

Spokes

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Safety Fast!



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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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

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An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is 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:

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

Don's Corner

By Spokes new editor, Don Welch

This is a new venture for me, trying to fill Mike Goodwin's mighty big shoes. So I'll ask for your patience as I get acclimated to this new responsibility. And I'll also ask for your gentle criticism – don't keep it to yourself, let me know how to make our cherished newsletter better. But I'll start by repeating Mike's eloquent Spokes intro:

In this issue, you'll find not just the essential meeting minutes, attendance record, advertising, and information about the club, but you'll find it's packed with evidence that the members of the MGCC Western NY Centre have immeasurable enthusiasm for the MG marque specifically, sports cars and driving in general, and have a great love of gatherings, get-togethers and other opportunities to develop and share their knowledge and enthusiasm for the Club and all it represents. *Spokes* is a way we document all this, promote our activities, share with each other now, and record for posterity the goings-on of this great club.

Now a bit of introduction: As Mike wrote last month, for over 50 years my wife Marlene and I have lived in Holley, NY. (For you east-siders, that's right before you fall off the edge of the earth.) I own a '51 TD, and I joined the WNY MG Car Club right after I bought it last February, so I'm a pretty new member. I've been impressed by what an active and friendly club you, or should I say, we are. But after listening to Mike say month after month that he was retiring as Spokes editor at the end of the year, and then hearing complete silence month after month, I reluctantly spoke to him one meeting and asked how he composed it. As you're certainly aware, thanks to Mike, our club has an exceptionally good newsletter. It's hard for a new guy to feel in any way qualified to take over as editor. But I guess I volunteered. Mike has been extremely generous in showing me how he composes each issue. We sat for several mornings over coffee in his kitchen, while I tried to soak in as much as I could. I was amazed at how simple he made it seem – the measure of a seasoned expert.

So here goes, wish me luck! And Thank You Mike for setting such a high standard as editor.

Happy New Year and Safety Fast!

Don



Don's '51 TD



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Chairman's Corner

By George Heissenberger



Welcome to 2024! OUR MG is tucked away for the winter until the salt is off the roads, but I know of a member or two who were still driving their MG's in December just before the Holiday party, so bravo! 2023 marked the 65th anniversary of the MG car club and we ended the year with a wonderful holiday party at Glendoveers in Penfield. I heard a lot of folks liked the venue and the food and the congenial company so we may be back there next year! Thanks to Dave and Celeste Kray for all your help putting this event together. Membership is strong heading into 2024 at about 150 families and we even had some new members attend the Holiday party! If you haven't sent in your membership



renewal yet, please do so soon. You can renew online at <https://mgcarclub.com/join/> or by mailing your renewal form and a \$30 check made payable to MG Car Club at MG Car Club PO Box 92556 Rochester, NY 14692. As I said in my remarks for the holiday party this club is successful thanks to all of you members and your participation in events, impromptu get togethers and meetings!

Here are some highlights of the events we had in 2023, along with who hosted the event. I hope I didn't leave anything or anyone out!

January 29 Robbie Burns Day lunch. Hosted by Annabelle Tescione

February 19 Kettle Ridge Farms Pancake breakfast. Hosted by the Krays

March 26 Valve cover races and wine and cheese party. Hosted by the Heissenbergers

April 30 Swing into Spring. Hosted by Richard Powers

April -November Every Last Sunday is Cars & Coffee at Mumford Mercantile. Hosted by the Robinsons

May 13 Tune up clinic. Hosted by Hollis Haymes

May 20 Tour and overnight to Hammondsport. Hosted by the Kath's

July 23 Great Race 1908 talk at Buffalo Transportation museum. Hosted by the Krays

August 5 summer driving tour. Hosted by Dan Suter and George Haynes

August 19 winery tour. Hosted by the Robinsons

August 27 50th annual MG Car Club Sports car festival. Chairman Joe Bellizia, with many volunteers from the club

September 17 Basket auction sponsor thank you Dublins corners. Hosted by the Robinsons

October 1 Basket auction sponsor thank you Birdhouse brewing and Noble Shepherd. Hosted by the Robinsons

October 22 Fall foliage tour. Hosted by the Robinsons and George Haynes

November 4 Basket auction sponsor thank you McCardles restaurant

November 12 garage tour Naomi Wadsworth Geneseo. Hosted by Naomi Wadsworth

December 16 Holiday party Glendoveers. Hosted by the Krays

January – December Car Nuts breakfast, second Thursday each month. Hosted by Annabelle Tescione (not a club function per se but many of us are regulars!

Chairman's Corner, cont'd

This does not count all the meet ups by members for ice cream or beer runs or lunch stops and cruise nights that happen multiple times all throughout the driving season!

We continue to be an active and vibrant club thanks to all of you! Let's meet again many times in 2024 and share in our enjoyment of our little British Cars! I look forward to seeing you at the January meeting at the Ely Fagan American Legion post 260 Middle Rd. Henrietta NY, on January 18, 2024.

Safety Fast! George



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HOLIDAY DINNER AT GLENDOVEERS

A wonderful holiday dinner was organized by Celeste & Dave Kray at Glendoveers in Penfield. The Krays were congratulated and thanked by the many of us who enjoyed a fine evening with our friends!



Glendoveers, all lit up for us



Appetizers were popular



A good crowd for our holiday dinner!



A few remarks by our chairman, George Heissenberger, thankfully not the hour he promised!



We'll be back!

Joe & Patti Bellizia's '78 Midget Update

This Fall I celebrated the 40th Anniversary of purchasing our '78 MG Midget! What a fun road it has been!

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

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

It's been 40 years and I still enjoy driving our MG just like the first time!

Joe & Patti B



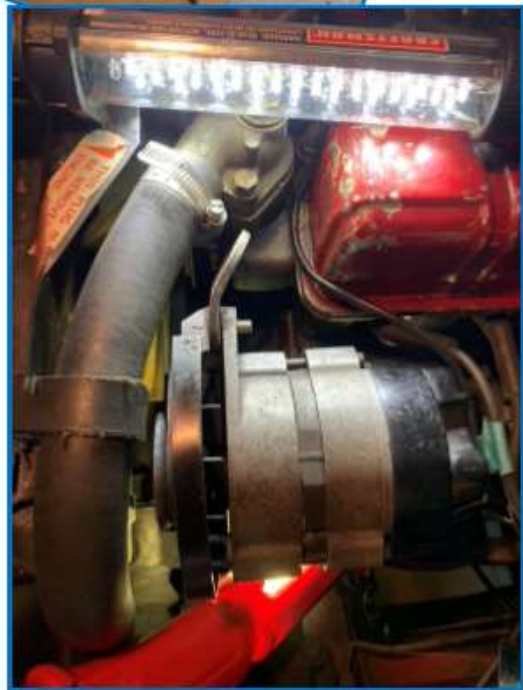
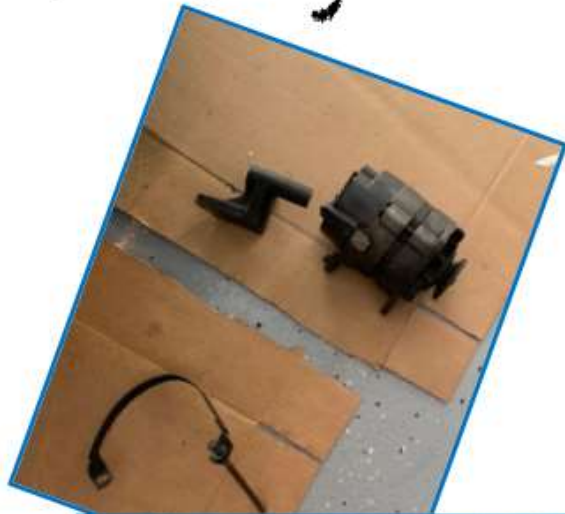
Down payment Receipt

As you can see, it did come with the Continental kit on the rear but with an ugly vinyl cover!



I purchased my Rally Sport Limited Edition Midget in November 1983!

New Alternator - May '23



What a pain in the neck! No room and you need to either remove the radiator OR remove Oil filter to remove the Long bolt casted bracket attached to block like I did that saved a ton of time. Very little clearance on oil filter housing.

The New US Made Alternator came from Pro Rebuilders, Adelaide Street Rochester

New LED Headlight Update Summer '23



Old Original dim

New BRIGHT LEDS

The New LED
Headlights are
amazing! I can see
at night like a
regular automobile!



Upper Engine rebuild Summer '18



First major engine work ever @ 74K miles on my buddy! New Pistons, Rings & Rod Bearings. Rebuild head (milled .010) & crack checked.

Topped off shocks & Diff. New Rear brake line, flush & bleed.



Work performed by Ben at British Auto - Great Job -



My 40th Year splurge!

I hired our show poster artist to paint a picture of our Midget!



One of the calendars we
were featured in.
(cover & may)



Photo used for picture

FINDING MY '51 TD

by Don Welch

I remember as a kid waiting for the school bus on our little side street in Brockport and competing with the neighbor boys to name all the cars which drove by. "That's a 54 Chevy, that's a 49 Hudson..." So I have always had an interest in old cars (should say "antique"?nah!)

Having been retired for a couple of years I was thinking of a Model A Ford like the one a girl I knew at college had. But a roadster, with a rumble seat. Then while searching through the internet sites, I came across an MG TD, and that was the car I really liked. Small, classic design, somewhat affordable (although certainly not cheap!), but available – there are plenty on the market. It had to be green, that's my color. I found one for less than 20K just the other side of Albany, so I got up early one day and went to see it. Disappointing! All the chrome was pockmarked with corrosion. Made an offer for a thousand less, and went home to research the cost to re-chrome all the shiny parts. Called them back and withdrew my offer!

There was another green one in Lock Haven, PA which had been advertised for a couple of months. The upholstery though was a sick shade of green in their photo – probably why no one wanted it. But when they reduced the price, I called them up, and was assured the chrome and paint were in excellent condition – "You will not be disappointed." Drove down early the next week and sure enough, it was a beauty. And the seats were actually a much nicer shade of green than the photo. So we did the paperwork and I wrote a check. In the meantime, I got a quote to truck it up to Holley, in an enclosed truck since it was February. Well I wasn't going to pay \$2,000 to haul it 250 miles! Another internet search and I found an almost new 14 ft. aluminum trailer in Perry for a thousand more, and of course that money wouldn't be gone after just one trip. (Good thing, it's made several rescue trips since, before I put the heat shield in.)



Trying it out in Lock Haven

Our son Sam rebuilds old Hondas, lives nearby, and volunteered to help bring my new-old TD home the next weekend. I was nervous, so we wrapped it in 2 car covers and a blue tarp. But it was a lovely clear dry day and the trip to Holley was thankfully uneventful. The car didn't wiggle around at all, the tarps stayed put, and the trailer towed just perfectly behind my 6-cylinder Tacoma.

I did lose the key on our way home, but that's another story!

Don



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AN INVITATION:

Hi everyone, I am passing along this invitation below from the MG clubs of Montreal, Ottawa and Toronto, who have invited members of the Western NY MG Car Club, Buffalo Octagon and Ontario T register to their MG 101 gathering in Belleville Ontario in August 23-25 2024.. Leon has said he plans to move the date for our car show (TBD) so there would not be a conflict with our own show, however that is the same weekend as SVRA has moved the vintage races at Watkins Glen International. The Grand Prix Festival is still the Friday after Labor day September 6, 2024 so does not conflict. Watch for more details in the coming months such as a potential group caravan to this event.

George Heissenberger, Chairman MG Car Club Western NY Centre

Hello there MG club Presidents,

You're receiving this email because I have some exciting news to share.

Last summer, the MG clubs local to Montreal, Ottawa and Toronto came together in mid-August to celebrate the 100th anniversary of MG. We had a great weekend, which we called MG100Fest, in the Kingston, Ontario area and as a result of the success of this meet, we have decided to proceed with making this an annual gathering.

We have discussed the idea and would like to extend an invitation to the **Ontario MG T Register**, the **Buffalo Octagon Association** and the **MG Car Club of Western New York** to join us for....**MG101Fest!**

This weekend event will take place August 23-25 (Fri-Sun) in the Belleville, Ontario area. We have secured a group rate at a local hotel and are in the process of finalizing our programming for this gathering.

Tentatively we have planned a Friday evening pizza party in the hotel parking lot.

Saturday we will likely tour the Prince Edward County area with a lunch stop.

Saturday evening we will have a fun pub night style activity.

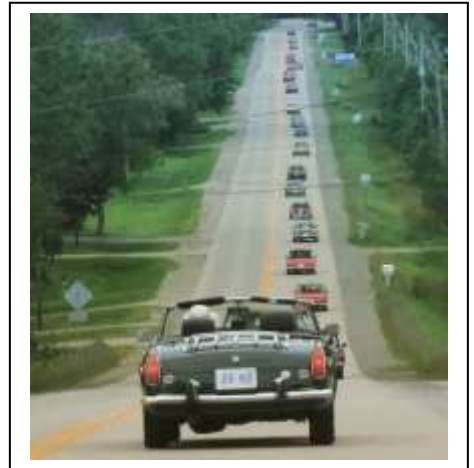
Sunday we are debating on hosting a car show with awards. Another possibility is to organize a funkhana and possible valve cover racing before we head our separate ways.

We are confident that MG101Fest! will be well attended from members of our 3 local clubs but we want to extend an invitation and hope that your respective clubs will support, help to advertise and attend this event.

Please let me know if your club might be interested in participating. We would be happy to add your club logo to our flyer that will be released shortly.

If you have any questions I will do my best to answer. I have attached a couple of photos from MG100Fest.

Safety Fast! Jeremy Holdsworth, Duncan Taylor, Trish Adams, Jordan Jones





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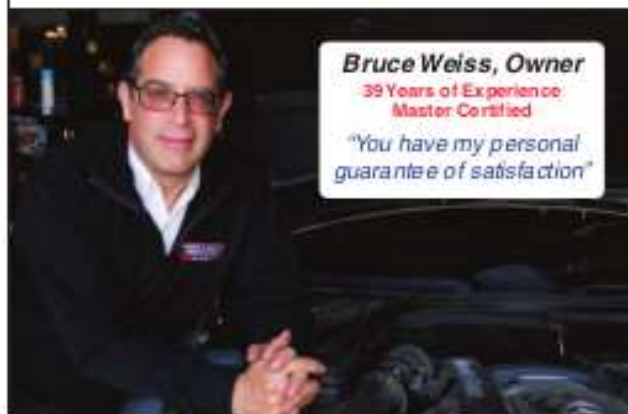


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Upping the Ante – Putting V8 Power into my B

Part I

By Mike Robinson

This will most likely be a multi part article that will be done in stages as I complete the conversion. As of this writing, December 8th, I have the old four cylinder out, the V8 has been thoroughly gone through and ready to go in, and all of the conversion parts required have been obtained. This first installment will start at the very beginning and bring you up to this point. Future parts will chronicle work done going forward.

When I first redid my B back in the winter of 2014, putting V8 power into the car was always in the back of my mind. My original plan was to go small block Ford, either a 289 or 302. However the more I read and researched, the obvious solution for me was to go with the all-aluminum GM 215 V8 used in '61 – '63 GM Intermediates, namely the Buick Skylark, Olds F-85 Cutlass (which my parents owned when I was a kid) and the Pontiac Tempest. Because Olds went and did their own thing and made some changes to the engine, I decided to look for either the Pontiac or Buick version as the parts are all interchangeable, whereas with the Olds you have to be careful as the block and heads are different.

The biggest advantage of using these engines over the Ford is weight. The 215 in wet configuration is a full 90 pounds lighter than the B 1800, and the Ford 302, even with aluminum heads, is about 45 to 60 pounds heavier. Following Collin Chapman's dicta of adding lightness, I decided to go with the GM engine.

It was about this time that Leon notified me he had an extra 215 kicking around taking up space in his garage, so an agreement was struck, and Leon brought it to the house where we set it up on the engine stand.

Once I had the engine here, I was able to do an initial inspection. The only issue that I found was the

rod journal for #8 cylinder was heavily scored, while the rest of the rod journals and mains looked good. The honing hash marks in the cylinders were still visible and there were no signs of internal damage, so I determined it would be a good solid candidate for a rebuild.

In conversations with Dan Suter, he recommended Frank Hutchinson in Irondequoit, as Frank had recently completed work on Dan's factory V8 car's engine. I called Frank, a drop off date was set and I took the engine to Franks shop in early March of 2023. This is when things started to get... shall we say... "Interesting".

The first thing that had to be done was to have the crank reground to clean up the journals. Because of shop size limitations, there are a couple of processes Frank can't do – crank grinding and line boring, and both processes needed to be done, although we didn't know about the need for the line bore until later. Much later as it would turn out. I brought the crank to another local, nationally known machine shop to have the crank ground, and the owner said it'll take a couple of weeks. I thought that was well within reason, so I left the crank, and began the process of obtaining parts for the rest of the conversion.

There is a well-known provider of 215 V8 parts, and one of the things they specialize in is MGB conversions. The name of the company is D&D Fabrications in Almont Michigan, so initial contact

was made, and in conversations with Mark, the owner, a list of parts needed was put together. This list included a lot of hard to find bits like the bell housing, modified rear transmission cross member, block hugger steel tube headers, and a host of small bits you normally wouldn't find you needed until you got to the point of needing them. Mark was a very



Upping The Ante, continued

knowledgeable resource and saved me a ton of searching time, plus he had everything in stock and in house. That's the good news. The bad news, was the cost of shipping all these parts was going to be close to \$600 dollars, plus sales tax would add up to another \$520. If I paid cash and went and got the parts myself, I could save over 1,000 dollars just on those two "extras".

Meanwhile while all of this was going on, two weeks went by and no call from the crank grinder. Another week came and went and no call. So the beginning of the 4th week I called and asked for a status. The owner informed me he was slammed with work, and his employee that does the grinding fell and hurt himself and would be out of work for another two weeks. He would have the crank done for me when he returned. So I waited another 2 weeks, anticipating a call at the beginning of the third week, and nothing. Crickets. I waited till the end of the third week and called for another status. By this time over 6 weeks had passed and still no crank. The owner assured me it would be done by the "middle of next week" and he would call me when it was done. At this point I was getting a bit leery of his time estimations, but I agreed and went on my way. Another week had gone by, no call. So the beginning of the 3rd week I called and asked about it, and was informed his grinder decided to take two weeks of vacation, and it would be another 2 weeks. By this time over two and a half months had passed, and this additional two weeks would make mean I wouldn't have the crank until the end of June, beginning of July. It was at this point my patience had run out and I told the owner if it's not done by the middle of July, I want it back and I'll take it somewhere else. That seemed to light a fire, because sure enough, two weeks later he called me to tell me it was done and I could come and get it. In all fairness he did reduce the price for the aggravation and he also sold me a brand new McLeod flywheel which I needed at cost, which saved me about 80 dollars. I picked up the crank and returned it to Frank, and assumed I would have a completed engine in a couple of weeks.

While all this was going on, a trip to central Michigan was planned and Ted Hershey graciously agreed to drive me out to get the parts, all I had to do was cover gas and tolls. Ted's truck gets about 25

mpg on the highway, while my F-250 gets 12 to 14 no matter what. Google maps said it would be about 6 hours if we went across Canada, 8 to 10 if we went around the lake. We decided to go through Canukia and reenter the states at Port Huron Michigan. The date was set and the trip was made, pretty much without incident except for the three hour delay in Canada because three lanes of the 6 lane bridge that crossed the St. Claire River were closed for construction. Coming home we hit a bit of a snarl at the US crossing in Lewiston but we got through it without too much delay. Arriving home, we unloaded and I put my stash of parts on the shelf in anticipation of getting my engine back

After about a week I got a call from Frank, informing me the oil clearances on the crank were less than .001" when they needed to be between .002 and .003. Upon inspection, it was discovered the shop that did my crank ground only the faces of the journal, but did not finish the radius's, resulting in a step of about .002". This news did not make me a happy camper. Because it took almost three months to get it back, and all faith in this shop's ability to do it right



Upping The Ante, continued



some time. Another trip was made to Buffalo to pick it up, and it was delivered to Frank the next day. By this time it was the middle of October, so any thoughts of having the engine in the car before winter were dashed, and I decided to make it a winter project. I picked up the completed engine in early November and got it home, and began planning the process of getting the B engine out and starting the conversion.

completely shattered, I looked for another machine shop to get the crank redone as well as line bore the block to make sure everything was absolutely concentric. The only place that would do it was a shop in Buffalo. The owner's father used to use these engines in a race boat, and knew them very well. Arrangements were made, I picked up the block and crank from Frank and took it out to Buffalo to be redone. Sure enough, two weeks later they called me to inform me it was finished and I could pick it up. They had to regrind not only the rod bearings, but they discovered the mains were also a bit worn undersize so the mains were done as well and the block was line bored. I also had them set the crank and rear main seal while they had it to save Frank



Part II to be continued next month.

MR

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Our Membership in the Parent Club – “The Original MGCC”

One of the duties of the Treasurer is to pay the MGCC Western New York Centre’s dues to the parent organization, with which we are officially affiliated. Treasurer Todd Black has made sure we’ve got that covered for 2024!



Minutes for December 2023 MGCC Meeting –

Our “meeting” in December was our lovely Christmas dinner at Glendoveers (see page 7)

Lots of good food & good friends, and NO minutes!

Upcoming Events – January



- **January 18** Thursday, 7:30 PM Club Meeting, Henrietta American Legion
- **August 18** Tentative date for our annual **WNY MG Car Club Car Show!**

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

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SPRITES AND SPRIDGETS

by Ken Barlow

Here's the story of the three Sprites:

Short version? We have four Spridgets, a Midget and three Sprites, a '58, a '59 and a '60. They are as yet unrestored, to put it generously. But you need more than one, they're small.

Long version? No MG story comes without a long and winding background. We have three Bugeye Sprites and a Midget in the collection. You've met Frankie, my Frankenstein's Monster of a 1977 MG Midget with an identity crisis (bumperless, no side or front indicators, chrome grill, the three wipers) we regularly drive described elsewhere, our first LBCs were two Bugeye Sprites purchased from my father about 10 years ago that have been so-far unrestored at our house. Technically, my first Midget was purchased around 1988 from a guy on Route 21 opposite "Stop 21" on the way from Manchester to Palmyra. It was a dark blue rubber bumper Midget purchased for \$250 when I was 16 with cash I earned from working as a busboy at the Finger Lakes Race Track. Truth is, I barely remember it because I owned it for about two days! I do remember it started and ran fine from the guy's house to mine, I remember the defroster working, I remember it being a tight fit for my skinny 16 year old self with the top up, and I remember my father inspected it in the light of day and declared it a lost cause, it was rotten to the point of dangerous. I sold it to Chappels junk yard in Canandaigua for \$250. You win some, you lose some, you break even less often.

I trusted dad's opinion on the car, of course, he could fix anything, and we've had Sprites and Midgets around the house since before I came along. We had a rotten Bugeye parts car out back of the garage we used to play "Don't Catch Tetanus" in as little kids, and he was always taking visitors at the house to help fix their cars, or we were driving around fixing cars, which is starting to sound familiar. In fact, some of you knew my dad, Sylvan Barlow (commonly called Syl), from these car repair adventures, SCCA racing in a '63 Mk2 Sprite, or event administration, or flagging.

His '63 Mk2 Sprite, blue with Snoopy on the rear fender, he raced with his buddies, including members of this fine organization, at Watkins Glen, Mid-Ohio, Pocono Raceway and less often at Summit Point, Lime Rock and once at Mosport in Ontario Canada. Syl

acquired that car when the owner abandoned it, for the price of repairs, from Pacesetter on Lake Ave where he was a mechanic and service manager in the 60s. He raced that car until 1980 or 81, being retired after corrosion got too bad on the leaf spring anchors, and the itch to change vehicles peaked. Afterall, it was just a cheap chassis, replaceable by any number of \$250 cars in better shape... Which is just what he did, took some parts off the 63 Sprite and dropped it off at the junk yard in Canandaigua, where it was placed high on a pedestal of other old cars visible from the road for a few months before disappearing. I wonder how many LBCs wound up at Chappels over the years.



Blue 1963 AH Sprite Mk 2 race car that wound up in the junk yard (but I do have engine, transmission, doors and a few other parts!)

He had acquired two Mk1 Sprites, one to restore as a road car, one as a replacement race car.

The road car, an early '58, chassis number 6204, was born on October 17th, 1958. This cherry red with red interior Bugeye was fully loaded with a heater, MPH speedo, laminated windscreen, windscreen washer, red AND white flashers, a black top and the height of safety, front bumpers. Some of these are standard offerings, but for some reason made it onto the heritage certificate for the car. This Sprite made its way to Iowa and from there to our garage in Shortsville decades later.

SPRITES AND SPRIDGETS, continued



1958 Sprite

The Sprite that became the race car, chassis number 22507, was born on September 4th, 1959. Also originally cherry red with red interior, this Bugeye came with windscreen washers, rev counter, heater, tonneau cover and whitewall tires and was delivered to the US, made its way to Maryland and, decades later, abandoned and left in terrible shape.

The race car finally made it to the track in 1983, where Syl participated in a few events to earn his license again. Unfortunately, while working at Clark forklift in Bushnell's Basin, he fell and smashed his hip and femur. While he recovered quickly, upon return to the track the following year, the vibration was too much for his newly repaired joints, so he was forced to park the car. It sat under spruce trees in the yard at home



1959 Sprite

from 1984 to 2013 when I parked it in my garage. It's in surprisingly good shape for being exposed to the weather, but needs repair to almost every body panel and component. If you're interested, this car, and the other three Spridgets, are on display and you are free to come over and give a hand in the restoration of any



1960 Sprite

of them, any time you like.

The third Sprite in the fleet is a 1960 Mk1 Bugeye Sprite won in an estate auction in January, 2023 from the estate of Dave Ott. This Sprite is chassis number 44722, born on August, 10th, 1960, was Iris Blue with a black interior. This car came from the factory with whitewall tires, a heater, laminated windscreen, MPH speedo and USA specification lights. It's currently a completed chassis, with just a few components in place and a shade of white, reflecting green in sunlight, and I'm interested in reverting to the original color.

Feeling guilty over the slow start to the restorations, I recently stepped up the process by rebuilding one rearend for the 1960 Bugeye, pulling another out of storage for another, and inventorying parts for the third that still resides on the '59. This is just an effort to get something done, something that moves the '60 project forward, and if I can restore 3 somethings in parallel, I can move the '60 Sprite project forward and have parts ready for the '58 and '59 when their bodies are further along.

So let's finish the '60 this year, get that on the road this year, then turn to the race car and start with body work

SPRITES AND SPRIDGETS, continued

later this year, because by then, the subsystems rebuilt in parallel for the '60 (rearend, frontend, drive shaft, engine and transmission etc etc) of all three cars could be ready to go once the bodies are done. We'll see! High hopes and positive vibes are welcome, as are hands-on experience. And as always, a big thank you to Hassan and Jake and the rest of the club members for advice and support!

(More about other Midgets in the February SPOKES)

KB

MG News

THE ROADSTER FACTORY DESTROYED BY FIRE

The Roadster Factory, a manufacturer & distributor in Armagh PA (Indiana County, about 50 mi. east of Pittsburgh) was completely destroyed by fire Christmas morning. The company has been a big supplier of aftermarket parts for Triumphs and MGB's since 1978.

More than 100 firefighters from a dozen fire companies fought the 1AM Christmas morning fire, according to the Tribune-Democrat of Johnstown, PA. The 48,000 sq. ft. building was a total loss, and took most of Christmas day to extinguish.



The Roadster Factory



Photo from Armagh East Wheatfield Volunteer Fire Department



January Sunshine Page



January Birthdays

02	Virginia Fowler
03	Dennis Nichols
05	Richard Reynolds
06	Dan Suter
06	Michael Vick
09	Jeff Langswanger
10	Michael Wagner
13	Michael Kannard
15	Leon Zak
18	Sue Herschell
21	Cindy Jack
22	Joseph Pagano
23	Brian Schirano
25	Marlene Welch
27	David Livingstone
30	Paul Osborne
30	Jake Voelckers
31	Rob Shrader



Happy Birthday!

January Anniversaries

11	Charles & Nancy Bauder
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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.*



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and Race Shop**

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54 W Main St Shortsville NY 14548 – 585.750.8091

MG Car Club of Western NY Available Regalia 2023 Catalog

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



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



Limited Supply

50th Ann. Badge
\$20.00



Limited Supply

Car Badge \$20.00



Octagon Key Ring
\$1.50

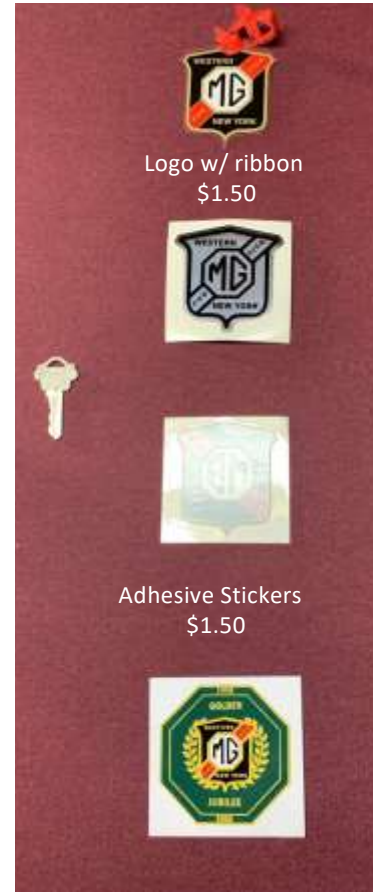


Embroidered patches
\$2.50



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)



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

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 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

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

Join/Renew

☐ New Membership

☐ Renewal

Last Name - Primary Member *

First Name - Primary Member *

Email - Primary Member

Birth Month/Day - Primary Member

Last name - Partner

First name - Partner

Email Address

Birth Month/Day - Partner

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

Phone 1 (member or primary) *

Phone 2 (partner or secondary)

Anniversary month/day (mm/dd)

Street Address *

City *

State *

Zip *

Put on group email list?

☐ Yes

☐ No

Omit phone/email on distribution list?

☐ Yes - omit from list

☐ No - include on list

MG Car Club Western New York Centre
Membership Application

Annual family membership dues \$30

Make checks payable to:
MGCC of Western NY

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



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

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

If interested, contact Dick Powers: 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 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 in 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 or 585-899-9388

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

MGB aluminum radiator 1975-80

Very good condition. Came from a running B \$100-BO Paul 585-255-0531
paulosb409@gmail.com

And Finally...

... pretty pictures of a '67 Midget Mk III found for sale on facebook

