

# Spokes

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***Safety Fast!***



# MG CAR CLUB WESTERN NEW YORK CENTRE

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*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](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.

This issue is loaded with great articles as you will see.

I especially recommend John Lombino's memories of going to the races in the 1980's.

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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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Fairport, NY 14450

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



## Don's Corner

By Spokes new editor, Don Welch

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Well, this is number **2** for me, so I'm still the "new editor," but it should be a more normal issue. Although as a friend of mine with a perfectly restored early Corvair told me at the diner the other night, "Bears and classic cars hibernate for the winter!" I hope yours are safely under wraps too.

(to re-share Mike's 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 short story and a bit of encouragement: My grandma Welch was a second-generation Bohemian immigrant, raised on the Nebraska prairies in a sod house. Having graduated from high school, she went to live and teach school with the Blackfoot Indians. Later, in 1904, she married a young seminary graduate from Pennsylvania (JR Welch) and left for the frontier coast of Oregon, where they opened a storefront "home missionary" church. (Family lore has it that when the sun shone just right on their sign you could still read the word "Saloon.") *Yet she never considered her life the least bit noteworthy!*



*Emilie Fingado, HS Graduation, 1897*

Perhaps you think of your stories as pretty ordinary too. But I'll bet most of us have some great stories and pictures about finding, restoring or maintaining, and driving our classic MG's. Sharing them with fellow club members is one of the things which make our group so enjoyable and rewarding. They don't have to be in finished form, just pictures and comments are fine. So don't be shy – send them in!

***Stay Warm and Safe This Winter***

***Safety Fast!***



**Don**

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# Chairman's Corner

By George Heissenberger



“Der wind is kalt im Februar” is part of a German Children’s poem to remember the months. What better way to warm a cold day than meeting up with car club friends huddling over an engine bay!

I hope you are enjoying the winter so far! About a dozen of us gathered at Mike Robinson’s house in December to help pull the stock 4 cylinder engine from his MGB, and again in January to drop in a 215 V8. Although last month I actually got to help with the engine removal, but this time I participated as “CDI” Chief Donut Inspector. Lots of wonderful donuts, coffee and delicious home made coffee cake too! Good comradery and many hands made for a good time. I know there was some



resistance put up by the V8 in going in, but nothing Mike couldn’t cure with a cut off saw! This is an example of what it means for MG to be the Marque of friendship! I can’t wait for the next spontaneous get together! I have a couple of winter projects in mind, I’ve still got the brand-new two year old Facet fuel pump sitting on my work bench ready to install. It’s a left over project from two winters ago, but the car has been running fine with the 25+ year old fuel pump and the fix is to be “preventative” maintenance anyway. I’ll get to it! Another winter project I need to get to is the heater core. It has leaked since I got the car in 1984. Stop leak stopped the leak and most of the heat output too! Don’t rush me, I hear it’s a PITA to replace so I’m taking my time.

Valve cover races are coming! The season is upon us for valve cover racing and the Rochester Street Rods club have invited our club to participate in their races February 17 11:00 am at the Moose Lodge 5375 W. Henrietta Rd. Henrietta NY. Their track will be set up around 10:30 am so if you have a race car and want to join in, we hope to have a few members there to represent our MG car club! Our own MG Car Club valve cover races will be March 17 Noon – 3pm at Bushman’s cabin, Henrietta Veterans park off Caulkins rd. Stop by to race or just have some snacks. Bring a beverage of choice and a dish to pass. Rules and flyer are elsewhere in this Spokes.

Our next meeting will be March 28, 2024 at 7:30 pm Ely Fagan American legion Post Middle Rd. Henrietta NY. My wife and I will be in Florida on vacation that week so Vice Chairman Rod Rodman will be leading the meeting. Watch the email for details on what is being served for dinner before the meeting.



**Safety Fast!** George

GH

## A Reminder from our Chairman:

Hello members! We announced at last night's meeting that 2024 Dues are now due! We have approximately 95 out of 150 family memberships that have not yet paid their \$30 dues for 2024. That's OK and typical as the new year has only just begun. I would suggest everyone check their paypal or credit card/ checkbook for the last time you paid for your MGCC membership and send in your payment today. If you are not sure of your status you can check with Todd and he will confirm. If we don't hear from you by the end of next month an email/ postcard will be sent to those still not current as a gentle reminder. If you have already paid, I thank you gentle reader.

Dues continue to be just \$30 which has not increased in a really long time. Considering the cost of living increases in the past few years this is a bargain! For all that \$30 you get yourself, spouse/ significant other/ family all as members, the "Spokes" club monthly newsletter, admission to monthly meetings, knowledge, assistance and comradery of fellow British car loving friends, invitation to regular cars and coffees, regular monthly events all year long, impromptu meet ups for ice-cream, beer, lunch or dinners, notice of cars, parts and other offers, my lasting admiration and thanks.

There are three ways to renew your dues!!!

You can renew and pay \$30 online at: <https://mgcarclub.com/join/>

You can give your \$30 payment in person to Todd Black, Treasurer, or myself at any meeting or gathering.

You can mail your \$30 check made out to MG CAR Club to: Todd Black Treasurer MG Car Club 6 Featherstone Ct. Pittsford NY 14534

*George Heissenberger, Chairman*

MG Car Club Western NY Centre





## John Lombino: **Traveling to the 1983 Races in my TD**

John and Cookie Lombino were long-time enthusiastic members of our MGCC WNY Centre. For a number of years they hosted the picnic and steakroast at their Ontario-on-the-Lake home, and drove their TD far and wide, often in tandem with Steve and Mary Fitch in their RHD TD.

One year, around 1983, they purchased this huge piece of drift wood while attending the Watkins Glen vintage races and somehow managed to strap it to the back of their TD. Unfortunately, Sunday on the way home, the skies opened and they drove through a heavy rain storm unable to raise the top due to the driftwood.

— Dan Suter



*My TD being used as a truck to transport driftwood back to Rochester after the vintage races. Photo was taken in front of our room at Seneca Lodge in 1983.*

As I remember back, I put the car in the show with the drift wood on the car and people would go by and put empty beer cans on the tips of the wood. We went through a very heavy rain storm driving home and couldn't put the top up, everyone was giving us the high 5 sign as we drove.

*John Lombino*

We used to have so much fun at the races!

*And I just want to add that though he lives in the Carolinas now, John was very helpful to me last summer when I was having problems with my TD. What a great story John!*

*- Don*

### Paul's Canvas



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# A New 3-Main B Engine for the Midgette

By Dan Suter



Readers may recall that George Haynes and I finished up the 3-Main MGB engine original to my 1964 Elva Courier (Spokes, August 2023). We finished the last few details in September and are both pleased with the resulting completed engine!



George and I enjoyed this project so much that we got talking about the possibility of doing another engine—this one will be for my '55 MG Midgette.

My dad and I had purchased this '55 Midgette for him, as at that stage he was not able to get into the low, narrow MGA and even the TD was a challenge. (See Spokes, October 2016). The Midgette has proven to be a wonderful addition to our garage with style, comfort, and the fun of being a little unusual.

One downside has been the relative lack of power for the size and weight of the car. Simply put, this car is powered by essentially an MGA 1500 engine (~72bhp) pulling around a car with the weight of a US-market BGT, about ~2460lb. Also, I discovered early on that I had been fooled on the day we purchased it, and the car is carrying a 1957-date coded engine out of an MGA. The owner/restorer had put the original engine tag on the new engine and I did not look any further than the engine number and cast-in displacement number. It would not have mattered to the purchase of the car, but I am not feeling any particular loyalty to this replacement engine.

Two other factors: the owner/restorer had fitted taller MGA rear end gears to this car making the performance even more 'leisurely' (I found his article about it a 1983 article in the NAMGAR newsletter). Lastly, this otherwise nice 1500

engine has a worsening tick in the cam train somewhere.

Many folks in the Z-Midgette Group of North America (an absolutely great group of MG Z owners) have gone to MGB engines with 5-speeds. With the improved power (~95bhp) and gearing, all have reported cruising in great comfort at

70mph. I believe this combination will make this an excellent candidate for driving trips to the MG conventions!

So, in October of this year, George and I started the teardown of the next 3-main B engine, destined for the Midgette. This engine had the unfortunate distinction of getting water inside sometime in the years of storage. It was badly rusted and stuck together.

The cylinder head has already passed crack testing so that is a known good component to start. The bottom end has been more of a challenge so far. After soaking the bores with penetrating oil for weeks, we were first able to remove the timing cover/timing chain/tensioner. The inside of the timing cover showed a 'high water mark' indicating that the engine must have been stored nearly upside-down during the 'internally wet' period.

We were easily able to remove the rod caps of the #2 and #3 rods and tap the pistons out with a long block of wood. However, #1 and #4 were at a rotational point where the rod bolts couldn't be reached and the pistons were still stuck! I ended up buying some chunks of oak wood from Pittsford Lumber and we first used a hammer to drive these two



*3-Main B Engine*



### A New B Engine, *continued*

pistons down which would then expose the rod bolts. Once done, we were finally able to remove the rod caps and similarly drive the pistons out. A few other struggles with distributor and tach drives on the cam gears, and this engine is now fully disassembled.

From such an ugly looking core to start, we are **very** encouraged. The block seems to have no issues and we are hoping it will clean up at +0.020" overbore. The rods look fine for clean-up and resizing. As this is being written, the crank has been delivered to our machinist, and my hopes have been raised that the crank may clean up with a 'micro-polishing' and possibly not need a regrind, which would be a huge win in terms of both hassle (it is getting to be difficult to find crank grinding capability locally) as well as reduced cost for the project.

The next phase will be to hand over the rest of the engine to the machinist and then order in the



*George Haynes with the  
completed Elva 3-Main B,  
Sept 2023*

needed parts once final dimensions are determined. We intend to start reassembly in the Spring.

The other aspect of this project is to convert to the Hi-Gear 5-speed transmission. Hi-Gear in the UK offers a well-engineered 5-speed conversion for MGAs, MGBs, and now Magnettes. The Magnette has a very small but structural transmission tunnel, so this conversion is one of very few options. For instance, an MGB overdrive would require ugly surgery to the tunnel which I am not prepared to do in any case.

As this car is a Magnette, with MGB engine and some MGA components for the conversion as advised by the ZMG group, Peter Gamble at Hi-Gear carefully worked through my combination of parts for this conversion and is putting together a custom kit for this application at no extra charge, something he has also done for about two dozen other Magnette owners doing this similar conversion.

I will report back with progress, which will likely be in the Springtime.

DS



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# Our 1970 MG Midget

By Notch Miyake



I grew up in Hawai'i and was in high school in the late 1950's, during the high point of American car culture. It was a time when drive-in waitresses brought your food to your car (sometimes on roller skates) and when cruising the strip was a popular Friday night pastime. Sitting in the car by the lake watching the submarine races on Saturday



*The Miyake's beautiful 1970 Midget*

night or counting fireflies while parked on Lover's Lane was another automotive entertainment. Cars had bench seats back then, which was helpful.

We all lusted after the new Corvettes and T-Birds. But since we couldn't afford them, we built hot-rods on '32 Ford chassis or lead-sleds out of '51 Mercs. It was easier back then. Look under the hood and everything that made the car go was out in the open. And the bodies were all steel. No plastic.

In high school, I worked as a grease monkey at a gas station/used car lot. I pumped gas, changed oil, greased chassis and did tune-ups (plugs and points). One day a red 1953 MG TF 1500 came in as a trade. It was the perfect car for Hawai'i and I had to have it. The boss made me a deal and I started my journey into the foreign sports car subculture. Back then, sports car owners flashed their headlights whenever they saw another sports car approaching. And, when you were parked, another sports car would often pull up for a short conversation. It was a community.

Since then, I have owned a number of classic rides, but have always wanted to get back into an MG. I started looking for one a couple of years ago, after I gave my 1967 Citroen 2CV to my grandson in Atlanta. My grandson drives the 2CV to high school every day and is having a great time driving and working on the car. He even joined a car club where he is the youngest member by several decades.

I contacted a friend who lives in Little Rock, Arkansas, and has a 1969 MGB-GT that he restored

to concours level condition. He is a member of a British car club and I asked him to let me know if he saw anything good for sale. Last spring, he called and said he found a Midget that I might be interested in. It was a ten-year-old restoration, but had been sitting in a garage for the last seven years. There was a divorce and the wife ended up with

the car, which she seldom used.

The car was dusty and needed new tires, not because they were worn but because they were rotten. But everything else looked ok. I had no idea, but my friend thought the car was worth the modest price she was asking. So I bought the car and my friend trailered it to his house where he washed it, got the engine running, flushed the brakes, and got new tires. It looked pretty good under the grime. And a few trips around the block confirmed that everything was working OK.

I thought about driving it home from Little Rock but we were preparing to go to Hawai'i for an extended visit so I had the car shipped to Rochester. It got here just before we left and all I had time for was to put it in the garage where it sat for two months.

When we got back from Hawai'i, I took a few short runs around the neighborhood to familiarize myself with the car. It was a delight. The car tracked



*My grandson with my old 2CV*





*Notch & Margaret with the Midget*

straight and cornered like a go-cart. But the brakes were terrible and I had a few other minor issues. I posted some questions on the club e-mail list and Hassan came over and helped me work through the questions. He also tried the brakes and said that's the way they were on all Midgets. I was surprised, but I guess I'll get used to them.

My maiden voyage was a drive from our house in downtown Rochester to Ontario Beach Park. We made it all the way to the park, but the engine died as I was driving into the parking lot. The fuel pump had quit and would not restart. So I had the car towed to our house and we pushed it into the garage. Another call to Hassan and he suggested I have it towed to British Auto. After a consultation

with Ben, we decided he would fix the fuel pump, replace the generator with an alternator and do a general tune-up. So the adventure begins. Something always needs fixing on these old cars. It goes with the territory.

Joining the MG Car Club has proven to be a very smart move. Club members, especially Hassan, were a big help to me as I started to find my way around the MG world. I am astonished by how much information and help there is for MG owners. And having such an active club right here in Rochester is a great asset.

The Midget's heater had been disconnected so the Midget went into winter storage earlier than it might have if the heater was working. My heater is pretty weak so I'm also in winter storage waiting for the 2024 driving season. See you on the road in the spring.

NM



*Midget at the Palmyra Car Show*



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# Minutes for January 2024 MGCC Meeting –

By Dan Suter, Secretary

Our first meeting of 2024 was opened by Chairman George Heissenberger at 7:31PM. 28 hearty members braved the cold and snow to attend the meeting. The November meeting minutes were motioned and approved.

**Guests** – there were no guests or new members this month. Among several birthdays and anniversaries was Dick Powers with 40 years in NAMGAR, Paul Osborne and Leon with birthdays.

**Treasurer Report:** Todd Black provided the Treasurer's Report—he noted that our account balance is good, and that renewals are continuing to come in. The 2023 Car Show helped to improve our bank balance. 48 out of 154 members have renewed—so if you are among the 106 who still need to renew, please do so! We had 19 new members in 2023.

**Activities Report** by Dave Kray:

Past Events:

- George took a moment to thank Dave and Celeste Kray for their work to organize such a nice Holiday Party.

Upcoming:

- In February, Tim Tracey has volunteered to host a garage tour. Also in February, the Rochester Street Rod club has invited us to participate in their valve cover races on the 17<sup>th</sup>.
- On March 17, our MGCC will hold our valve cover races.
- April will feature the Swing into Spring event.

- May will include the Canandaigua car show, our MGCC Lunch with Cars event on May 17, a Hammondsport tour, and Steak Roast.
- Susan Goodwin announced she is running a 2024 Motoring Challenge for the club, which was greeted with applause.

**Regalia** report by Joe Bellizia. Joe is collecting orders for magnetic name badges, at \$26 pre-paid as a single group order. Additionally, embroidered hats and shirts are available. A single MG Centenary badge is available at \$40.

**Spokes** – George Heissenberger provided the report for Don Welch. A feature series on MG Midgets and A-H Sprites in our club will continue through February and March issues. Don also said to thank all who sent in articles. Deadline is one week from Friday following the meeting.



*Club Officers*



*Dave Kray*



*Joe Bellizia*

## January Meeting Minutes, cont'd

**Watkins Glen:** Ken Barlow reviewed the 'split schedule' for vintage events at Watkins Glen for 2024. The SVRA races will be the weekend of August 22-24. HOWEVER, the downtown Vintage Festival will remain on the Friday after Labor Day (believe Sept 6). Seneca Lodge is holding rooms for us for both weekends; 3 night min for August, and 2 night min for the September date.



*Ken Barlow*



*Leon Zak*



*Susan Goodwin*

**Librarian:** Paul Osborne discussed available magazines and continued efforts to thin the library of magazine content.

**Website:** Leon indicated all is good with the website. If any member would like to submit content to the website but is not able to do so themselves, Leon suggested they send it to him and he will be glad to post it.

**Car Show:** Leon Zak is serving as Chairman for the 2024 Car Show. With the Watkins Glen schedule disruptions, we will need to move our show date. Leon is considering (possibly) July 21. Thanks to Todd Black for creating a spreadsheet of all 2023 car show registrations, to aid in class-sizing and field layout for 2024. Stay tuned for more Car Show information.

**Old Business:** None this month.

**New Business:** Todd Black described the decreasing volume of mail received at our PO Box, which now costs \$176/year. Todd made a motion to drop the PO Box and have mail directed to the club Treasurer going forward. Discussion included club continuity issues, need to update web page and business cards periodically. After a period of discussion the Question was Called; the motion was repeated, seconded, voted, and approved.

**Announcements:** Al Costich shared that Mary LeStrange shared a thank you for the various cards members recently sent as Tom battled cancer. The club learned that Tom passed away several days after the meeting.

**Cars and Parts for Sale:** Annabelle Tescione described a 1976 MG Midget that Joanie Palmer wishes to give away to an interested club member. This car was a project car that her late husband Tom Palmer (frequent attendee at the Car Nuts breakfasts) was going to work on, but was unable to do so when he became ill. The car does have a CT title but from a previous owner, so the recipient will have a little homework to do to sort out the title in NYS. Please contact Annabelle if interested.

## January Meeting Minutes, cont'd

### Member Projects:

- Todd Black described his efforts to repair his steering wheel for his TD and install a leather wrap on the rim. Todd said he is very pleased with the outcome.

Door prizes were awarded (there was a mystery oil filter among the prizes!) and the meeting was closed at 8:23PM. *(Thanks to Annabelle Tescione for sending in the photos)*



*Tom Yoki, Door Prize Winner*



*Leon Zak, Door Prize Winner*

## COMING SOON

There's no better way to celebrate the 100th anniversary  
of the MG than by doing the

### 2024 MGCC WNY Motoring Challenge

Get your cars ready

Look for instructions and the destination list  
in the March 2024 issue of SPOKES





# The Saga Of Four Spridgets and a Bugeye

By Al Costich

This started Sept 1991. I purchased a 1959 Austin Healey Bugeye Sprite An5L30034 in Williamsville NY. Basically, I bought a decent bonnet sitting on a rotten hulk. But it was a roller. The intention or dream was to build it into a fast road car with a 1275, disc brakes up front and wire wheels. To that end I started acquiring parts. I found



an AFG163 Mini Cooper cylinder head with new valve springs and hardened aluminum valve seats and retainers. And a set of Chevy Vega 13x6 wheels.

So, I rolled the hulk into my garage and started.

Somewhere around 1993 my daughter saw a spridget and made some comment to the extent that she would like one. Being the dutiful father that I am, I started casting about for a project car. The idea being to have her invest some sweat equity into it such that she would have an appreciation for the car. She was set to sand blast some parts for the car. I don't think that lasted more than 45 minutes. She never set foot in the garage again.

I found a '71 round wheel arch car behind Jon Van Dorn's barn in Nunda. This one had been involved in an accident that caved in the curbside sill and got parted out. The car was stripped clean. I have no recollection of how I got the remains home as it did not have wheels on it. And I don't remember if it had a motor in it.



The bugeye had to be pulled out of my garage to make room for the '71. The bugeye wound up on its side on my niece's garage and the '71 was rolled into my garage. We'll refer to it as the yellow car. (Note: the yellow car was GAN5UC/105659G).

Now the hunt was on to source parts for the '71

## Four Spridgets and a Bugeye, cont'd

The first car that came into my clutches was a green car, origin unknown. It was junk but it had some good parts to donate not the least of which were a motor and tranny. One Saturday I had a party in the garage to rip usable parts from the car. It was then set



outside the garage and from time to time I cut it up into smaller pieces and put them to the curb.

Next up was a blue 1100. I thought the deal I made with the seller included a hard top. However, when I went to retrieve the car, seller decided the deal did not include the hard top. I should have walked away from it. But, no, I decide to tow it home. On the way home, flat towing it behind my Dodge, I discovered the motor was seized. The guy towing it decided to stop short for a red light. Ha! No brakes in the 1100 and smashed into the back of my Dodge.

It took me a couple weeks to free the engine and get it running. But it turned out that there were no parts on the car usable for the project yellow car.

I found a red 1275 midget in Springfield Mass at a price I was willing to pay. So, one Saturday morning I drove to Springfield with a dolly and hauled the wreck home. It was pretty much junk and parts and pieces kept falling off the car on the interstate as Al Wagner can attest to.

Anyway, the red and blue Spridgets were sold off in a package deal. I know the new owner replaced the 1100 on the blue car with the 1275 from the red car. Hulk of the red car is unknown.

Work proceeded on the yellow car. I finished it by June of 1996 and handed it over to her as a high school graduation gift. She drove it for not more than one season. We sold it for a handsome sum.

A friend from Boston offered a set of 13 inch deep-dish alloy wheels for too good a price for me to walk away from. This ends the desire to put wire wheels on the bugeye.

Now the bugeye was brought back into the garage. Floors and other parts were sourced from England and welded in. A previous owner had cut an inch out the rear wheel arches presumably for bigger rear wheels and tires. It's at this point that I am stymied as to how to make the repairs. And so the car languishes upside down in the garage waiting for

someone with more welding experience to come along and offer assistance with getting this car back together....

I have two 1275 motors in the back of the garage screaming to be slammed into the car. Unfortunately, I have no memory of where they came from.

AC



*Dan's note: Thanks to Al for submitting this article and photos! In conversation with Al, he shared an anecdote that upon taking the yellow car to its inaugural MGCC autocross, that a mismatch between the wheel lug nuts and those alloy wheels was discovered—when the lug nuts were loosening up and falling off on 590 on the way to the autocross! Al said he had to go home and get a new hub and new nuts and fix the car before continuing. The blue car GAN3L/31061, ended with Ted Hershey who restored it and painted it white.*





## 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







## 75 Years of Heartfelt Thanks

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

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



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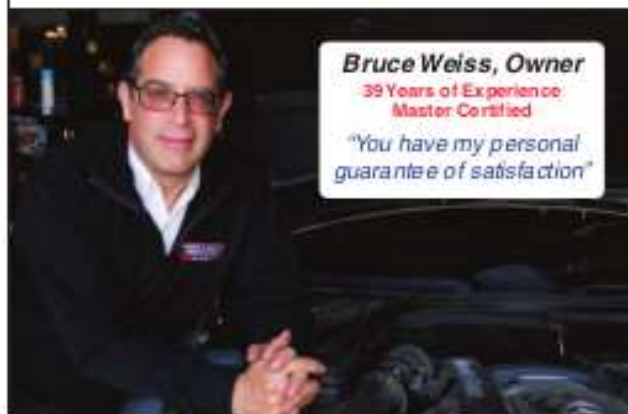


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# Upping the Ante – Putting V8 Power into my B

## Part II

By Mike Robinson

If you recall, last month's segment talked about obtaining the engine and the ordeal it was to get the machine work done, caused by one shop not doing the job correctly. There is however a happy ending. The owner admitted they screwed up and asked how he could make it up, or refund me for the work done. I needed a new harmonic balancer, and the cost of that was roughly the cost of the work, so he obtained the new balance for me at no cost.

Now on to Part II.

With everything in hand for the engine conversion, I decided I also wanted to upgrade the brakes and the suspension. Now there is nothing wrong with the stock B suspension. It may be a bit archaic, but it works and it works well. However I'm the type that can't leave well enough alone and I wanted to try to improve the cars ride and handling, plus I needed to tame any axle windup from the additional torque. I think Traction bars and anti tramp bars are ug-a-lee, so I know I didn't want to go that route. I started looking online for different sources and options, and after looking at several different suppliers and reading reviews, I opted to go with Frontline Developments Tube Shock kit with



*Here the Frontline kit is, mocked up in place to make sure all the modifications to the crossmember are adequate. The gray support you see is a hefty forged aluminum bracket with welded steel wishbones, and is a very stout unit. Yet it's about a pound lighter than the stock Armstrong shocks, reducing unsprung weight a bit.*

adjustable dampers in the front, and Bill Guzman's four link setup with adjustable coil overs in the back. With regards to the braking, again I chose Frontline's 4 pot MG RV8 4 pot calipers with vented disks in the front, and their Rear Disk Brake conversion for the rear. I also obtained a set of 3:07 gears from the MG Owners Club in the UK, and a Triple J Limited Slip Differential for the rear axle. I will have Ben at British Auto put that together once I have the rear four link installed.



*Here's Frontlines RV8 Disk Brake kit using vented rotors. A very simple swap, and shaves another 3 pounds in unsprung weight from the front.*



*This is Frontline's Rear Disk Brake kit using bespoke brackets and Nissan based Calipers and pads. It's a very complete kit and this saves a whopping 7 pounds off each side in unsprung weight. Mr. Chapman would be proud.*



### Upping the Ante, *continued*

As of this writing I have not received the Four Link kit yet, however it is in production and I should have it by the end of December. A future segment of this article will focus on the installation of the Four link and rear axle.



With assistance of Paul Osborne and Dan Suter, and John Schwelm offering guidance, the rear cross member was lifted back home and temporarily bolted in place, then the springs were put back in. Pic courtesy of George Heissenberger

was reinstalled to use the weight of the car to compress the springs.



And another successful engidectomy by the skilled surgeons of the MG Car Club. Pic courtesy of Al Wagner.

Now that I had a completed engine, a new World Class T5 5 Speed trans and all the bits and pieces it will take to do the conversion, it was time to get the tried and true 1800 out of the car and get the car ready for the swap.

This is where one of the benefits of being in a club like ours really shines. I sent out an email in mid November asking if anyone would like to come and assist with the removal. I would have coffee and donuts available, and I expected maybe three, possibly four people might show up. Well it quickly escalated to 15 willing helpers (or coffee and donut consumers) showing up and turned from a request for assistance to a full blown club event. It was great. Thankfully it was a somewhat decent day weather wise so I could have the garage door open, otherwise we would have been packed in like sardines. The first order of business was to put the front cross member back in place. This was removed prior so the front suspension kit could be mocked up and checked. Once it was done I wanted to put the front springs back in, so the cross member



Out with the old. The tried and true 1800 and Overdrive Transmission that has served me well for the past 8 years is coming out, and will be going to their new home soon. Paul and Dan assisting, and me looking like I just lost my mind and I am looking for it. I didn't find it. Pic courtesy of Al Wagner





On its way to its new home. Paul Osborne obtained the engine and transmission plus a load of other parts I removed, and they will be used in perhaps his MGA or maybe some other future project. It's good to know it's



With the engine bay empty, prep work, what little there is that needs to be done, can commence. This will be mainly rerouting wires for the alternator, some hose routing and a general cleaning up and making things tidy.



Fuel for the masses. Three dozen donuts and two boxes of coffee kept the troops well fed and alert. Thanks to Todd Black for picking these up at Ridge Donuts.



And here's the new engine, mocked up on the stand to make sure everything fits and goes where it is supposed to. The Timing Cover and Cylinder Heads are on and torqued, but everything else is just hung on and finger tight. If there's any surprises I want to find them now. So far so good, there are no fitment issues.



Well that wraps it up for Part II. Part III will review the preparation and installation of the new motor in a later issue.

Part III to be continued next month.

MR

# A History of Spridgets

by Ken Barlow

This is what I have for history of the Spridget for Spokes.

To continue the conversation around Spridgets, Austin Healey Sprites and their younger siblings, MG Midgets, they're becoming more popular every year with sale prices climbing steadily for the past decade in private sales and auction sites like Bring-a-Trailer. We own, drive, race and restore these cars for a variety of reasons, not the least of which is the very reason they were constructed in the first place, they're fun. Also, they are the least or at least more inexpensive alternative to the other sports cars. These cars were designed, built and sold to fill a niche in the product lineup, offering less expensive alternative sports cars to the 100-4 and 100-6 "Big Healey" roadsters, and later, as smaller versions of the MG B, while offering competition to Triumph and other makers of the day.

The average sale price of these cars on Bring-a-Trailer (ignoring the factory-built 1965 Sebring Sprite that sold for \$165k in 2019! This car is an exceptional example, having raced at Sebring by the factory team.), we can see the average price has almost doubled.

Model	2016	2023
Bugeye Sprite Mk1	\$14k	\$22k
Sprite Mk2/3/4	\$7k	\$14k
Midget	\$7k	\$12k

It certainly helps that lower introductory cost makes it easier to get into the hobby with these cars, and we are immediately sold on the fun of driving these machines, but very quickly we find ourselves sold on the ease of acquiring spare parts. Today, they offer an alternative to the more expensive MGs so often enjoyed in the club, nearly all parts are available from British Auto right here in Wallworth, and if they can't get the parts, Moss Motors or LB Car Co can. In my Spridget journey there are just a few things that are unavailable, exhaust headers, intake

manifolds, brake backing plates. Fortunately, I have several of each in my horde, but not everyone has a pile of spares stored in their mom's basement since 1973.

We all know the Austin Healey Sprite and MG Midget share a lineage (and all components except badging) so much so that they're known collectively as "Spridgets". We have a good representation of these cars in the club, and indeed at my house where we have 58, 59 and 60 Sprites (currently under restoration to some degree), and a 77 Midget (currently operational). We're a Spridget family.

The UK MG Car Club has a great detailed listing of the models, numbers and changes to the construction over the run of the products here: <https://www.mgcc.co.uk/midget-register/midget-register/spridget-production-data/>

The Austin Healey Sprite Mk1, commonly called the Bugeye Sprite in the US and Frogeye Sprite in the UK (from the headlight buckets bugging out of the bonnet like a frog's eyes), came out in 1958 with number AN5-501 being made on March 1st that year. This first car currently resides in CT with The Bugeye Guy. The Sprite production run ended in 1971 with the Austin Sprite Mk4, having built 137,040 cars.

The MG Midget came out along-side the Sprite Mk2 as the Midget Mk1 in 1961, running through to 1980 for a total production run of around 226,000 cars.

There are a few discrepancies in the numbers reported or the years associated with each model, for example there are no 1961 Mk1 Sprites, but some 1960 Mk1 Sprites were sold and titled in 1961 as 1961 Sprites. A few model years are split as features changed mid-run, a few model years had large gaps in the VINs or body numbers or chassis numbers. For example, there's a large gap in the production dates for

## A History of Spridgets, cont'd

retooling between models. Every engine change came with a model number change, but not every model number change came with an engine change (the Mk1 and Mk2 Sprites and Mk1 Midget all shared the same engine).

The model numbers (and VIN codes) overlap:

	Sprite	Sprite Code	Midget	Midget Code	Engine	Horsepower
1958	Mk1	AN5			948 A	43
1959 - 1961	Mk1	AN5			948 A	43
1961-1962	Mk2	HAN6	Mk1	GAN1	948 A	47
1962-1964	Mk2	HAN7	Mk1	GAN2	1098 A 10CG	56
1965-1966	Mk3	HAN8	Mk2	GAN3	1098 A 10CC	59
1969	Mk4	HAN9	Mk3	GAN4	1275 A series	65
1969-1970	Mk4	HAN10	Mk3	GAN5	1275 A series	65
1971	Austin Sprite Mk4	AAN10	Mk3	GAN5	1275 A series	65
1974			1500	GAN6	1500 Triumph SC14	50
1979			1500	GAN6	1500 Triumph SC14	50

The 1969 to 1973 Midgets have round wheel arches, the other Midgets have square. Opinions are like car models, everyone has a preference. The round wheel arch, split bumper Midgets are quite desirable. The three wiper rubber bumper Midgets, built to appease US vehicle regulations, are unusual for sure, but in MG circles they're not exactly in high demand (yet).

What is a surprise is that the suspension on the Mk1 Sprite came off an Austin A35 and steering rack from a Morris Minor 1000. No surprise is the A series engines appearing in cars all over the world for decades. Starting in 1951 with the Austin A30, that A series engine would be produced in some form or other through 2000. The original Spridget 948 shared with the Austin A35 and the A40 Farina, and that engine came in over a dozen configurations over the years, including supercharged and turbo charged, carbureted and fuel injected versions, while growing in displacement incrementally by increasing the stroke or bore iteration after iteration. For example, there was a 998 version

of the engine fitted to the Riley Elf, the Mini, Mini Moke, etc. BMC started fitting the 1098 cc version to the Mini, as well as the Mk 2 Sprite/Mk1 Midget, then boosted the size of the bearings. They really are all over the place, and I think you can find them in a dozen configurations just in our club.

Following World War Two, with the Japanese economy reduced to rubble and recovering, and Western manufacturers looking to cash in any way they could, Nissan licensed the A and B series engines from BMC going on to produce variants for decades used in everything from subcompacts to trucks. The Nissan A engine came in quite a few cars in the 60s and 70s (and was a direct copy of the BMC B engine, just to confuse things). The BMC A series engine evolved into the Nissan E1, which evolved over the years, including porting to 8 ports to eliminate the connected inlet and exhaust ports, and camshaft changes, moving the cam to the other side of the engine to support other changes, aluminum heads and beefier bearings. These engines are solid replacements for the BMC A series engine, requiring very few changes to support a swap until the engine mount casting location changed. This is the engine that appeared in the famous Datsun B series vehicles, the B210 for example, and in the 310. Some of these engines are direct drop-in replacements for the A series engine in the Spridgets, and worst case scenario require different engine



## A History of Spridgets, cont'd

mounts, but otherwise fit right in. The Nissan 1400 is a good example of an engine that drops right in to replace a 1275, and there are plenty of these laying around, and can boost your horsepower, if you feel the need.

If you want another summary of the A series engine, check out this blog post: <https://www.aronline.co.uk/engines/a-series/>

From the unique look of the round wheel arched, overrider bumpered, cute as a button Sprite Mk1 (Bugeye or Frogeye to you) with its lidless boot rounded backend, the bonnet attached to wings, no door handles, no windows evolving into the Sprite Mk2 / Midget Mk1, with square wheel arches, more traditional bonnet and wings, to the incremental changes (like adding door handles and windows) through to 1980, the Spridget is a classic that deserves our attention, is becoming increasingly desirable, and evidence supports buying a Spridget is a great investment.

KB

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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!



# Upcoming Events – February

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- **February**

- **Garage Tour - Saturday, February 10<sup>th</sup>, 10:00. 20 Hytec Cir, Rochester 14606**
  - Come join us at Tim Tracy's shop/garage tour to view the projects he has going. Coffee and donuts will be provided.
- **Valve Cover racing Invitation from the Rochester Street Rod Club**
  - **Saturday, February 17<sup>th</sup>, 11:00. Moose Lodge, 5375 W. Henrietta Rd 14586**
    - Not a club event, but a nice interaction with another local club, and a chance to tune-up your valve cover racer for our upcoming club races.

- **March**

- **Valve Cover Races - Sunday March 17, 12:00 - 4:00 PM, Henrietta Memorial Park, Bushman Cabin, 595 Calkins Rd, Rochester NY 14623**
  - Bring hors d'oeuvres, appetizers or desserts to pass, your own wine, beer or beverage of choice and your own place setting. Coffee, tea, and hot chocolate will be provided.
  - Sponsored by George Heissenberger, with assistance from the Goodwins. For more information contact: George Heissenberger  
chairman@mgcarclub.com 585-880-5871.

- **April**

- **Swing into Spring – Sunday April 21, at Mulconry's Irish Pub in Fairport**
  - More Info Coming

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

Respectfully submitted  
Dave Kray

**Save The Date!**  
**20<sup>th</sup> Annual Swing into**  
**Spring**  
**April 21, 2024**





**2024 MG Car Club Western NY Centre  
Valve Cover Races / Wine and Cheese Party**



**Noon-4:00pm Sunday March 17, 2024**

**Bushman Cabin, Henrietta Veteran's  
Memorial Park**

**595 Calkins Rd. Rochester, NY 14623**

Bushman's cabin is the same familiar location as used for many years. Bring appetizers or desserts to pass, your own place setting, wine, beer or beverage of choice. Coffee, tea, and hot chocolate will be provided. Bring your Valve cover racer or make a new one! Valve Cover Racing is as much fun to watch as it is to race! Come out and join the fun!

**RACE! CHEER! EAT! DRINK\*!**

Sponsored by Heissenbergers/ Goodwins. For more information contact:

George Heissenberger [chairman@mgcarclub.com](mailto:chairman@mgcarclub.com) \*Drink responsibly!

# MGCC WNY Official Valve Cover Racing Rules



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

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

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

## COMING SOON

There's no better way to celebrate the 100th anniversary  
of the MG than by doing the

### 2024 MGCC WNY Motoring Challenge

Get your cars ready

Look for instructions and the destination list  
in the March 2024 issue of SPOKES



### ***Another Valve Cover Racing Event***

*I am resending this as I have had a couple of members ask about it. i think it would be great for some of our members to compete against other clubs' racers! - George Heissenberger*

Hello, I represent the Rochester Street Rod Club and would like to invite any of your members to join us for Valve Cover racing on February 17 at the Henrietta Moose Club. The track will be set up by 10:30 and racing will commence around 11 am or so. I reviewed your rules and they are close enough to ours to compete. All are welcome.

Please contact. Tom Owejan [towejan@hotmail.com](mailto:towejan@hotmail.com) 585-857-1343



## 4th Annual Manchester

# Car Show

**Date:** Saturday, July 20, 2024 10:00am - 3:00pm

**Location:** Mike Griffin Memorial Park  
One West Avenue  
Manchester, NY 14504

**Event:** Traditional Car Show  
All Vehicles Welcome  
Registration 9:00am - noon  
First, Second and Third Place Prizes  
Operating O-Gauge Model Railroad  
Food, Vendors, Live Music  
Ice Cream Truck, Restrooms



Sponsored by the  
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Association***

***Visitors Free***

Entry Fee for Car Owners:  
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7/13/24

\$15.00 at the gate

***First 50 to register get a  
custom dash plaque***

**For Vendor  
Space call**

**Mike Buttaccio  
(585) 478-4269**

To pre-register by check, send \$10 payable to Manchester Model Railroad Association. Mail to Mike Migliaccio, 36 Center St., Manchester, NY 14504.

Another save the date... *from Rob Lillis*

## **Downtown Canandaigua Vintage Car Show and International Festival** May 18<sup>th</sup>.

There are plans to expand the show area to include parking on Main Street and will begin with a tour including a drive-by at senior living facilities. There are plans for international vendors.



# The Roadster Factory

THE ROADSTER FACTORY—**A MESSAGE FROM ALBERT** JANUARY 9, 2023.



Dear TRF Customer-

As you have probably heard by now, there was a fire on Christmas morning and our building and inventory were mostly destroyed. TRF will be closed for the month of January while we try to figure out where to go from here. We hope to reopen and we appreciate your patience in the meantime.

TRF is grateful for the outpouring of support received from suppliers, customers, friends, family, local community members and even strangers. We are especially grateful to the 14+ companies of firefighters who sacrificed their Christmas to extinguish the blaze. Thankfully no one was hurt.

Here are some answers to questions you might have.

1) We are going to consider all open orders canceled at this time. If you have something on back order that you still need, please drop us an email ([trfbackorders@gmail.com](mailto:trfbackorders@gmail.com)) to see about reinstating the order. Keep in mind backorders are not charged until they are shipped. So if you had something on backorder, you probably were not charged for it.

2) If you feel you have a credit with TRF, please drop us an email ([trfbackorders@gmail.com](mailto:trfbackorders@gmail.com)). Many of our records have been destroyed, but we should be able to verify credits if you bring them to our attention. If you have a gift certificate you no longer want, please get in touch and we will sort it out. Please be patient, we will do our best to get back to you by the end of January.

3) If you have any other questions or concerns, please drop us an email ([trfbackorders@gmail.com](mailto:trfbackorders@gmail.com)) and we will do our best to get back to you quickly.

4) If you would like to help, please consider making a donation to the Armagh Fire Department. ([https://www.gofundme.com/f/the-roadster-factory-recovery-fund?utm\\_campaign=p\\_cp+share-sheet&utm\\_medium=copy\\_link\\_all&utm\\_source=customer](https://www.gofundme.com/f/the-roadster-factory-recovery-fund?utm_campaign=p_cp+share-sheet&utm_medium=copy_link_all&utm_source=customer))

I will be back in touch soon.

best,  
Albert, TRF



The advertisement features a close-up of a classic car's front end on the left, with a circular emblem that reads "CELEBRATING 75 YEARS 1948-2023" and "MOSS" below it. The right side has a dark blue background with white text. The main headline is "75 Years of Heartfelt Thanks". Below this, a paragraph states: "As Moss Motors celebrates a 75-year milestone, the first words that come to mind are 'Thank You!' What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead." A grid of four icons and text boxes lists services: "HELPFUL CUSTOMER SERVICE", "2-YEAR WARRANTY", "KNOWLEDGEABLE TECH SUPPORT", and "EAST & WEST COAST WAREHOUSES". At the bottom, the phone number "800-444-5247" is shown next to the "MOSS" logo, followed by the website "Visit us at MossMotors.com". The footer contains logos for Moss and various car brands: MG, Triumph, Lotus, Mini, Jaguar, and Moss Miata, with the tagline "SPECIALTY AUTOMOTIVE PARTS SINCE 1948".

**75 Years of Heartfelt Thanks**

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

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

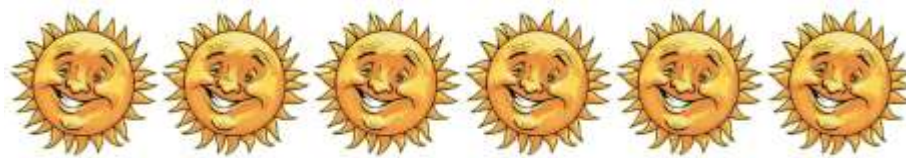
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**MOSS** MG TRIUMPH Lotus MINI JAGUAR Moss Miata  
SPECIALTY AUTOMOTIVE PARTS SINCE 1948



# February Sunshine Page



## February Birthdays

11	Barb Wild
12	Allen Hess
12	Nicholas Leykin
14	Ellen DeLaire
17	Cheryl Baldwin
18	Susan Wegman
21	Gil Langswager
22	Bob Lillis
22	Scott Schipper
23	Bill Baldwin
26	Aldo Gonzalez
27	Denis Contant

## February Anniversaries

22	Charlie & Toby Cook
----	---------------------



**Congratulations!**

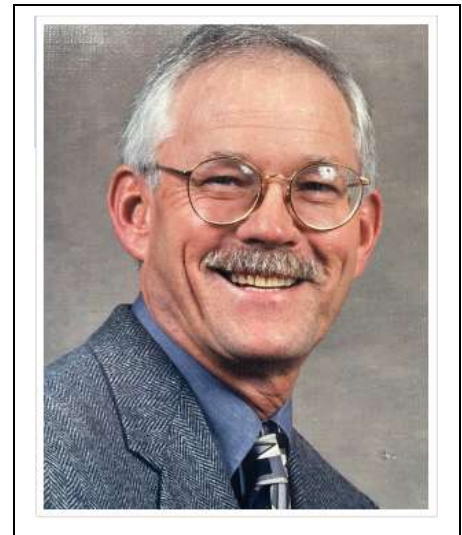
**Happy Birthday!**

*If you think you've been mistakenly left off either list above, check to see if you've paid your dues.  
If you still think it's a mistake, send a note to the editor at [spokes@mgcarclub.com](mailto:spokes@mgcarclub.com).*

**Thomas Matthew LeStrange**, born July 7, 1942 in Abington Pennsylvania, passed away at home on Monday January 22, 2024. Tom lived in Ontario, New York. Tom was predeceased by his wife Janice, two sisters and his parents.

Tom is survived by his children, Chris (Caroline) and Emily LeStrange; Jack (Sue) and Jack, Allison and Aidan LeStrange; Denise (Bill) and Zoe Lawler. He is also survived by four sisters, two brothers with many nieces and nephews.

Tom is also survived by his wife Mary and children, Rod (Dawn) John & Anna Richardson; Mike, Madison & Austin Richardson, Nolan Strickland; Amy (Jim) Abby & Lainey Church; Theresa Richardson.



Tom was a proud veteran, serving in the Army Security Unit from 1960-1963. He worked as an Electrical Engineer for the Xerox Corporation for 34 years before retiring to pursue his other interests: MG cars, spending time with family, hunting, traveling with his wife and fishing with his grandchildren. He was a proud father and grandfather, going to as many games, matches, concerts and ceremonies as he could. Tom was a kind and compassionate person who always wanted to help others. How lucky we are to have had someone in our lives that makes saying goodbye so hard.

Cards may be sent to his wife Mary and family at:

Mary LeStrange  
7481 Fisher Road  
Ontario NY 14519

We invite you to join us in a celebration of Tom's life on Saturday, February 10, 2024, at 11:30am, at St. Mary's of the Lake Catholic Church, 5823 Walworth Road, Ontario, New York 14519. In lieu of flowers, the family asks for donations to [Honor Flight Rochester](#).



*Tom at Car Nuts Breakfast*





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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



## 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

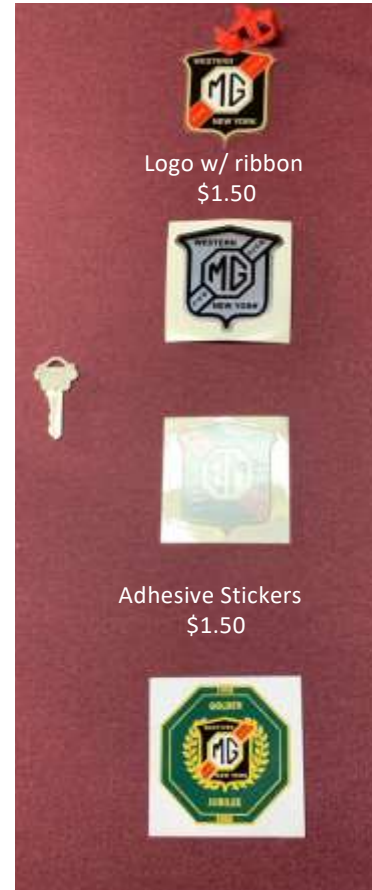


Embroidered patches  
\$2.50



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)



Spported 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



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

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

## **MGB aluminum radiator** 1975-80

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

[paulosb409@gmail.com](mailto:paulosb409@gmail.com)

## **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



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

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



And Finally... Here's Lookin' At You!



See you next month!

