGB mid-month, after a cold stretch of weather arrived, and then I got its New York State inspection for another year. Last year the right back up light plug-in connector had fallen off the light and had to be re-connected during inspection, and there was a bad bullet connector on the right license plate lamp so it was intermittent, but it passed with one light anyway. I fixed that bullet connector



the next day. Before inspection this year I checked all the lights, horn and wipers and tire tread depth and all was well. Brakes are only a couple of years old so barely broken in. It passed with no issues this year. I was surprised to read on a recent MG Experience post that State safety inspections are only required in about 15 states. The rest have dropped them. I can tell you in my experience as a volunteer fireman for 38 years I have seen some scary cars in accidents caused by poor maintenance, bad tires or shoddy repairs. One I recall was a station wagon that hit a house, because someone had “fixed” a brake issue by cutting off and squeezing shut one line off the dual line master cylinder, so the car was running with working brakes on only two of four wheels! Another was a car that had gone out of control and flipped due to

severely cupped tires on all four wheels that were terribly cupped due to worn suspension parts and worn past their tread depth. The tires were almost hexagonal instead of round.

# Chairman's Corner

(continued from previous page)

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Meanwhile, we've got a lot more happening in November! The Legion will be offering warm turkey with mashed potatoes and gravy for the November dinner before the meeting. Your officers have all agreed to run for another year, so the nomination of officers that was proposed at the October meeting are:

**Chairman: George Heissenberger**

**Vice Chairman: Ron Rodman**

**Secretary: Dan Suter**

**Treasurer: Todd Black**

**Trustee #1: Paul Osborne**

**Trustee #2 Bob Welch**

**Activities: Dave and Celeste Kray**

Elections will take place at our November meeting (which is our annual meeting) November 16, 2023, at the Ely Fagan American Legion Post Henrietta NY.

Club Bylaws state officer's term limit is two years so this will be our last turn at these positions.

By the way, this is going to be Mike Goodwin's last issue as *Spokes* Editor and many thanks to Mike for his hard work and excellent stewardship of the *Spokes* during his tenure as Editor! Much appreciated and job well done Mike. You have a lot to be proud of in the great tradition of past editors. Thanks also to Don Welch who has agreed to take over as new *Spokes* Editor! Please give Don your support as he takes over the helm of the club newsletter! Also, thanks to all the members who contribute to *Spokes* making it a great read every month! Thanks to Dave and Celeste Kray, Mike Robinson and all others who have organized and helped with many outings and driving events each month!

Safety Fast!

George Heissenberger

**GH**







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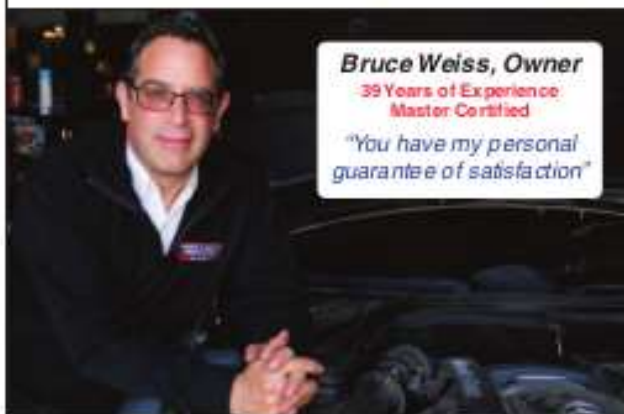


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# **Rob Dyson is Keynote Speaker at Seventh Annual Symposium for Motor Racing History Nov. 3 and 4**

WATKINS GLEN, N.Y. (Oct. 17, 2023) – The International Motor Racing Research Center (IMRRC), in partnership with the Society of Automotive Historians (SAH), will present the Seventh Annual Michael R. Argetsinger Symposium on International Motor Racing History. The Symposium features 21 motorsports experts and a wide variety of topics, including space travel, television and superstitions

– all seen through the lens of motorsports history. Rob Dyson, race driver and team owner, will present the keynote address, "A Driver's Reflections on Watkins Glen at 75," on Saturday afternoon.

The 16th International Reel Wheel Film Festival will kick off the weekend on Thursday, Nov. 2 by "Celebrating Historical Racing Documentaries" from 5:00 to 8:30 p.m. in the Watkins Glen Elementary School auditorium adjacent to the IMRRC. The academic symposium will be held on Friday, Nov. 3 and Saturday, Nov. 4, in the Media Center at the Watkins Glen International race track. A reception, sponsored by the Watkins Glen Area Chamber of Commerce, will take place at the Research Center at 610 South Decatur Street in Watkins Glen on Friday from 6:00 to 8:00 p.m. All events are free and open to the public, who are welcome to attend any or all sessions. This year's Symposium will be live-streamed thanks to the generous assistance of Gran Touring Motorsports. A detailed schedule and a link to the live stream are available at [racingarchives.org](https://racingarchives.org).

Friday's schedule includes a trio of presentations from McPherson College in Kansas discussing "Teaching Motorsports History at McPherson



College." Professor Ken Yohn, Librarian Kristie Sojka, and student Jeremy Porter will share their unique perspectives on participating in motorsports history education.

In addition to the keynote address, Saturday's schedule features a morning presentation by Buz McKim, renowned NASCAR historian and previous director of archives for International Speedway Corporation.

His subject, "Bill France and the Origins of NASCAR," explores the racing career of NASCAR's iconic founder William "Bill" France, and the origins of NASCAR in the late 1940s and early 1950s.

The annual symposium began in 2015 and is named in honor of the late Michael R. Argetsinger, an award-winning motorsports author and longtime member of the IMRRC's Governing Council. He was also a competitive driver for nearly 45 years, competing in more than 400 races at 54 different circuits in seven countries. Michael was the son of Jean and Cameron Argetsinger, who revived motor racing in the United States following World War II.

## **About The International Society of Automotive Historians (SAH)**

The International Society of Automotive Historians encourages research into any aspect of automotive history. The SAH actively supports the compilation and preservation of papers, organizational records, print ephemera and images to safeguard, broaden and deepen the understanding of motorized, wheeled land transportation through the modern age and into the future. For more information about the SAH, visit [autohistory.org](https://autohistory.org).

## **About the International Motor Racing Research Center (IMRRC)**

Located in one of the premier racing towns in America, the IMRRC's collection spans continents, eras, and race series, embodying the speed, drama and camaraderie of amateur and professional motor racing throughout the world. The Center welcomes serious researchers and casual fans alike to share stories of race drivers, race series, and race cars captured on its shelves and walls and brought to life through exhibitions and special events. The IMRRC is free and open to the public, no appointment necessary, Monday-Friday, 9 a.m.-5 p.m. More at [racingarchives.org](https://racingarchives.org).

# Collier Cup Race Photos – September 2023

By Richard Powers

---



Dick Rzepkowski



Doug Faust



Ted Hershey



MGs in Victory Circle after the race



Collier Brothers' Memorial on the old course



# Minutes for MGCC Meeting – October 19, 2023

By Dan Suter, Secretary (photos by A. Tescione)

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Prior to the meeting, the Legion served a Fish & Chips dinner that our members enjoyed. Annabelle Tescione brought cookies to share with the attendees.

Chairman George Heissenberger opened the October meeting at 7:31PM. 42 members and guests were in attendance this month. The September meeting minutes were approved.



**Guests** – We had two guests this evening: Marc Lewandowski, Stephen's Dad, was in attendance. Also, Alana Roberts attended. Alana described owning several period Mini Coopers, a Bugeye Sprite and other British cars. Welcome to you both! There were numerous birthdays and anniversaries shared, including the 64<sup>th</sup> wedding anniversary for Dave and Barb Wild this month.



*Mark Lewandowski*

**Treasurer Report:** Todd Black provided the Treasurer Report. Our balance is good, and we remain steady at 148 member families in good standing. Todd noted we are now collecting dues for 2024 membership.

## **Activities Report** by Dave Kray: Past Events:

- The Thank You tours on Sundays continued into October (visiting and patronizing various brew pubs and restaurants that sponsored baskets for our car show). These are likely to resume in November.
- The Fall Foliage Tour was held Oct 22 on a grey and blustery day. There was a great club turn-out of 37 cars and 64 people, including approximately 18 sports cars. Thanks to Mike Robinson for organizing a great drive!
- Cars & Coffee will be Oct 29 (but will be done by the time you read this...).



*Alana Roberts*



# Minutes for MGCC Meeting – October 19, 2023

(Continued from previous page)

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## Upcoming:

- A Garage Tour is being planned for November, thanks to Naomi Wadsworth. Stay tuned for date and details.
- The Holiday Party will be at Glendoveers on December 16 from 6 to 10pm. The package offering from Glendoveers included an hour of 'open bar' which resulted in some discussion at the meeting about whether we should do this.

*Secretary's note: Following the meeting, the Board discussed this topic and decided that the Holiday Party will be run with cash bar only. This will also be announced at the November meeting.*

**Regalia** by Joe Bellizia. Joe has additional embroidered hats and shirts available. Next, the club is launching an order for brass engraved MG name badges. These will be ordered (you provide exact spelling you want) and prepaid at \$26 each as one group order. They will be magnetic, not pin style. See the club website for details.

**Spokes** - Mike Goodwin shared that November will be his second last issue as Editor. Don Welch has started cross-over with Mike and will be taking over as Editor starting in January. The feature series on MG TFs in our club will continue in November and likely finish in January, as the December issue will likely be a retrospective issue by Mike. Mike also thanked all who sent in articles. Deadline is one week from Friday following the meeting. For a 2024 calendar, Don Welch will contact Bill DeVos to discuss.

**Watkins Glen:** George Heissenberger reported the schedule changes underway for 2024. Apparently with the Paris Olympics broadcasts which will dominate the August sports coverage, NASCAR has decided to move its Watkins Glen event to September which has resulted in the SVRA Vintage weekend at Watkins Glen now moving to August 21-24. HOWEVER, the downtown Vintage Festival will remain on the Friday after Labor Day (believe Sept 6) which creates a split calendar, much like 2015 when the Watkins Glen International track was closed early to repave (which pushed the SVRA event to July that year but again the Festival stayed on the September Friday). Ken shared that he has already contacted Seneca Lodge to discuss. The club will work through this schedule thicket and report back when more elements are finalized.

**Librarian:** Paul Osborne indicated no report this month.

**Website:** Leon said that all is good with the website.

**Car Show:** Joe Bellizia shared a bit more positive feedback from the August Show. The Watkins Glen schedule above may impact the date for our 2024 Car Show – stay tuned.

**Old Business:** None

**Nomination of Officers for 2024:** George Heissenberger shared that the entire 2023 board has volunteered to continue in their current positions for 2024. Nominations include:

Chair – George Heissenberger

Vice Chair – Rod Rodman

Treasurer – Todd Black

Secretary – Dan Suter

Activities – Dave and Celeste Kray

Trustee 1 – Paul Osborne

Trustee 2—Bob Welch

A single motion was made to nominate all the names above. Additional nominations will be accepted at the November meeting at which time the annual elections will be held.

# Minutes for MGCC Meeting – October 19, 2023

(Continued from previous page)

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## New Business:

- Frank DeMarzo asked about the status of our club MGCC business cards to hand out to prospective members. George Heissenberger is working on ordering these.
- It was noted that MG will be the featured marque at Watkins Glen in 2024.
- Al Costich proposed that dinner at the Legion next month before the meeting to be hot turkey sandwiches and mashed potatoes which was endorsed by the membership. Mike Goodwin offered to cook steaks for anyone who alternatively wants to visit Susan and him at their Tiny House in Northern California... *[Editor's note: seriously – we'll call it the 1<sup>st</sup> Annual MGCC West Coast Steak Roast – look for pictures in December Spokes!]*

## Other Announcements:

- Frank DeMarzo shared some interior samples from several vendors at the back table, and described his work to order new seat covers for his MGB.
- Bob Welch has MG air conditioning parts looking for a new home (period dealer installed in his 1972 B GT previously).
- Alana Roberts described a '68 Mini Cooper for sale at \$50K.
- Another '69 Midget was discussed (apologies, details not captured).

## Member Projects:

- Al Wagner spoke briefly about his MG TA. EM Motors has commenced work on it.
- Stephen Lewandowski described his recently purchased '69 Midget with competition history and a Volvo 4-cylinder engine installed. Congratulations Stephen!
- Tim Tracey's engine rebuild for his MGB is nearly done – installed and continuing final assembly items.
- Mike Goodwin completed the project to ultimately replace the pressure plate on his MGB which had failed in an unusual way – the center ring of the pressure plate itself had failed.



**T-Shirt Auction:** Naomi Wadsworth brought home an MG 100-Year Anniversary t-shirt from the MGCC UK club headquarters which she donated to the club to auction off. After spirited bidding, Frank DeMarzo won the t-shirt.

Door prizes were awarded, and the meeting was closed at 8:32PM.

## Attendance for MGCC Meeting – October 19, 2023

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Dan Suter  
Naomi Wadsworth  
Alan Costich  
Annabelle Tescione  
Al Fink  
Allyn Wagner  
Rod Rodman  
Tim Tracey  
George Heissenberger  
Frank DeMarzo  
Nancy Cleveland  
Ted Hershey  
John Leible  
Paul Stella  
Paul Osborne  
David Rubin

Cheryl Baldwin  
Bill Baldwin  
Barb Wild  
Dave Wild  
Klint LiMuti  
Dave Kray  
Celeste Kray  
George Barbari  
Paula Barbari  
Stephen Lewandowski  
Todd Black  
Bob Abels  
Georgean Abels  
Susan Goodwin  
Michael Goodwin  
Bob Welch

Eric Mehserle  
Richard Reynolds  
Joe Bellizia  
Don Welch  
Dann Valenza  
Hollis Hames  
Steve Fig  
Bethel Powers  
Dick Powers  
Ken Barlow  
**Guests:**  
Marc Lewandowski  
Alana Roberts

DS

# October 19<sup>th</sup> Door Prize Winners

Photos by Annabelle Tescione

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Bill Baldwin



Bob Abels



Dann Valenza



Richard Reynolds



Door Prize Selection



Rod Rodman



Ted Hershey



Todd Black



Tim Tracey



# Upcoming Events – November/ December

By Activities Coordinator, Dave Kray

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- **November**

- **SPECIAL THANK YOU** – Saturday, November 4<sup>th</sup> at 3:00 PM
  - McArdle's Restaurant 1355 Fairport Rd, Fairport, NY 14450
- **Garage Tour** – Sunday, November 12<sup>th</sup> 11:00,
  - 5395 Dutch Corners Rd Mt Morris 14510

- **December**

- **Holiday Party** – Saturday December 16<sup>th</sup> 6:00 – 10:00
  - Glendoveers, 2328 Browncroft Blvd, Rochester
    - Watch for the upcoming Flyer (**elsewhere in this issue of Spokes!**)

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



# Watkins Glen 2024

## A Message from Seneca Lodge Rooms Coordinator, Ken Barlow

---

*[Editor's Note: According to discussion at the October 19<sup>th</sup> Club meeting, decisions around scheduling events at Watkins Glen for 2024 has not been finalized by all affected parties and groups. Nonetheless, regardless of final decisions, Ken is planning ahead – Thanks Ken!]*

NASCAR has thrown a spanner into the works in Watkins Glen, requiring the SVRA, the vintage racing association to which some of our MG Car Club members belong, to move their weekend at Watkins Glen in 2024 from the same weekend as the Grand Prix Festival, to August to make room for a NASCAR event in September.

Consequently, the 2024 Hilliard Grand Prix will take place from August 21st to August 25th, 2024. Note, this is the same weekend our car show occupied in 2023, so this may complicate things for our car show in 2024, or we move the car show as well if we thought to have it the same weekend.

The Grand Prix Festival will take place as usual the Friday after Labor Day, September 6th, 2024, looks like with events on Saturday as well.

I've opened talks with the Seneca Lodge to reserve a block of rooms for both events as surely our racing friends and support teams will need the rooms AND many of us will enjoy the Grand Prix Festival as well. But I suspect around half the rooms will be needed for the SVRA weekend, and I'll assume full occupation for the Festival weekend.

For the SVRA weekend, we'll reserve some rooms for 3 and 4 days of that race weekend. I'll ask here, via email, and at meetings how many people are interested in a room for the SVRA weekend, how many days, I'll repeat this a few more times, and take the call up in the Spring again, sometime in March or April.

I suspect we'll need around 8 rooms for the SVRA weekend, but I'll ask for a few more, just in case. I'll assume our driving friends will require Wednesday, Thursday, Friday, Saturday checking out Sunday, and some of us will only require Thursday through Sunday.

That's Wednesday, August 21 (for some of us)  
Thursday, August 22  
Friday, August 23  
Saturday, August 24  
Checking out Sunday, August 25

The Grand Prix festival weekend, we'll probably reserve the same number of rooms as 2023, but probably none for Wednesday, just Thursday, Friday and Saturday, checking out Sunday.

That's Thursday, September 5th  
Friday, September 6th  
Saturday, September 7th  
Checking out Sunday, September 8th

Surely, there will be some overlap as some people want to attend both events, so I'll keep options open. Expect at least a \$10 price increase over this year, around \$145 per room total cost per night. If the Lodge, SVRA or Village of Watkins Glen give out more information, I'll relay that information at meetings, and in future editions of Spokes.

Happy motoring! -Ken Barlow

# October Get-togethers

By George Heissenberger

There was a good turnout of local MG Car Club members to local microbreweries Sunday October 1, 2023, to thank Noble Shepard in Bristol and Birdhouse brewing in Honeoye for sponsoring our car show this past August. Beautiful unseasonably warm weather helped to bring out lots of members in their sports cars!



Several members of the MG Car Club Western New York Centre visited 20 Deep Winery in Mendon as part of a thank you tour for sponsoring our recent car show. The weather was uncooperative on Sunday 10/8/23 so only the Goodwin's were in their MG and Kray's in their Miata while the others were in their daily drivers!

Several members of the Western NY MG Car Club took advantage of the unseasonably warm weather and met up for an ice cream run Wednesday 10/4/23.





# Dave Chase Honor Flight

Photo submitted by Al Costich

---



Congratulations and thanks for your service, Dave!

---

## Paul's Canvas



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# The Saga of 1955 MG TF 1500 #6824

By John & Shirley Forrester

---

Before 6824 was ours...

I was in High School in a small town on San Francisco Bay in the late fifties. A coach there had a TF 1500 in black, wire wheels and a Bermuda bell. When he drove down main street, he would see me working at the Chevron gas station and ring the Bermuda bell. I thought the TF was so cool and I wanted one.

Jump to 1965 I had finished college, married the love of my life, Shirley, and worked at Lockheed Missile and Space in Mountain View. Shirley and I were in San Jose one day and passed a corner used car lot, what is now called a "Buy here, Pay here" dealer. Sitting out front was a red TF "wow" we had to check it out. We test drove it, ran fine and featured one-wheel brakes, which fit with the dent in the left wing. Only \$500. So off to the Lockheed Credit Union to get a partial loan. Their answer was "We cannot process this loan application, see your supervisor". Hummm. Went to work that afternoon and my supervisor greeted me with "Your seniority number is up". Laid off! No Red TF for us.



Jump again to 1984. Shirley and I were on vacation in San Diego. (Big move in 1967!) I bought an Auto Trader paper from a shop across the street from our motel. In one of the old, three-line, one column ads. "1955 MG TF 1500

for sale" just outside of San Diego. One phone call and we were off to see it. Went into a building and there was white, #6824, no rust,

California body, parked with several pre-war era Model A hot rods. The owner said it was for sale as it did not fit in with his main interest. California no rust body, \$29.99 Earl Scheib paint job. It started up, ran smooth but



due to rain and darkness we were not able to test drive it. We, I, had to have it, \$8,000 and it was ours.

Finally, after waiting 25 years we had a TF!

A few weeks later and it was in our garage in

Ontario, NY.

# The Saga of 1955 MG TF 1500 #6824

Continued from previous page

Our first drives uncovered that 6824 was way down on power even though it ran smooth. After going through the usual checks, it was time to look inside. Removing the valve cover revealed a strange site, with the engine running seven of the rockers were only just barely moving, flat cam! That winter I did a complete engine overhaul, including the new cam and having the cracked head repaired.

The next spring, we were able to start fifteen years of enjoying the car. It soon became known as the "ice cream car". It was ice cream color (Old English white) and liked Sunday rides to search for the best parlor. It even entered a Xerox Auto Club Autocross and presented itself very well. Shirley and I joined the MG Car Club WNYC, and we and the TF attended every event we could and made many friends. In all those years I do not remember ever going past Buffalo or Watkins Glen, so not a long-distance tourer for us. We had moved to Pittsford and it was only a couple of miles to winding roads and summer driving pleasure in the TF. The car proved reliable and always gave that T series unique driving experience. Our unique experiences included getting soaked in the rain even with the top up and side curtains on, suicide doors that occasionally flying open and always leaving its spot when parked, but always fun.

In 1997 we retired and moved to Padre Island Corpus Christi. The TF being a 60 mile per hour

car was never very happy with the new location. All the roads within a hundred miles were straight, flat, hot, and the traffic was moving over the speed limits. In 1999 I wanted to finally

own a Caterham Seven. George Haynes's Lotus Seven America always looked the perfect sports car. While at Carlisle that summer I met with the dealer, and he introduced me to a friend. During the conversation he mentioned he had always wanted a TF, no rust, nice driver quality

car. In fifteen minutes, our TF was his on a handshake and fifteen thousand dollars. The Caterham was paid for! In a few weeks we had a very sad day watching our wonderful TF leave for Pennsylvania and a new custodian.

Jump forward to 2021 and I spot an ad on Bring a Trailer auction site, and it was our TF. The car was being offered by a consigner for the owner's

widow. I spoke with the dealer who told me it was the people who bought it from us, and it had been in storage for many years sitting next to a Caterham. They had replaced the top and repainted it removing the \$29.95 job. The car sold for thirty

thousand dollars and went to a new happy couple.

Old T series MGs will always bring happiness, long after we are gone.

John and Shirley

J&SF





# The Saga of “The Little Red Wreck”

## The Story of Paul and Joan Heaney’s TF HDC46/5947

By Paul Heaney (originally appeared in Spokes Feb and Mar 1995)

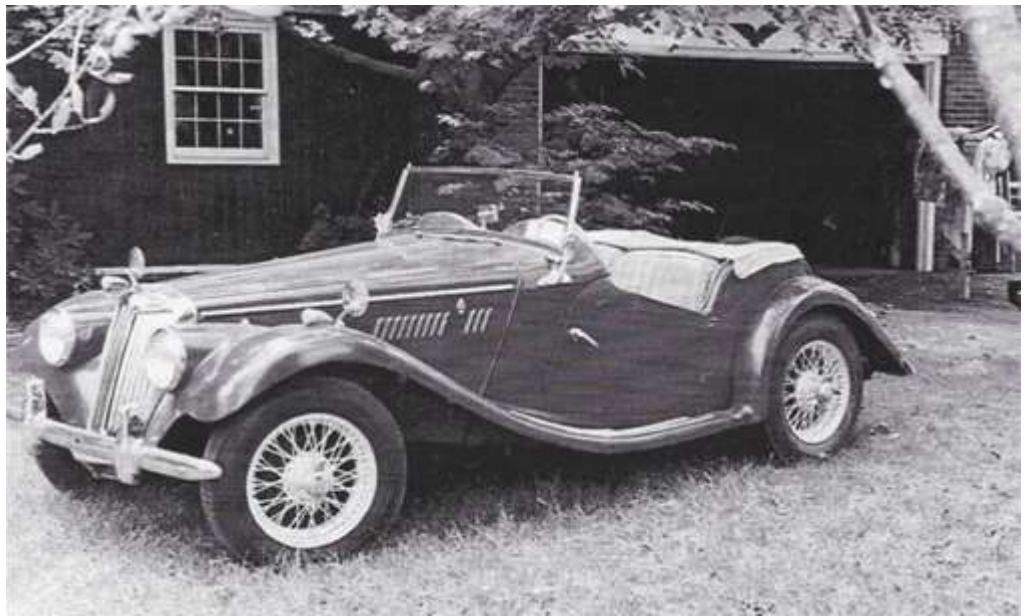
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### Part 1

In 1973 I purchased a 1931 Model A Ford for restoration. By 1974 I was well into the project. When I was in Yonkers that summer, I remembered that my brother-in-law’s friend Don used to have an MG TF and I asked if he still had it. He did.

I went to see Don to ask about the car. Sure enough it was still in his father’s back yard. Don told me that he purchased the car from the lead singer in his group, The Mellow Tones. The singer had purchased the car in England, as a left-hand drive, with the intent of shipping it to the United States. When she began to drive it here she became dissatisfied with it (no heat to start with) and sold it to Don. Don used it for a while and then was drafted. Prior to going into the service Don put the car in his father’s back yard on top of a plastic sheet. The plastic did do a very good job protecting the ground from the hazards of the MG overhead and the MG protected the plastic sheet from the damage by the weather and the sun.

When Don got out of the service the MG was dead! It had given its life to protect the plastic sheet. The top was leaking, the gas tank had holes in it, the tires were flat and needed to be replaced, etc. Don purchased a VW and went on about his business, whatever the business of professional guitarists is, and the MG was put out of mind. By the time that I saw the car a hedge had grown around it, the top was practically gone, the side curtain plastic was gone, the holes in the gas tank were large enough for me to put my arm inside, all the



wood was rotten, and there were numerous holes in the body. Any sane person would have left right away—without the car. (Sanity has never been my long suit.) The car was red and only 23,000 miles showing.

Since the car had probably never been maintained (both Don and the singer were musicians) for 123,000 or 223,000 miles AND since the car was a wreck AND since I didn’t need another car to restore while I was in the middle of restoring the Model A Ford AND since the car was 360 miles away in Yonkers AND since I have more than one screw loose, I made Don a ridiculous offer for the MG.

Since Don was about to get married AND since Don’s father demanded that the car be moved, Don took my offer. Now I was the proud owner of two wrecks residing 360 miles apart. You can only imagine my father-in-law’s comments when the father of his grandchildren was wasting money buying someone’s garbage. He was reminded, by my ever lovin’, that he should keep his mouth shut or else.

I returned to Yonkers with my Dodge van loaded with a tow bar, a set of new tires and

# The Saga of “The Little Red Wreck”

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tubes, all my tools, jacks, assorted materials (wire, tape, ropes, etc.) for Thanksgiving. I found the only garage in Yonkers which could mount tires on wire wheels and took care of the easy part. When I went to grease the front wheel bearings, I found that one had failed. I turned the project of finding a replacement over to Joan while I began to cut brush, trim hedges, and in general make it possible for the car to be moved. By the time Joan returned with the much-needed bearing, I had wired the taillights up to a cable which I could connect to the Dodge taillight system. I used some of the ropes to tie the hedge out of the way and gained access to the back yard through a neighbor's yard. I repacked the left front wheel bearing, reassembled the remaining parts and the car was ready to move. As a test I dragged the MG to my in-law's house and tested the wiring of the taillights. All was working perfectly.

When we left Yonkers, about mid-day, the weather was perfect with bright sun and very warm temperature. John had the honor of riding in the MG to steer it if, for some unexpected reason, it got free from the tow bar. We were off for the adventure of a lifetime. We planned to cross the Tappan Zee Bridge and take the Thruway as far as Route 17, North on Route 81, 690 to the Thruway to 490 through Rochester to Chili. Our kids, Steven and Paula, rode in the back seat of the van with instructions to watch for their mother's hand signals just in case she wanted me to stop. We were off—in both senses of the word!

The MG was tracking well but Joan wanted to stop very quickly after we started. It seems there was some loose rust (did I mention that in addition to the problems described above there was some rusting of the steel?) blowing around and the floorboards leaked a bit through the holes, and of course the side curtains without plastic and the gaps in the top fabric created a veritable hurricane inside the little car. But Joan is quite a trouper and never one to quit. I

gave her a coat to wear and a quilt to try to plug some of the holes. We were off again.

By the time we got up into the mountains of Route 17 the kids were complaining that they could not see their mother. I assured them that she had not gotten out, not at 55 MPH. They clarified the issue; they could not see if she made any hand signals. (I found out later that she was making hand signals but not any that they could understand at their age). Being a nice guy, I stopped and bought a flashlight so that she could signal in the dark. So now with Joan wrapped up in the quilt (it was cold in the mountains after dark, especially with a hurricane blowing up her skirt) and the kids again able to see signals we started off. Of course, I did have the heat on in the van—for the kids' sake of course.

To the best of my recollection, we did not stop again until I got off the Thruway at Victor and Joan flashed the light to stop at the rest area on 490. She was so cold that she could vocalize neither the hand signals nor the flashlight signals that she was trying to make understood. To this day I am convinced that she was trying to tell me to do something that I believe to be anatomically impossible with the MG but with a frozen face she could not make herself clear. Since the car had tracked properly for 90% of the trip, I felt that it would be safe to tow it driverless the rest of the way. Besides, Joan was too cold to drive. Being the considerate guy that I am, I turned up the heat and waited for Joan to thaw out and turn up the heat some more.

Mechanically we had no problems during the trip until we got to Gates when, with a snap, the dash lights went out (along with all the taillights). Because it was so late and I had such a short distance remaining, I chose to drive home without the taillights. The insulation on the cables to the MG had worn through and shorted out taking out a fuse on the van.

We were home with our treasure! (more to come)

# The Saga of “The Little Red Wreck”

(continued from previous page)

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## Part II

If you remember from the last article (**Part I**), Joan and I succeeded in dragging the little red MG TF home from its grave in Yonkers. I was halfway through the restoration of a Model A Ford and did not want to put much work into the MG but I did want to play with it while I worked on the Model A.

I did the bare minimum necessary to make the car safe to drive and able to pass NYS inspection criteria (requirements that are very slightly related to each other). I welded the holes in the fuel tank and painted it with primer. There was no concern for explosion because the holes were approximately 5 inches across, and the cross ventilation had allowed total evaporation of any residual gasoline long ago. I installed rebuild kits in the wheel cylinders and the master cylinder. The rest of the brake parts appeared to be as good as new. I inspected the wiring and repaired it as necessary. With all the rust, I found that grounding for the lights was pathetic and installed separate ground wires for each one. Very quickly the car was ready to go. I dumped 5 gallons of gas into the tank, put in a battery and turned on the ignition. With a clatter of the overflow pipes onto the ground is a “smart” (an English term) “swat” (an American term) on the carburetors with a brass hammer (known to be a useful tool to the owners of MGs). The pump stopped its incessant rattling, the flow of fuel stopped, and I know that either I had killed the car or cured the problem. I “operated the starting knob smartly” and the engine burst to life.

I drove the car around the block just to try the brakes and told Joan that it would be OK to take it to the Model A club event the next weekend. That was to be a breakfast at the Howard Johnson’s opposite South Town Plaza.

We did drive the MG to the event and parked it away from all the beautiful Model As. Another member came in a little later and said that his daughter had slipped while climbing out of the rumble seat and would have fallen except that a

little MG was there to break her fall. I told him that was my MG and that I hoped she had not scratched the paint (if you looked closely, you could still find some paint between the rust and patches). After a fine breakfast the group decided to look for antiques along Route 20. I joined them, driving way in the back, and I was not concerned because I knew that I had put in 5 gallons of gas and the MG should get 30 miles per gallon. Well shortly after reaching Route 20 the engine quit. As I rolled to the shoulder, I could hear the pump clattering and when I shielded the DARK BLUE idiot light from the direct sun, I could see that it was lit. (I will never understand why with no fuel gauge the MG Car Co. would, in its infinite wisdom, approve a low gas indicator which works fine in the dark, but they did. Perhaps the English prefer to be advised of a low fuel condition only at night when fuel stations are closed.) Whenever anyone stops on a Model A event everyone stops. Very quickly I was surrounded by Model As and getting lots of advice about what to do and what to try. Sheepishly I had to admit that I knew that I was out of gas and proved it with a stick that I happened to have with me. How could that be when I had only driven the car less than 20 miles? A quick check of the odometer showed that the car had been driven 150 miles. Five gallons of gas at 30 miles per gallon = 150 miles. But how did 150 miles get on the odometer? Oh Joan!! Well, during the week while I was at work she drove it around a little bit – 130 miles of little bit. I guess that I should not complain much except that so far, she had driven the car, towed behind the van, from Yonkers to Victor and then another 130 miles under its own power while I had only driven it 20 miles. Some people have all the luck!

Now Joan and I are stuck on Route 20 in a dry MG. I discovered that many Model A owners carry tow straps. Shortly I found myself behind a Model A traveling 60 mph at the end of a 20-foot strap. Talk about a thrill a mile!



# The Saga of “The Little Red Wreck”

(continued from previous page)

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I had visions of trying to fit the TF under the Model A as the result of sudden braking. I have since found out that Henry Ford built Model As to go not to stop.

I used the TF all the time that I was restoring my Model A Coupe. At first, I used to let the kids ride behind the seat for short trips sitting on top of the side curtain box. There was room but then the kids commented that they thought that it was neat that they could see the tires while we were moving. The rear inner fender sheet metal had rotted away and only the interior material was between inside and outside. With use, this material had crumbled leaving rather large holes. Needless to say, the kids no longer rode in the ‘back seat’. I wonder if that may be why our kids are so short. I never did check their feet for rub marks.

I can remember participating in many Model A events with this wreck of a car. I even drove it in a joint event with GVACs into Orleans County to participate in a “Save The Tower” campaign to raise funds to repair the tower in the memorial park. Since my car was not a Model A I chose to drive with the other makes in the GVACs convoy. It immediately was made very clear that I belonged back with the Model As. So what! In those days I had a Bombay Taxi Horn and a Train Whistle on the MG, and I had fun making noise and attracting attention from potential contributors. The event was fun and the tower has been restored.

Now the car has been restored. It used to be so much fun to see Joan get out of the MG after a ride, speckled with rust and blown apart by the wind coming up through the holes in the floorboards. Oh well, such is progress. PH

***Additional notes October 2023:*** Paul wrote this article in early 1995 after he completed the restoration of his TF in its original colors of red with tan interior. I recently contacted Paul and Joan and he reported that they enjoyed the TF (Car No. HDC46/5947) for approximately 15 years post-restoration, but over time they were using it less and less. They ended up selling it to a gentleman named Madhu Thakkar who purchased it long distance and sent a transporter to collect it in June of 2010.

Dan Suter



# TF HDE43/9367

By Steve Philip

Dick Powers asked me if my Dad owned Chris Nolan's TF. He did, and I'm including a brief story about that. I hope it's helpful for what you are doing.

On June 28, 1975, Bob Philip purchased a 1955 MGTF1500 for \$1,500 from Chris Nolan. It was TF VIN 9367, Engine No. XPEG/3201, a matching numbered car.

Chris was working for Gerry Gogan at his museum at that time, but was leaving to work for Moss Motors in California, so he sold it to my Dad.

Dad did a partial restoration of the car, but he never finished it. Other projects on his J2, TA and Morgan +4, got in the way. He still had the TD and his B to drive.



At the June 1999 MGCC Car Show  
(next to dark blue Suter TD at left)



The Philip TF poses in the driveway with the ex-Bob Philip TD, now owned by Nona Krause, peeking out of the garage

I finished restoring the TF with



At the June 1999 MGCC Car Show

the help of Gil Langswager, George Haynes and George Herschell. I drove and showed the car for several years before I sold it. It went to Mark Evans for \$21,000

on December 2, 2007. I have lost track of the car since then, but it lives on in my memory.

SP



# Fall Foliage Tour – October 22, 2023

Photos from a few participants

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*Gathering at the start – R. Powers photo*



*S. Goodwin photo*



*S. Goodwin photo*



*S. Goodwin photo*



# Fall Foliage Tour – October 22, 2023

(continued from previous page)

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*S. Goodwin photo*



*S. Goodwin photo*



*S. Goodwin photo*



*Cars parked for lunch – G. Heissenberger photo*



# Fall Foliage Tour – October 22, 2023

(continued from previous page)



*G. Heissenberger photo*



*R. Powers photo*



*R. Powers photo*



*R. Powers photo*



# Fall Foliage Tour – October 22, 2023

(continued from previous page)



*Lunch at Brew & Brats - R. Powers photo*



*Lunch at Brew & Brats - R. Powers photo*



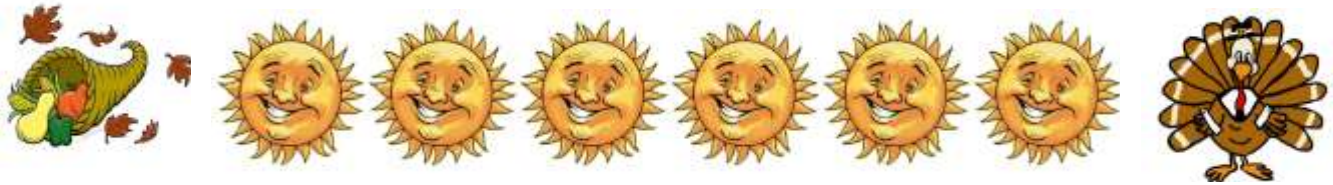
*S. Goodwin photo*



*S. Goodwin photo*



# November Sunshine Page



## November Birthdays

03	Caroline Burton
06	Steve Sangster
08	Chris Williams
09	Alan Isselhard
14	Evelyn Stone
15	Carol Schwelm
19	Alan Costich
19	Carl Webeck
20	Katie Borycki
20	Lisa D'Angelo
21	Carole Lillis
25	George Barbari
25	Don McConnell
28	Doug Scribner
28	Barbara Zak
29	Dave Kray
30	Cheryl Kelley



**Happy Birthday!**

## November Anniversaries

04	Patricia & Steve Sangster
13	Sue & Bill Donish
15	Marlene & Gerald Babchak
21	Doreen & Gary Wilson
26	Cindy & Doug Jack



**Congratulations!**

*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](mailto:spokes@mgcarclub.com).*



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## MG Car Club of Western NY Available Regalia 2023 Catalog

Remaining Grille Badges Are in Short Supply Supply as seen on page 2

The image displays a variety of MG memorabilia on a dark red surface. At the top center is a white ceramic mug with a small MG logo. To its left is a small Union Jack flag. Below the flag is a small yellow and black badge with 'WESTERN MG' and 'NEW YORK' text. Further down is a circular badge with a red border and 'MG' in the center. To the right of the mug is a small black and white badge with 'MG' and 'NEW YORK' text. Below that is a small white badge with 'MG' and 'NEW YORK' text. In the center is a large octagonal badge with a green border and 'WESTERN MG NEW YORK' text. To its left is a small red and white badge with 'MG' and 'NEW YORK' text. Below that is a small silver key. To the right of the large badge is a small white badge with 'MG' and 'NEW YORK' text. Below the large badge is a small green badge with 'MG' and 'NEW YORK' text. To the right of the large badge is a small white badge with 'MG' and 'NEW YORK' text. At the bottom is a red sign with the text 'I'D RATHER BE DRIVING MY SPORTS CAR!' and a small MG logo on the left.

## 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](mailto:blitz7711@gmail.com)



## MG Car Club of Western NY Centre Pins



Limited Supply

50<sup>th</sup> Ann. Badge  
\$20.00



Limited Supply

Car Badge \$20.00



Octagon Key Ring  
\$1.50

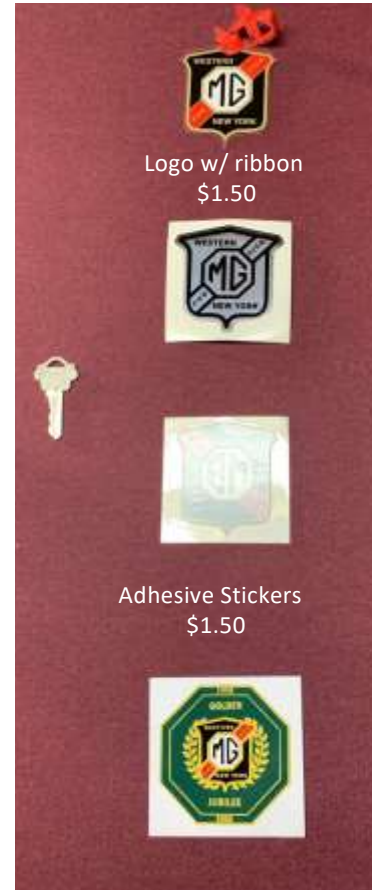


Embroidered patches  
\$2.50



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)



Modelled 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](mailto: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!



Limited Supply

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

Includes Embroidery: \$25. Delivered

# Get Your Official MG Car Club Name Badges

Size: 3"L x 3/4"W - less than 1/8" thick - Brass with rounded corners.

The badge features a MAGNETIC plate to put behind your shirt to hold them on - no pin!

The badges are \$26 each.

## Introducing our New MG Car Club Name Badges

Size: 3"L x 3/4"W (less than 1/98" thick)



Features a Magnetic plate to put behind your shirt to hold, no pin!

If you need more than one please use a separate form for each badge.

**Our club initial order needs to be a quantity of at least (50), so PLEASE PRE-ORDER YOURS TODAY!**

We will be accepting orders here <https://mgcarclub.com/name-badge/> , and at club meetings and when we hit the first 50 orders we will place our initial order.

You will be notified by email when the order is placed and when they arrive.

We are using PayPal to process payments here with the link provided here:

<https://mgcarclub.com/name-badge/>.

You DO NOT have to be a member of PayPal to use the processing service. If you do not know how to use PayPal you can make special arrangements with cash or check with Joe Bellizia. Contact him at [blitz7711@gmail.com](mailto:blitz7711@gmail.com) or call him at (585) 749-9263.

Please be aware this is a pre-pay system - we will apply your payment with your order. You will be notified when the badges arrive.

Once you click submit and go to the PayPal page, scroll to the bottom for non-member credit card processing.

If you have any questions you can also use the contact form on the web page or email [info@mgcarclub.com](mailto:info@mgcarclub.com)



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



# Cars and Parts For Sale

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

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

If interested, contact Dick Powers: [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net) or at 585-410-4500.

## **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](mailto:ghaynesTR4@aol.com) or call 585-872-6536

**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



I know the whereabouts of an **MG TD & MGTF**. They are in the Lockport area. I have seen the cars. The TD is together, and I think with a good fettle and scrub down fore and aft you might get a presentable driver. I think it has been sitting about four years. The MG TF is a total basket case, but I believe it is all there. You would need to look over all the bits both n the garage and basement. It will be a good project. Both cars have engines in chassis as well as some spares. There is also a MG B engine in the garage. If you or anyone is interested in any or all of the above I can give you a number to call who will set up a visit, Jay Lockrow 716-648-0533

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

Contact Claude Fedele @ [sfedele@rochester.rr.com](mailto:sfedele@rochester.rr.com) or 585-899-9388

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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