

# Spokes

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*Safety Fast!*



# MG CAR CLUB WESTERN NEW YORK CENTRE

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

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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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# Don's Corner

By Spokes editor, Don Welch

**Well, Spring is on the way**, although this week the warm weather has taken a brief respite - winter has reared its snowy head for another shot at us. During the few warm, dry days recently I got the Miata (my Japanese MG) off the jack stands, charged up the battery and hit the local back roads with my granddaughter Molly for a few miles. Got a couple of photos with the top down for Ms. Goodwin's Challenge - I think we were the first submitters. The TD is still covered up and parked way in the back of the barn though, so it stayed there. But I did get it started, and let it warm up for a while. The fever is on its way!

I also want to say I'm having fun as your new editor. A big part of that comes from being a new member of the Western NY MG Club. I have been welcomed and befriended by so many of you. Your encouragement and kind comments about the last few SPOKES issues are so appreciated!

The articles and pictures keep coming in, as you'll see in the following pages. Dan Suter was recounting the other day how many different members have submitted articles - you guys are amazing! Even our Molly contributed one of her drawings for the Sunshine page. (I think I owe her an ice cream.)

You know, just a photo and a comment can really be interesting to your fellow club members. Last Thursday at the Car Nuts breakfast, Todd Black said he'd send me a picture of his dad's dash plaques. What a great picture! It's on the last page, be sure you see it!

Have a great April!



One Lane Bridge, #4



Molly's Tulips

**Safety Fast!**



Don

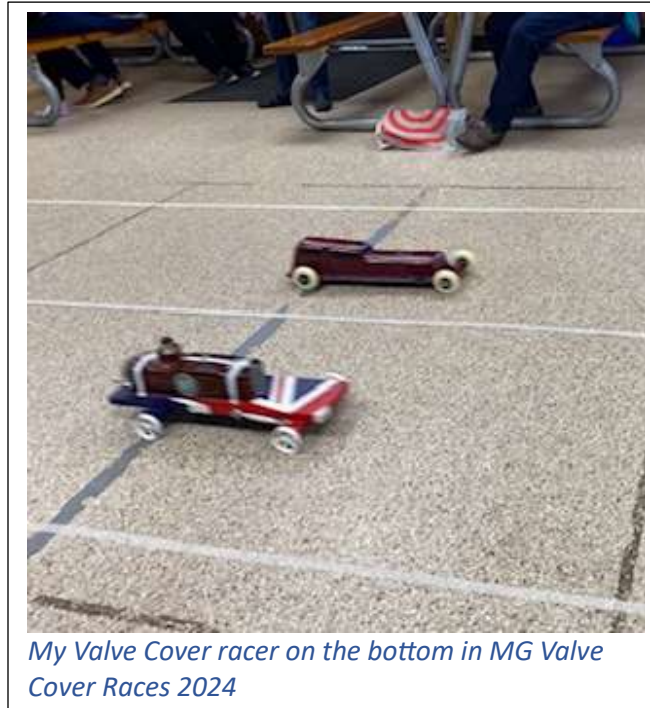


# Chairman's Corner

By George Heissenberger



Welcome to April! As I am writing this column, OUR MG is still sleeping for the winter, but the weather is looking like Spring so it's time to get her fired up. Also as I write this we have just completed another successful 2024 MG Valve cover races and as the old saying goes a good time was had by all! It was St. Patrick's Day and I saw a lot of green as well as good food and comradery by members! We also had a good contingent of participants from the Rochester Street



*My Valve Cover racer on the bottom in MG Valve Cover Races 2024*

Rods club join us this year as I counted over a dozen members of the Street Rods attending with 11 valve cover racers. We invited them to join us at our Valve Cover Races since they invited us last month to join theirs. Our track is much different than theirs as we have a 20 foot run off after the ramp but I heard several of the Street Rod members comment on how the run off lanes makes it more fun and competitive. Over 20 cars participated this year. More about that event elsewhere in Spokes! Peggi and I were away for the March Meeting on vacation so it will have been run by Vice Chairman Rod Rodman. Thanks to Rod! We will be back in

time for the Swing into Spring at Mulconry's April 21 and will have the MG out of storage by then. We also have been getting news that some members have got their cars out as of March and have a jump on the 2024 motoring challenge so that two teams are tied for first place! Thanks to the Goodwins for putting on this popular season long event again this year! I'll have to get in gear and get some photos to catch up! We also have exciting news about the 2024 car show! As you may have heard by now, the 2024 MG Car show has a new date of July 21, 2024 and

will be at a new location, the New York Museum of Transportation in Rush New York. This is a few miles from the site of the 2023 show at Rush Fireman's Field. We have the opportunity to grow the show at this new location and also add some interesting activities such as a tour of the museum and trolley rides for those interested. We have a good car show committee lined up and if you want to join the committee please let Car show Chairman Leon Zak know. Leon will undoubtedly have comments elsewhere in Spokes on the show.

That's all for now!

**Safety Fast!** George



Reflections on Mike Robinson's super shiny black MGB!



## 2024 Valve cover races - By George Heissenberger

Joe B. representing our club and J.D. from the Rochester Street Rods line up for a race.

The annual MG Car Club Western New York Centre Valve Cover Races were held Sunday March 17, 2024 at Bushmen's Cabin, Veteran's Park Henrietta NY. Over 30 members and guests attended with 23 Valve cover racers in the brackets. This year not only our members competed with their valve cover creations, but we were also joined by members of the Rochester Street Rods club, who brought 10 racers to compete against our members. They had invited our club and a hot rod club from Buffalo to compete in their valve cover races this February and three of our members did attend. (See March 2024 Spokes for details on that adventure) We reciprocated the invitation to their clubs and many of their members were curious about the different track we had told them about.



So many cars with such variety in their designs! Some new cars running their first race, some veterans of many years. Each car reflected the unique input of their designer/ creator. There was also a sumptuous buffet of dishes brought by members and guests such as cookies, pies, desserts, chips, dips, appetizers and even tortellini with pesto sauce! Yum yum! After everyone settled in and got some food, Mike Goodwin and Dave Kray set up the brackets and they were posted for the races to begin.

We alternated between a couple of heats of small bore cars and then some large bore cars. There were many more small bore cars this year, although with many coming from the Rochester Street Rods, a typical V8 valve cover is a bit larger than an MG valve cover, although their rules specify less weight than ours. Several races were photo finishes, with Peggi Heissenberger and Mike Robinson doing photo duties watching the finish line.



*Rochester Street Rods members.*



*A sample of some of the race cars.*



*Typical race action, some too close to call without photos.*

The layout of our track includes a 20 foot runoff after the eight foot ramp, and this differs from the Street Rods track which has no run out and a hard stop at the end of the ramp. I heard several Street Rod members say they like the runout on our track as so many races were decided by cars staying on course as opposed to straying over the line or catching up and passing the other car by the finish line. Lots of good racing ensued and there were smiles all around!



*Small Bore champions:  
Left to Right: Steve Bicker, Ray May, Tim Samay.*



*Mike Goodwin's car vs. Bill Baldwin's car. Bill took home first place Large bore.*

Small Bore race results were as follows: First place: Ray May, Rochester Street Rods; Second Place: Tim Samay, Rochester Street Rods; Third Place: Steve Bicker, Rochester Street Rods





Large Bore results were as follows: First Place: Bill Baldwin, MG Car Club; Second Place: Hollis Haymes, MG Car Club; Third Place: Mike Goodwin, MG Car Club

Most popular car was won by popular vote and went to Steve Bicker with a V8 valve cover designed to look like a train locomotive, complete with sounds!

A special exhibition run off at the end between the small bore winner and the large bore winner resulted in a win by Bill Baldwin. Bill, by the way won first place overall at the Rochester Street Rods races in February so he has some bragging rights as a multi-club winner!

We hope to see everyone again next year at the Valve Cover races!



## A Reminder from our Chairman:

Hello members! 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

# Photos from the Races

- by the Goodwins



# Upping the Ante, part IV - by Mike Robinson

Mike's saga of installing a GM aluminum V8 into his pretty black MGB

In the last segment I covered getting the engine bay ready and the engine and transmission ready to install. This month I will present getting the new engine and transmission in the car. And back out again. And back in again. And yes, out again, and finally, in for the last time.



Once all the prep work was done, it was time to have the guys over for another coffee/donuts/ work day. The email was sent, and on Saturday the 13<sup>th</sup> of January the work crew/coffee drinkers/donut eaters showed up.



The installation (I thought) would be pretty straight forward. I mean, everyone and their brother says I have the ideal car and the ideal engine, it's a piece of cake right? In the words of an old Hertz Car Rental ad - "Not Exactly). Unfortunately there were just some things I could not foresee prior to actually putting the engine in. In the next pic we see it being raised up to clear the slam panel. If you look at the extreme end of the transmission tail housing you will see two lugs on the bottom. The one at the extreme end would rise up and smite me later on as we were wrestling the engine in place. Right underneath Dan Sutter's hand is the shifter. This too was sticking up too high and causing problems getting it in, but it wasn't apparent until too late.



In this shot, it's starting to go into the car, and this is where the trouble started. Two things are causing a problem here. First is the shifter stalk right behind Paul's hand. It adds another 3 inches of height that needs to clear the tunnel. At this point I should have stopped and taken it off, but where's the fun in that? You will also notice a silver area on the car in the area of the transmission tunnel. It's a fiberglass heat shield the later cars had that ran catalytic converters. I never gave it a thought it would be in the way, but once the engine finally did get in place, the top of the transmission was rubbing the heat shield.



Here's a better view of the Heat Shield. It's held in place with pop rivets, and two studs with nuts on the bottom. There is a 1/4" airspace between the shield and the tunnel that wasn't apparent until the transmission went in and had interference. You will also notice the fuel line coming up and going to a fuel pressure regulator. In spite of eyeballing the location based on pictures of other cars with this engine, the hose was interfering with the bell housing. Again, I had no way of knowing this until it was in.

## Upping the Ante, cont'd



Here things are starting to happen. In spite of the shifter still being on, we were able to get the angle just barely steep enough for it to go underneath the tunnel, but you'll notice we ran out of lead screw on the balancer and it had to go even a bit steeper. This is when Ken Barlow crawled under the car and pulled down on the tail shaft to give us the angle needed.



From here it looks like it's in and we're home free. Not quite. There was the last 1/2 inch to go to sit in the mounts but it wouldn't go. Remember those two lugs on the end of the transmission? The one at the extreme rear was hitting the body brace underneath the seats, and it would not go back any further. This is when I went underneath with a cutoff wheel in my angle grinder and lopped it off. Once it was out of the way it slid back to where it needed to be, but it would not settle into the mounts because the studs on the bottom of the mount are too long and wouldn't clear the slots. This is when Dave Kray jumped in and removed the mounts from the engine, and then we set the mounts on the pads, and lowered the engine down to sit on the mounts. Dave then put the bolts back in to secure the mounts to the engine. Finally it was in place. Or so I thought.



Here I am contemplating everything that I know is going to have to be addressed, but at this time I wasn't sure how yet. I knew the shifter could be removed from inside the car, and I also felt I could get the heat shield off with the engine in place. I was wrong. What I also learned the next day, was the hydraulic lines going to the throw out bearing had to be installed before the engine went into the car, as there is no room to turn a wrench to tighten the fittings. There were also a couple of small issues that had to be addressed, so the following Monday I made the decision to yank it back out and address them.



The following Wednesday it was back out of the car. Oddly enough it came out much easier than when it went in. I was able to get it out myself in about 10 minutes. I rigged it up on the hoist like this so I could address the lug on the tail shaft and a few other things that needed to be taken care of.

## Upping the Ante, cont'd



Here I've removed the rest of the rear lug, and ground it smooth and made it look presentable. There won't be any more interference with the body brace. I also removed the shifter from the top of the tailshaft housing. That allowed for another 3 inches of clearance.



Here the heat shield has been removed, and I also rerouted the fuel line. I'm pretty sure I can put the regulator back in the same place, but not until after the engine is back in. I also learned my headers are right and left handed. I was hoping it might explain why they were hitting the inner fenders when the engine was in place on the mounts, but alas I was wrong, as you will read about later. The things I learn the hard way.



By the 3<sup>rd</sup> of February I had everything done that needed to be done to put it back in a second time, and instead of a large work party, I had 5 assistants come over, which made it much easier to work. I will have another work party when the time comes for first start.



After it was removed, I cut away the lumpy part of the inner fender to provide the needed clearance. This may have the added benefit of providing vents for hot air from the engine compartment to exit.

I am hoping this will also allow the engine to sit lower in the mounts in the front, which will allow the tailshaft to come up the required distance. If it does not, then I am going to fabricate a 1/2" spacer to go between the transmission crossmember and the subframe of the car. I spoke with Mark at D&D and that will not have an adverse effect on the U Joint angle, and it's not such a drastic drop that I have to worry about ground clearance.

With the exception of some stubborn threads on the motor mounts, it went in a lot easier than it did the first time, but finally it was on the mounts and sitting in the car. The joy however, was short lived as I discovered yet another couple of issues to be resolved. Being a World Class T5, the transmission case is bigger and beefier, and as a result the top of the transmission is hitting the tunnel, and I need to resolve it as the transmission crossmember is still 5/8 of an inch from the chassis rails when it hits. Also the engine needs to come up in the mounts so the headers clear the inner fender wells, but it can't go any higher due to the interference.

As a result, I decided to pull the engine again a second time, but just before I removed the engine, I decided to do a trial fit of the radiator and the cooling fan. It was discovered that the back of the fan is clearing the water pump pulley by maybe 1/16<sup>th</sup> of an inch, which is way too close for my comfort, and as an added bonus, it was interfering with the front sway bar. Placing the bonnet on the car showed the filler neck for the radiator was going to hit the bottom of the hood when I closed it, so changes had to be made. The radiator needed to be lowered an inch and pushed forward by roughly 3/4 of an inch.

## Upping the Ante, cont'd



*This is the panel I removed 1/2" of material from to gain the needed clearance to move the radiator forward.*

Once the inner fenders were done I took on the radiator mounting. Lowering it was easy. A couple of quick snips to the mounting flanges solved that problem, and being there were no holes drilled in the flanges yet, they could be done after the mods were complete. Moving it forward posed a bigger problem as moving it forward until it bottomed out on the lower slam panel garnered me only about 3/8 of an inch. I needed 3/4 of an inch. So out with the trusty cutoff wheel and I removed 1/2" of metal from the lip of the lower slam panel. This allowed it to go forward 3/4 of an inch and still give clearance for the radiator so it's not rubbing against anything. Some 3/4" spacers provided an equal distance for mounting the radiator, and I was then able to mock up the fan mounting. Now the fan clears the sway bar by a fat 1/8" and I'll have plenty of distance from the fan pulley.



*Now the fan clears the front sway bar, and the radiator sits 1" lower in the car so the filler neck clears the hood.*



*Radiator and fan are mocked up and ready for final install when the engine is in for good.*



With the radiator issues addressed, I decided to do something I was really trying not to do, but I figured it's out, at least give it a shot and see what happens. Armed with my trusty 2 pound BFH, I crawled under the car, and proceeded to wail away at the tunnel, where it meets the firewall. Sure enough it was giving a little, so I continued beating the snot out of it until I was able to raise it up maybe 3/16 to 1/4 inch. I also beat on the top of the tunnel immediately aft of the bulkhead, and moved that up even more. Looking at pictures of the transmission top cover, it's a fairly thick piece of aluminum, so I took my grinder and ground down the top of the case over at least 1/8 of an inch. Between this mod and cutting the fender cutouts

I was hoping I would buy enough room so everything would clear. A quick email to Paul Osborne, Paul Stella and Klint Limuti and I had another tag team. The motor went into the car for the third time, and the front mounts were tightened in place. Now the moment of truth. I jacked up the rear of the transmission, installed the cross member, and raised it up to the subframe. At the exact moment the transmission hit the tunnel, the rear cross member touched the frame rails. I called it close enough, and installed 3/16 worth of shims between the crossmember and the frame, and the transmission just clears the tunnel. It was finally in for good.

## Upping the Ante, cont'd



Lots of room between the inner fender and the headers on both sides. Cutting the opening gave the added benefit of making it much easier to put the motor mounts on and tighten the nuts underneath.



With the radiator mocked in place for a final check, everything is good. Plenty of clearance on the water pump pulley and the fan is a good 3/16 away from the sway bar. I am looking at the space I have to feed a lower radiator hose up through. That is going to be interesting.



I couldn't resist dressing it up a little and check a few things for clearance. Lots of room between the fuel pressure regulator and gauge, the valve covers clear the body there's room all around. I'm comfortable going forward. It is obvious however, the air cleaner is not going to clear the hood, but I am so far away from addressing that now I'm not even thinking about it.



The crew – Paul Stella, Paul Osborne and Klint Limuti. Dan Suter and Dave Kray were also planning on coming but had last minute conflicts.

The next installment will cover putting on the accessories and getting it complete and ready, and the next mass gathering will be when I do the first start, I am hoping by the first or second weekend in March as I write this. Stay tuned.

MR





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# YouTuber Interview – Ian Cassley of Alberta

- By Ken Barlow

I'm glad to submit the first in a series of stories for our club to enjoy about YouTubers who love our cars as much as we do, and have taken the time to film their project, complicating their lives for our entertainment and education. If you have a recommendation for a favorite British Car Youtuber, let me know and I'll get the questions to them, or feel free to take the opportunity to reach out to them for a story!

The first in the series is from Ian Cassley for his channel called **Econobox Garage**. Ian hails from Calgary, Alberta, Canada and refurbished a Bugeye Sprite, covering the progress from end to end and posting weekly videos to YouTube. Personally, I've used the videos on a regular basis to pick parts from the horde, refurbish sub-components, and generally learn about the cars I have. Without further delay, here's the interview with Ian:



**Q** Where are you based, and what sort of workshop did you do your project in?

Based in Calgary AB. My garage is 14'x28' with 9' ceilings, big windows, walls are insulated and drywalled, ceiling is insulated with lots of LED lighting and a couple of skylights.

**Q** What's the family think about the project? Fully support, obviously! But do they know about the Youtube Channel and what's their reaction to the success?

Family is fully supportive and have even bought some merch. (editorial interruption, I own two of Ian's t-shirts, they are fine quality!) They all know about the channel and actively promote it by handing out stickers and telling their friends and acquaintances about the channel.

**Q** Is this your first little British sports car?

Yes, although I have driven a couple over the years. I had the use of an MGB for a couple of months a long time ago. I've driven an early Spitfire and it was in that car that I made my first successful double de-clutching, no grinding, downshift from second to first!

## Ian Cassley Interview, cont'd

**Q** Do you have a story about them from earlier in your life, like so many MG and other LBC owners do?

My parents are British and came to Canada in 1957. Dad drove an Austin A50 here in Calgary in the early sixties. Spend the latter half of the sixties in the UK where we had a 1959 Riley One-Point-Five. When we returned to Calgary in 1969 there were no more British cars, the first family car was a 1963 Dodge station wagon.

**Q** How long did you spend on the Bugeye project to get to the point you could drive it last year?

We acquired the car in January 2017. Tinkered with it over the next couple of years then began work in earnest in November of 2020. Thirty two months later in July of 2023 it made its “public debut”.

**Q** How many miles since you got it on the road?

About 850

**Q** Ballpark, do you even know how much you spent on the restore or would you rather not say?

I've spent less than CAD\$20,000, US\$15000 at today's exchange rate. Other than rebuilding the engine I have done everything myself. Very little of the project's funding came from our household budget. In keeping with the “econo” side of things funding came from several other sources (in no particular order):

- Sale of spare and extra parts that came with the car
- Buying and selling of Ford Festiva parts (source at local wreckers or from parts cars and resold to members of the Festiva community) This will make sense when you read about other projects below.
- Reselling thrift store purchases... automotive books, unused car parts
- Bottle returns
- Gifts
- Extra jobs,  
... and more recently
- YouTube ad revenues and “super thanks”
- Merchandise sales
- Amazon affiliate earnings
- Items from garage cleanup!

**Q** Would you do it again?

Probably.



## Ian Cassley Interview, cont'd

**Q** Would you do a different make/model?

Would love to do a Riley One-Point-Five but realistically it would most likely be something with similar parts availability as the Bugeye.

**Q** Do you have a mechanical background, or engineering background, or hobby mechanic?

Started working on cars with my first one. Couldn't afford the shop rates at five times my hourly wages so I picked up a Craftsman socket set and the rest is history. My career has been designing and drawing houses so I guess there's a bit of engineer in that. My dad was an engineer but never really into cars. Perhaps I get the car bug from my maternal grandfather... he was a chauffeur/gardener for part of his working life.



**Q** How many subscribers today?

1854

**Q** How many views (ballpark) in total?

188,000

**Q** What inspired you to produce the videos in the first place? It greatly complicates the process, How much overhead did filming for YouTube add to the process?

Initially the goal was simply to keep track of the project for personal reasons. My first video, episode 0, was filmed straight to YouTube on my phone with no editing. As more and more people started watching, commenting and subscribing the more it became an avenue to help others with similar projects. I've even gone back to watch some of them to figure out how I took things apart. Filming does add another dimension to the whole process. I've actually taken things back apart when I realized that I'd forgotten to start recording or to charge up the phone or batteries!

**Q** Are you happy with the results and with the response from the community?

I'm very happy with most of the videos. I'm especially pleased with the response from others. I've had people contact me for information and even pay visits to the garage on occasion.

**Q** What other projects did you complete? FESTIVA! And how is that project car today?

I have been a part of the Ford Festiva community for over twenty years and made the trek to Festiva Madness, held the first Saturday in October each year in Raleigh NC, in 2011 and in 2019. Our current car, which I got on the road about eight years ago, is a 1993 model. I drove a 92 for a number of years that had a larger engine (1.6l vs 1.3l both SOHC normally aspirated) and a lot of suspension, exterior and interior mods. The 93 is powered by a 1.6l DOHC turbocharged engine sourced from a Mazda 323GT!! All the suspension and other mods were transferred from the 92 to make a fairly decent highway driving car. All told, we've been in 36 of the lower 48 states in a Festiva. Tales of our adventures, and sometimes misadventures, can be found on our blog at [www.econoboxcafe.com](http://www.econoboxcafe.com). The car is currently in need of some TLC. We've put on about 150,000km on it since 2018 and the engine already had 200-250,000km on it when it was installed. The body is starting to show some signs of bio-degrading too. We are still trying to come up with a plan for it which could be anything from selling it as it is, driving it until it dies or transferring everything to a new, rust free shell, refurbishing what needs to be refurbished and rebuilding the engine.

**Q** Did you have any help with the Bugeye project?

Moss Motors (sponsored the LED lighting package for the car), Q1 Classic Engineering (provided prototype hinges for the front flip bonnet); John Webb, a long-time friend, rebuilt an engine for me; many subscribers and forum members, local British car enthusiasts (knowledge, parts, loan of tools and more). Thanks too to the countless YouTube creators for help with specific aspects of the project. A couple that come to mind that were very helpful are @PaintSociety for the painting side of things and @FitzeesFabrications for metal work. My two youngest helped with extra hands when needed.



*The interior, fetching red with gray carpet, see how the dashboard was done starting in episode 113!*

**Q** What's next for the channel?

Refurbishing a factory hardtop, some driving videos along with some car show videos. It's also very likely that the Festiva will be making some appearances as well.

**Q** Are you now or have you been a member of the MG Car Club in your area? Other car clubs?

I am currently a member and director at large with the Vintage Sports Car Club of Calgary ([www.vsecc.ca](http://www.vsecc.ca))

**Q** What's the hardest part of YouTube?

I wouldn't call it the hardest but the most time consuming part is the editing. My average video is about 11 1/2 minutes and can take a couple of hours to edit to my satisfaction. My goal is to end up with a video that is not only informative but not a chore to watch... maybe even be entertaining :-)

**Q** What's the best part?

The resulting community. When I had the car at its first show in July of 2023 I had several people stop by to say they were happy to see it there as they had were following the build on YouTube.

**Q** Technical stuff, who edits the videos? What camera equipment or other equipment do you use? What software do you use to edit the videos?

Most of the video has been shot with my phone. Currently a Samsung Galaxy S21 and a Motorola Moto Gplay before that. Until I switched to LED lighting in the garage I also used a Canon PowerShot point and shoot camera. I use a wireless remote lapel mic. Upcoming videos will be partly shot with a GoPro Hero 11 Black which my kids blessed me with at Christmas. I picked up a GoPro suction cup mount for the driving videos. For editing I use the free version Lightworks.



**Q** Anything else you want to share with the club?

The goal of the channel has evolved to be one where I hope to help others with similar projects. The support I've received from the community has been invaluable. Whether it's shared expertise, loan of tools, provision of parts or even financial support it has been humbling. To all of you, thank you!!

One question you didn't ask is why "Econobox Garage" when the featured car is a Bugeye Sprite. When I first started the channel it was going to be a supplement to our Econobox Café blog. That was started to document our adventures with the Festiva and to share articles, photos and other information pertaining to the so-called "econoboxes" of the eighties and nineties. Although I did get one video up showing a drive in the Festiva we owned at the time, the channel never really went anywhere. Then came the Bugeye! The premise was that the Econobox Café, the blog, was where I would write about the cars and the Econobox Garage, the YouTube channel, would be where any work would be done!

Thank you, from the bottom of my heart, Ian, for taking the time to share this with us. As always, this was Ian, and that's the Econobox Garage. Check it out <https://www.youtube.com/@EconoboxGarage> and go back in time to the start of the Bugeye project videos <https://youtu.be/f-qF0vKWbn0?si=re8H4x70ofuRADDd>



KB

# Yes, My Midget Is 35 Years Older Than Me

By Stephen Lewandowski

Firstly, there are some people I want to thank. I would like to thank Hassan Gillani, Ken Barlow, Thaddeus Smith, and every other club member who helped me on my way to owning my first MG. This would not have been possible without any of you, so thank you very much for making this dream come true, I am truly grateful.

My name is Stephen Lewandowski, I have been a member of the MG Car Club of Western New York since May of last year. Many know me as the youngest member of the group. I recently purchased my first MG, a Midget, in October of last year. This was definitely an exciting buy, not only as my first (of hopefully a few) MG cars, but because of its (mildly mysterious) racing history.

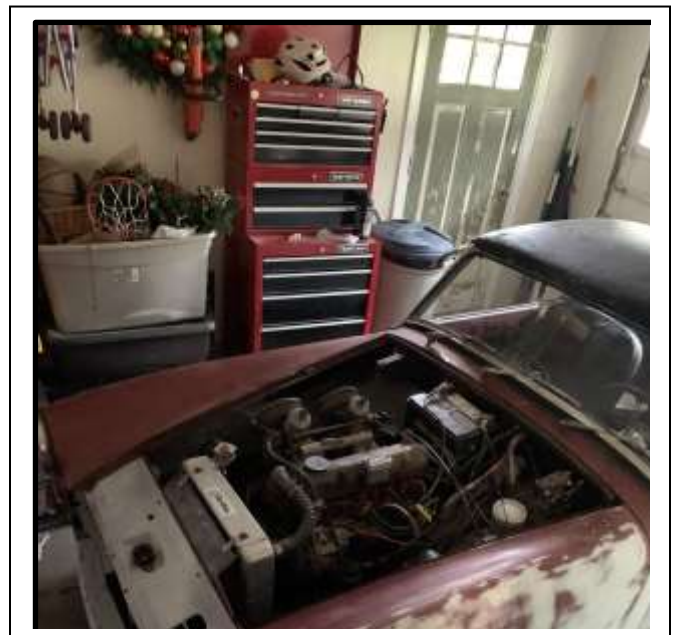
I was forwarded this car by fellow club member Hassan Gillani, who up to that point had been forwarding me cars that were for sale on almost a bi-daily basis ever since I joined the club. I looked at the photos he sent along, and he made the point that the body was *very* strong and had a lot of promise. He also mentioned that this car also had some racing history at Watkins Glen, which I found very interesting, just because that opened up many possibilities as far as perhaps racing it again.

It was the previous owner from Daniel, the man I bought it from, who raced it at Watkins Glen. His name is Richard Floss, and I have tried every source possible to no avail in finding any actual racing statistics. As of writing this article, I have found disappointingly few leads as to who this *was*, as well as what his affiliation with the circuit was.

Hassan and I, as well as my dad, went to go see the car in late September. It was evident from the exposed-wire dash and the cracked tires that it was going to be some work, but I was more than willing to put it in, knowing that I had an entire club with lots of experience supporting me. I told Daniel that I was going to sleep on it, but I had already made up my mind that I needed to revive this car's legacy.

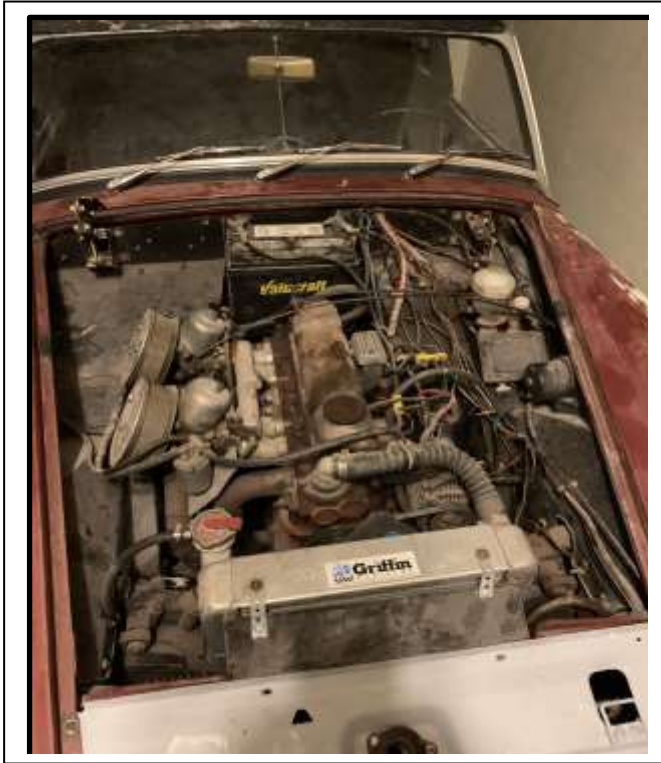


It was October 4th that I was able to go pick up the car with the help of fellow club member Thaddeus Smith, who coincidentally was headed up



to my area that day, which was very beneficial. We went to get the car and load it in the evening, and signing a statement that basically read "I own it now" in his kitchen felt very surreal. The car was loaded and we were on our way back to my house to unload the car to the curiosity of my neighbors, who were treated to front row seats, watching me struggle with the aggressive Volvo transmission.

## Stephen's Midget, cont'd



I have very big plans for this car, but they won't come without their difficulties. People sometimes ask me if I'm going to restore it, just so that it can be driven on the track again, or if I am going to make it completely road legal again. I always answer "both," because I definitely want to make both of them possible. The main course of action is going to be towards transitioning this car to be more track oriented, but the idea of being nineteen, driving a street legal race car to school on the occasional spring day, as well as the monthly MGCC Car Club meetings seems pretty sweet to me.

I am looking forward to what the future of this car holds, as it will be so worth it to get there! I want to thank everybody again for their support, as it has meant the absolute world to me.

SL



*The aftermath of attempting to fit the grill of an MGB*





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# My Bugeye's First Years

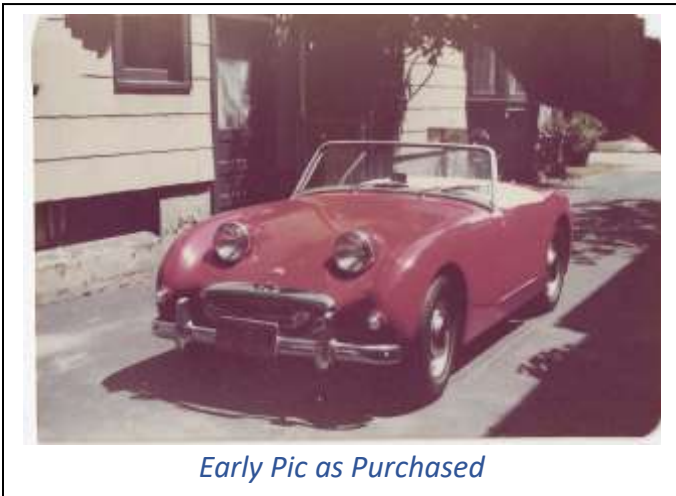
By Don Sweeney

When Dan Suter first asked me to write an article about my Bugeye a wave of dread came over me. I have never been any good at writing, but I thought I would give it a try.

I thought I would write about my first years as a British car owner.

In 1977 I bought my first British car, a 1959 MGA that had been off the road for over a decade. I brought it home and started to restore it (this is a totally different story). Long story short I got tired of working on a car and not having anything to drive. So I started to look for something to drive.

## THE BUGEYE



*Early Pic as Purchased*

I bought the car from a father and his teenage son. Neither seemed to be mechanical, and I think that's why they sold the car. The car ran OK so I ended up buying it. So the journey begins.

I drove the car as is for few years, fixing little things as needed. One of the things the previous owner did was make a license plate bracket out of thin narrow piece of aluminum and attach it to where the rear bumper overrider attaches. This allowed the license plate to bounce up and down as I drove. Late one summer night, coming home, I heard this scraping sound. Looking in my rear view mirror I see my license plate sliding down University Ave. The bracket had given out.

The next morning I headed out looking for a new mounting for the plate. (I had removed the front plate earlier) and had the rear plate on my passenger seat. Turning from Culver Rd. on to the 490 acceleration ramp I see flashing red lights. Yes RPD. I pull over to side of the ramp and stopped. As the officer gets out of his car I reached over to the passenger seat grab the plate and held it over my head. As the young officer walked up to my car with a grin on his face and says "so you know why I pulled you over". I told him my story, and he says "good luck finding a bracket for a Bugeye". I think he partly pulled me over just to look at the car. I see him look at the inspection sticker and says you know your turn signal doesn't work. I tell him the car was just inspected the day before. He says "well that's Lucas electrical for you". He tells me to get the plate mounted and have a nice day.

Upon getting home I mount the plate and start on the lights. I found the problem right away. Someone had switched the brake and turn signal wires, so when the turn signal was on and you stepped on the brake, the brake light was brighter than the signal. I also found when they attached the wires they used scotch tape to hold them in place. Signs of things to come.



*Bugeye Sprite – Engine Out*

## My Bugeye' First Years, cont'd

That summer being in my 20's unemployed and not much else to do, I decide to drive the Bugeye to Virginia Beach. My younger brother was tending bar in a beach side restaurant, what better place to go for a week in the summer. The drive down was uneventful. The drive home another story.

After a great time in Va. Beach I started heading home. Not long into my ride the car starts to over heat. Limping into Richmond Va. I stop at one of my brother's old roommates homes to work on the car. He gives me place to stay until the car is fixed. I figure the radiator needs to be flushed. So out it comes, off to a shop, and wait. After a day or so I get the radiator back, install it and I'm ready to go.

It's now early afternoon when I start out. It's at least 9 hour drive, so I know it will be a long tiring drive, no radio, and a lot of road and wind noise (side curtains buried in the boot). I did put the top up to keep me out of the sun.

I turn left out of the parking lot and after about one mile I realize I'm going in the wrong direction. Before I can turn around I see a wall of water heading my way. In an instant I'm in this pouring rain. I turn on the wipers, right left right STOP. Now I can't see, I'm getting soaking wet (no windows). What to do? I quick pull onto the nearest driveway stop, grab a towel and hold it up to the window to try to keep the water out. In a couple of minutes the rain stops, the sun comes out, the car starts to steam up from the moisture.

I dry myself off, crawl under the dash and find a loose wire to the wiper switch. Great, got that fixed. (Won't need them the rest of the ride home). Back in the car. Head in the right direction and I'm off. As I pass the parking lot I started out from every thing is completely dry. If I had gone in the right direction at first I would have missed all that rain. Now I'm starting my long drive, soaking wet!

My drive progresses along pretty much uneventful. Some where on a highway in

Pennsylvania as I crest a hill there is a semi in front of me. So I speed up and pass the truck as we head down the hill. Heading up the next hill I wind the little 948 up and head up the hill, as the car struggles up the hill I down shift and keep trying. About two thirds the way up the hill the truck passes me. We crest this hill and do it all over again. We did this all thru the hills of Pa. When I reached my exit the trucker pulled up alongside me as I entered the exit ramp, turned on his cab light, blew his horn a couple of times and waved goodbye.



*Bugeye Sprite – Current Feb. 2024  
Winter Storage*

I think this helped keep us both awake on a long dark road. I know it did me. I also think it gave him a story to tell how he kept passing a little red sportscar going UP HILL in his semi.

I made it home safe, but I think it really tired out the poor car. Shortly after that I pulled and rebuilt the motor, put in a new wiring harness and a number of other repairs and improvements. Now over 40 years later I'm still driving my little Bugeye, and enjoying every minute.

I've included a few pictures. First when the car was new to me. Another with the motor pulled out. (If you look in the background you can see the bonnet on top of the MGA). The last taken for this article (also in the background, you can see the MGA under the car cover).

DS

Vice-Chairman Rod Rodman ran the March meeting in George Heissenberger's absence. Rod opened the March meeting at exactly 7:30, with 43 members and guests in attendance.

Meeting minutes from February were motioned and approved.

**Guests** – We had three guests: Phill Thrall is a college friend of Ted Hershey and has also recently purchased an MG Midget. Benny Hawkins came with Alana and Trevor Roberts. Benny owns a Datsun 240Z. Also, Scott Wild attended with Dave and Barb. We had several birthday announcements this month including Terry Welch, Dick Powers, and Frank DeMarzo.

**Treasurer Report:** Todd Black provided the Treasurer's Report. Our account balances are good, and that renewals are continuing to be received. 108 out of 154 members have renewed—with approximately 47 who still need to renew--please do so! Reminders will be mailed out shortly. Please direct mail directly to Todd, as the cancellation of our PO Box is complete.

**Activities Report** by Todd Black with a report from Dave Kray who was absent:

Past Events:

- Our MGCC valve cover races were held last Sunday March 17 and was a great success.

Upcoming:

- April will feature the Swing into Spring event on April 21 at Mulconry's in Fairport.
- May will include the Canandaigua car show, the Tune Up Clinic May 4 (8-12), the Steak Roast and Auction May 5 (at \$10/person with the club subsidizing costs beyond that); additionally, our MGCC Lunch with Cars event on May 19, and a Hammondsport tour.
- Susan Goodwin gave an update on the launch of the 2024 Motoring Challenge for the club starting in March and running through October.

**Regalia** report by Joe Bellizia. Joe provided an update regarding hats, shirts, an impending order for new coffee mugs, and is preparing to place the order for magnetic name badges, at \$26 pre-paid as a single group order. See the website for details.

**Spokes** – Don Welch provided a Spokes update. Don also thanked all who sent in articles, and encouraged everyone to send in pictures of club events or their cars. The A-H Sprite and MG Midget feature series will finish up with the April issue. Deadline is one week from Friday following the meeting.

**Watkins Glen:** Dave Wild provided a brief update regarding the 'split schedule' for vintage events at Watkins Glen for 2024. The SVRA races will be the weekend of August 21-24. HOWEVER, the downtown Vintage Festival will remain on the Friday after Labor Day (believe Sept 6). Ken Barlow added that he is wrapping up our reservations for Seneca Lodge rooms for us for both weekends; 3-night min for August, and 2-night min for the September date. See Ken as rooms are going fast.

**Librarian:** Paul Osborne provided a report that all is good with the club library.

**Website:** Bob Welch provided a brief update on Leon's behalf as Leon is travelling--all is good with the website.

**Car Show:** The Car Show date is July 21. A brief update regarding work with the NY State Museum of Transportation (our new show site this year was held). Stay tuned for more Car Show information.

## Meeting Minutes, cont'd

**Old Business:** None this month.

**New Business:** Tim Tracey shared his recent good interactions and 6V battery purchases with the German company LeMora. They have several catalogs for British cars and the catalogs feature QR codes so you can get instant/current pricing.

Joe B discussed his recent carpet purchases. The 2024 RIT car show was also discussed.

**Announcements:** None.

**Cars and Parts for Sale:** Phil Thrall has extra doors, trunk lid, and seats from a '76 Midget that he got with the purchase of his visit, for sale. Tom Yoki has a '74 MGB windshield and frame for sale.

### **Member Projects:**

- Al Wagner indicated he does not have a current update on the TA but is hoping to do so shortly.
- Alana Roberts has purchased a wiring harness for her Bugeye Sprite restoration and is starting installation.
- Tim Tracey indicated he is close to starting his newly rebuilt MGB engine.
- Mike Robinson's 'Engine Run Party' was recounted –congratulations Mike.

Door prizes were awarded and the meeting was closed at about 8:12PM.



## Photos from Our March Meeting (Thanks Annabelle)



*Guest Phil Thrall*



*Guest Benson Hawkins*



*Guest Scott Wild with parents  
Dave and Barb Wild*



Susan Goodwin discussing 2024 Driving Challenge



Gary Wilson picking up his Door Prize



Joe Bellizia with Regalia update

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# 2024 MGCC WNY Motoring Challenge

There's no better way to celebrate the 100th anniversary  
of the MG than by doing the  
**2024 MGCC WNY Motoring Challenge**

## HOW TO ENTER

- Send your first photo or photos to [Challenge@mgcarclub.com](mailto:Challenge@mgcarclub.com)
- With your name
- With the year, make and model of your car or cars you intend to use for the challenge (**not** your everyday vehicle\*)
- Attach your photos, identified with the destination numbers

(\* Exceptions may be made – contact Susan Goodwin at [challenge@mgcarclub.com](mailto:challenge@mgcarclub.com) for details)

## PARTICIPATION CHALLENGE DETAILS

- Find the complete (printable) list of destinations on the website or published in *Spokes* monthly
- Drive to the listed destinations
- Please get most of your car in the photo (no shots from out the window please)
- All photos must be taken this year
- Snap a picture of your car at the destination preferably with yourself or teammate in the photo
- Send the photos by email with the destination numbers as you complete them to:  
[Challenge@mgcarclub.com](mailto:Challenge@mgcarclub.com)
- You can do the destinations in any order except the ones with cut off dates
- Each destination may be claimed only once, but photos can be replaced with a better one, or one for more points
- All photos due on or before November 1<sup>st</sup> 2024**
- Enjoy monthly updates in *Spokes* where you'll see yours and other competitors' photos and get updates on the scoring

You will score 1 or more points for each destination. Points vary depending on the difficulty or the creativity required. Additional bonus points are given for some of the destinations, so try to get the most points possible.

## Remember

- All photos are due on or before November 1<sup>st</sup> 2024
- Have fun!



Special Thanks to Susan Goodwin for  
putting this great Challenge together!

# 2024 MGCC WNY Motoring Challenge

✓	#	Destination	Base Pts.	Due Date	Bonus Description	Bonus Pts.	My Score
<input type="checkbox"/>	1	Waterfall	1				
<input type="checkbox"/>	2	Erie Canal Lift Bridge or Lock	1				
<input type="checkbox"/>	3	Water Tower	1		Name on Water Tower	1	
<input type="checkbox"/>	4	One Lane Bridge	1		include sign saying One Lane	1	
<input type="checkbox"/>	5	Covered Bridge	2		Name on Bridge	1	
<input type="checkbox"/>	6	NYS Fishing Access Site with sign	1				
<input type="checkbox"/>	7	US or State Wildlife Preserve or Management Area	2				
<input type="checkbox"/>	8	NYS Blue/Yellow Historical Marker	1				
<input type="checkbox"/>	9	2nd NYS Blue/Yellow Historical Marker	1				
<input type="checkbox"/>	10	3rd NYS Blue/Yellow Historical Marker	1				
<input type="checkbox"/>	11	Town/City/or Village Historical or Landmark Society Building	2				
<input type="checkbox"/>	12	Victorian House with Mansard Roof	2				
<input type="checkbox"/>	13	A White Church with Steeple	2		Has Red Front Door	1	
<input type="checkbox"/>	14	Opera House or Play House or Theater (not a movie theater) with name on it	2				
<input type="checkbox"/>	15	Street with a Grassy Tree Lined Boulevard Down the Middle	2		Name of Street in photo	1	
<input type="checkbox"/>	16	Graffiti Art or Mural Painted on Building	2				
<input type="checkbox"/>	17	Cemetery established 1700s must show sign with date	2				
<input type="checkbox"/>	18	Art Deco Building (include name of building and/or location)	2				
<input type="checkbox"/>	19	Roadside Oddity/Attraction	1				
<input type="checkbox"/>	20	Stone Fence or Stone Wall	1				
<input type="checkbox"/>	21	Airport Control Tower (NOT ROCHESTER S) tell where it is	2				
<input type="checkbox"/>	22	Lighthouse	1				
<input type="checkbox"/>	23	One Room Schoolhouse	2				
<input type="checkbox"/>	24	Library	1				
<input type="checkbox"/>	25	Museum with Sign	1		if it is a Car Museum	2	
<input type="checkbox"/>	26	Barber Shop Pole	1				

# 2024 MGCC WNY Motoring Challenge

✓	#	Destination	Base Pts.	Due Date	Bonus Description	Bonus Pts.	My Score
<input type="checkbox"/>	27	Billboard	1				
<input type="checkbox"/>	28	Dilapidated Derelict Run Down Barn	2				
<input type="checkbox"/>	29	Barn with Silo	1		1 point for each silo over one in same photo	?	
<input type="checkbox"/>	30	Ice Cream Shop with Sign	1		Eating ice cream with friend	1	
<input type="checkbox"/>	31	Your favorite Micro Brewery with sign	1				
<input type="checkbox"/>	32	Your favorite Finger Lakes Winery with sign	1		Buy a bottle of wine - hold in picture	1	
<input type="checkbox"/>	33	Dandelion Field or Yard Full of Dandelions	1	05/31/24			
<input type="checkbox"/>	34	Wild Flowers Along Roadside	1				
<input type="checkbox"/>	35	Pumpkin Field	1				
<input type="checkbox"/>	36	Farm Stand	1		Purchase Produce	1	
<input type="checkbox"/>	37	Halloween Decorations in Yard	1				
<input type="checkbox"/>	38	Fall Foliage	2				
<input type="checkbox"/>	39	Silhouette Cut Out Figure	2				
<input type="checkbox"/>	40	Rail Road Crossing Sign	1				
<input type="checkbox"/>	41	Cow Crossing Sign	2				
<input type="checkbox"/>	42	Bear Crossing Sign	2				
<input type="checkbox"/>	43	Finger Lake with Sign (not Canandaigua Lake)	1		if lake shows in picture	1	
<input type="checkbox"/>	44	Culvert Road Tunnel (Medina NY)	1				
<input type="checkbox"/>	45	Women's Right National Historical Park (Seneca Falls NY)	1				
<input type="checkbox"/>	46	Diner with Sign including the word Diner in it	2				
<input type="checkbox"/>	47	Your Car with a Motorcycle	1				
<input type="checkbox"/>	48	Your Car with a Red Pick Up Truck	1				
<input type="checkbox"/>	49	Your Car in front of a Lumber Mill	1				
<input type="checkbox"/>	50	Ski Slope with Snow	2	04/30/24			
<input type="checkbox"/>	51	Cruise Night	1		Next to another British Car	1	
<input type="checkbox"/>	52	MGCC Tune Up Clinic	1		Someone under the car	1	
<input type="checkbox"/>	53	Cars and Coffee	1		Cup of coffee in hand next to your car	1	



# 2024 MGCC WNY Motoring Challenge

✓	#	Destination	Base Pts.	Due Date	Bonus Description	Bonus Pts.	My Score
<input type="checkbox"/>	54	Town/ Village or Small City with Diagonal Street Parking in the Downtown Shopping Area (show storefronts with the parking)	2		If name of Town/Village or Small City is in photo	1	
<input type="checkbox"/>	55	County Name Starting with a: C	1				
<input type="checkbox"/>	56	" " " " " O	1				
<input type="checkbox"/>	57	" " " " " S	1				
<input type="checkbox"/>	58	Town Name Starting with a: G	1				
<input type="checkbox"/>	59	" " " " " A	1				
<input type="checkbox"/>	60	" " " " " C	1				
<input type="checkbox"/>	61	Village Name Starting with a: W	1				
<input type="checkbox"/>	62	" " " " " T	1				
<input type="checkbox"/>	63	" " " " " M	1				
<input type="checkbox"/>	64	Out of New York State Sign	3				
<input type="checkbox"/>	65	If you capture 3 or more destinations in a single photo you will receive not only the stated points for those 3, but you will receive an additional 5 bonus points	x			5	

## Dust off your cars, start your engines and join in the fun by entering the MGCC WNY MOTORING CHALLENGE.

Thanks to some very nice weather we had recently, four teams have already been out driving around and finding a few destinations.

You can join the Motoring Challenge at any time. You have until November 1, 2024 to capture as many destinations as you can. You can find printable instructions and the destination list above, as well as on the MGCC website. This year, if your vintage vehicle is not in working order, you may join the challenge using your everyday vehicle.

Here are the standings and a few photos submitted so far.

- Goodwin - 24 (remember we don't count)
- Hames - 12
- LiMuti - 2
- Welch - 2

If you have any questions, you can contact me at [challenge@mgcc.com](mailto:challenge@mgcc.com).

Susan  
SAFETY FAST





Destination #4 – One-lane bridge  
Don & Molly Welch



Destination #20 – Stone Wall  
Susan & Michael Goodwin



Destination #29 – Barn with silo (Bonus for multiple silos)  
Doreena & Hollis Hames



Destination #40 – Railroad Crossing Sign  
Don & Molly Welch



Destination #50 – Ski slope with snow  
Doreena & Hollis Hames



Destination #50 – Ski slope with snow  
Janet & Klint LiMuti

# My 1974 MG Midget

by Mike Ruisi

I had a very good friend who bought a 1974 MG Midget from his buddy, and we all worked at Xerox. He had the car in his garage, and whenever I went over, we would play some basketball because he had a net on his garage front, and after shooting baskets, I would go in his garage and I would see this poor little Midget sitting in the corner, no cover on it, but he had his kids bikes on the hood, rakes and shovels in the car, and shop tools on the trunk lid. It killed me to see that. I would gingerly try and take the stuff off the car, and put it somewhere else, but when I would go back the crap was back on and in the car. I would say John, you have to take care of the car and not abuse it the way you are doing!!!! He just was not a car guy, so after a few months he wanted to know if I wanted to buy the car. Not really, but I felt so sorry for the car, I did!!

It was the summer of 1978, and I had a MG Midget, knew nothing about the car, but was going to try and learn some of the trials and errors that came

Well the next year came around and I put the car in the show, it was in the class called MM. I saw a



trailer come in with a nice baby blue, I think it was a Bug eye. I could be wrong about the car, but it was in my class. The car came from Buffalo, and it was one of those trailer queens, I think they call it? Well he beat me by a couple of points, and I came in second. Well I had a good run for being a young guy not knowing anything about MG's, or car shows. As of today I get by somewhat, but still learning, but the guys, and women in this club are so intelligent about their cars, and are always there to help you out if you have a problem. They are just a

wealth of information, and I thank them for that.

Well that is about it. There is so much more to tell about my story, and my Midget, but I think I got the main issues out, and don't want to bore you gentleman and ladies, so I think I'll just call it a day.

Thank you, Mike Ruisi

MR



*New Zealand Centenary*



With flights to Washington, DC to visit and reflect together at memorials built in their honor.

March 9, 2024

MG Car Club

Dear MG Car Club,

Honor Flight Rochester is currently in our 16<sup>th</sup> year of full flight operations and has successfully airlifted more than **4,065** area Veterans to visit and reflect at the memorials dedicated in their honor in Washington DC. It is time to celebrate this success with acknowledgement and sincere thanks to generous people like you who have made these flights possible.

On behalf of area Veterans who benefit directly from your gift of **\$ 25.00**, all of us at Honor Flight Rochester want to thank you for your support of our critical mission. Your contribution to honor **Tom LeStrange** means more to our program than we can express with words.

Your donation will continue to send Rochester area Veterans as our guests to the Mall in Washington, DC to experience and share together the memorials built in their honor. It is by their collective heroism and sacrifice many years ago that we enjoy our very way of life here in America and so many others live in freedom throughout the world.

Because of your gift more of these heroes will now experience their own once-in-a-lifetime Honor Flight.

With sincere appreciation,

*Richard Stewart*

Richard Stewart  
President

*Tammy Roberts*

Tammy Roberts  
Donor Relations Coordinator

Our own Hollis Hames will soon be on an upcoming Honor Flight!  
We're proud of you Hollis!

Honor Flight Rochester, Inc. PO Box 23581, Rochester, NY 14692  
(585) 210-2115 [www.HonorFlightRochester.org](http://www.HonorFlightRochester.org)

Honor Flight Rochester, Inc. is a fully registered New York State 501(c) (3) public charity.  
Donations are tax deductible to the extent allowed by law.



# 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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## SPECIALTY AUTOMOTIVE PARTS SINCE 1948

# CAR SHOWS!

## 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  
**Manchester  
Model Railroad  
Association**  
**Visitors Free**

Entry Fee for Car Owners:  
\$10.00 pre-register by  
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.

## Cobblestone Museum plans events during April 8 solar eclipse, including Car Show



CHILDS – The Cobblestone Museum is ramping up activities in preparation for the total solar eclipse on April 8. An auto show will take place from noon to 3 p.m. on Saturday and Sunday afternoon (weather permitting), featuring a variety of classic, antique and sports cars parked on the grounds, where visitors can see them up close and talk to their owners. The Cobblestone Museum complex is located in Childs, NY, at the intersection of Ridge Rd W and NY Route 98, approx. 30 miles west of Rochester.

**Car Show Sat. April 6, 12 – 3,  
rain date Sun. April 7**

**FREEDOM FEST  
CAR SHOW & VENDOR FAIR**  
**JUNE 29th 2024**  
**10am-3pm**  
**Darien Center, NY**  
[freedomexpressions.net/freedomfest](http://freedomexpressions.net/freedomfest)

# 2024 CRUIZE'N TIME CAR SHOW SCHEDULE



- |  |   |
|--|---|
| 5/27 Memorial Day Car Show at The Windmill<br>Penn Yan NY          | 8/1 Next Level Open House AND Car Show<br>Dansville NY    |
| 6/1 Dairy Festival Car Show<br>Steuben County Fairgrounds, Bath NY | 8/11 Springwater Gala Car Show<br>Springwater NY          |
| 6/8 Crazee Daze Car Show<br>Canisteo NY                            | 8/17 Wallace Fun Fest Car Show<br>Wallace NY              |
| 6/15 Minnehans Spring Car Show<br>Lakeville NY                     | 8/31 Prattsburgh Old Home Days Car Show<br>Prattsburgh NY |
| 7/6 Hammondsport Fireman's Carnival Show<br>Hammondsport NY        | 9/14 Howard Old Home Days Car Show<br>Howard NY           |
| 7/22 Steuben Center FREE CRUISE IN<br>Bath NY                      | 9/28 Fall Windmill Car Show<br>Penn Yan NY                |
|  | 10/6 Cohocton Fall Festival Car Show<br>Cohocton NY       |

**Albion's 8th Annual**



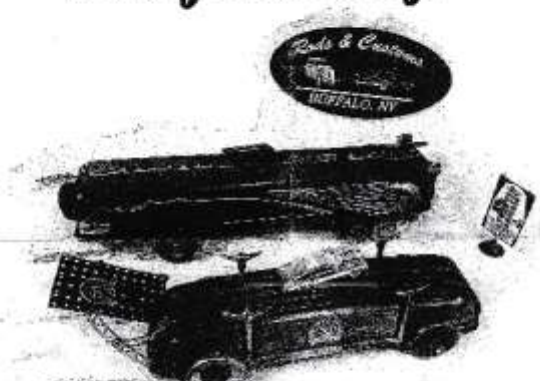
**SAT., SEPT. 11 • 1-4 P.M.**  
**Bullard Park • Rte 31, Albion**  
 Registration 11 am. - 1 p.m.  
*Dash plaques to first 50 registrants.*  
**RAIN DATE: SAT., SEPT. 25**

**\$15 ENTRY FEE** *Classics, customs, bikes, trikes & unique*  
**ALL WELCOME**

**Food • Drink • Raffles • Trophies • Prizes**  
**Entertainment by the band "Zero"**  
*Fun for the whole family! Call 585.703.3159 for more information.*

Sponsored by **Rebekah Karls &**   
**To benefit Supportive Care of Orleans.**

*Valve Cover  
Drag Racing*



**June 17 th. At the Wurlitzer Cruise Night In  
 Conjunction with the Open Wheel Cruise**  
**Time Trials at 5 PM- Racing at 6:30 PM**  
**Presented by the Rods & Customs Car Club**

# VINTAGE & CLASSIC EURO CAR *Celebration*



*Enjoy Classic & Vintage Cars Manufactured in England, Europe, and Japan Prior to 1999*

## CAR TOUR & SHOW

**MAY 18TH, 2024 12-5PM**

**12:00** Tour - Starts on North Main through Historic Downtown Canandaigua

**12:30-5** Show - Plenty of Fun in Historic Downtown Canandaigua

People's Choice Awards \* Music \* Food \* Event Theme -International Days  
Downtown Business Passports \* Fun for the Entire Family \* Checkered Flags for Kids

For more information: (585) 396-0300 [bidevents@downtowncanandaigua.com](mailto:bidevents@downtowncanandaigua.com)  
[www.downtowncanandaigua.com](http://www.downtowncanandaigua.com)

The 2<sup>nd</sup> annual *Vintage & Classic Euro Car Tour & Show* will be held in downtown Canandaigua, New York May 18<sup>th</sup>, 2024. The event will feature a car show for vintage vehicles manufactured before 1999 from the U.K., Europe, Japan, or any foreign country. The event will include a tour/drive in which registered vehicles will cruise down historic Main Street Canandaigua, past senior living facilities, and through some of Canandaigua's beautiful historic neighborhoods before reaching the show field in downtown. People's choice awards will be given in several categories. The downtown International Festival will feature family activities and special treats for young car fans. A variety of international food will be available from downtown restaurants and delivered to your table in the Central on Main outdoor dining venue. This event will also feature music and vintage car and travel related vendors and displays. All entries will receive a commemorative dash plaque and welcome packet. For information or to register a car go to <https://www.downtowncanandaigua.com>.





**2024 Grand Prix Festival of Watkins Glen invites all MGs as the Featured Marque – September 6, 2024**

- 2024 Grand Prix Festival of Watkins Glen featuring ALL MG makes and models and years!
- **“Return to the Streets” of Watkins Glen** as one of the final celebrations of the 100<sup>th</sup> Centenary of MG Cars.
- **Two Stone Bridge Driver events make MG the star in September 2024!**
- ❖ **Thursday, September 5 the FLX MG Journey** – includes a car show in Lafayette Park from 10 a.m. until 2 p.m., followed by a rallye/tour with a stop at sponsor Lakewood Vineyards for wine-tasting/tours & a complimentary bottle of Lakewood wine. The Journey enjoys dinner at the Main Deck Restaurant in Penn Yan on beautiful Keuka Lake.
- ❖ **Friday, September 6 - Grand Prix Festival Tour de Marque featuring MG** – begin at Chateau Lafayette Reneau Winery. This restructured event includes rallying on the area’s best sportscar roads, lunch at Watkins Glen State Park, two laps of the 6.6-mile Old Course & display parking in Lafayette Park.
- More weekend events are being developed and will be shared as details firm up!
- ❖ **Consider making Watkins Glen a destination for your MG Car Club(s) to hold a 100<sup>th</sup> Centenary Event** on Saturday or Sunday; please reach out to us before scheduling for suggestions and assistance we may be able to offer.
- **Reserve your place NOW in the FLX MG Journey and the Tour de Marque featuring MG;** they will fill soon.

**Contact Watkins Glen Promotions to register now.** Use the form on the website for both events: [www.grandprixfestival.com](http://www.grandprixfestival.com) (contact Michaela at 607-535-3003 for registration assistance, or me TDM Chair Bruce Coulombe at 607-793-3426 or [BCoulombe@geiconsultants.com](mailto:BCoulombe@geiconsultants.com) for details/info.

Also, the SVRA race usually held the weekend of the Grand Prix Festival has been moved to August 21-25. Check [www.SVRA.com](http://www.SVRA.com) for details on the 2024 SVRA Watkins Glen SpeedTour.



**11<sup>th</sup> ANNUAL SCOTTSVILLE  
CAR SHOW**

**August 10, 2024**

Registration 9am-12pm Awards 3:30pm

Participants \$20 Spectators free

Johnson Park 98 2nd St Scottsville, NY

**Wheels in Motion Car Show**  
SATURDAY - JUNE 22, 2024

Enjoy Harbor Fest Celebration



WHEELS IN MOTION CAR SHOW  
THANK YOU TO ONTARIO BEACH PARK

Music by British Invasion Band



Presented by

Rev-On Car Events



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Thank you to the Ontario Beach  
Park Program Committee



Thank you to our proud sponsors



Thank you to Dave Kaufman



**CAR SHOW DETAILS**

Entry Fee -  
\$15 Day of show  
\$10 Pre-registration available until June 20th

When - Show Time 10:00 AM - 3:00 PM  
Registration 9:00 AM - 12:30 PM

Where - Ontario Beach Park  
Beach Avenue, Rochester NY

Contact Larry for more info -  
(585) 505-2515  
revoncarshows@aol.com or fairanelarry@gmail.com

Award Presentation & Door Prizes at 3:00PM

**\*Show Car Entrance\***



**SATURDAY, AUGUST 10, 2024**  
**10:00 am - 4:00 pm**



**RocTuned 2024**

Rochester Institute of Technology

You guys loved last years' car show, therefore RocTuned is back by popular demand! Bring out the cars, trucks, bikes and show them off. As always we'll have music, vendors and food trucks. We'll also have entertainment such as giveaways and low car limbo. You don't want to miss this one. Tickets will be online soon and the categories will be announced as soon as they become available.

# 11th Annual Scottsville Car Show



August 10th

Gates Open at 8am

Johnson Park, 3 Browns Ave. Scottsville, NY 14546

Gates open at 8am, registration ends at noon, awards at 3:30 sharp

\$20 for show entries, all proceeds go to "Children's Burn Unit"

Spectators Free, donations are appreciated!

This is a family event with a variety of vendors!

DJ Bobby Rocker will be there from 10am-4pm!

6415 PLASTER MILL RD. VICTOR, NY

APRIL 20TH 2024

9AM - 3PM

ALLIANCE OF SPEED  
**Shine**  
AND SHOW  
REDI IMPORTS

DYNO RUNS | CAR SHOW | AWARDS  
VENDORS & MORE

## FATHER'S DAY CAR SHOW



JUNE 16  
11AM-4:00PM  
REGULAR PARK  
ADMISSION

WWW.SONNENBERG.ORG

SIGN UP TO SHOW OFF YOUR WHEELS

**RIT CAR CLUB** **SPRING MOTOR SHOW**  
FOOD | DRINKS | MUSIC | AWARDS

SATURDAY, MAY 4, RIT PARKING LOT H  
START TIME: 10AM  
SHOW ENTRIES END 12PM, JUDGING CLOSES 1PM  
SHOW ENDS AT 2:30PM  
\$5 PER CAR ENTERED, FREE SPECTATOR PARKING  
PRE-REGISTRATION IS REQUIRED FOR ENTRY. SEE POST FOR DETAILS

REDI IMPORTS  
PARADIGM  
DIALED IN PERFORMANCE  
Areté AUTO SALON  
RAD  
FCW FLOWER CITY WRAPS  
INFAMOUS  
Beyond Price

*Sons of Liberty MC*

S U P P O R T

2nd Annual Car and Bike Show

Event to be held June 15th, from 1-5 pm at the  
Brockport Area Vet Club 222 West Ave.  
Brockport NY 14420

Registration starts at 12:30  
1st 2nd & 3rd place Plaques  
for Fan Favorite  
Entry fee for Motorcycles is \$10 and Cars \$20.

Admission Fee \$10  
Kids 10 and under free

Vendors, Food, Music and 50/50.  
All proceeds go to the Honor Flight of Rochester

HONOR FLIGHT  
ROCHESTER  
M.C.

**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*



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



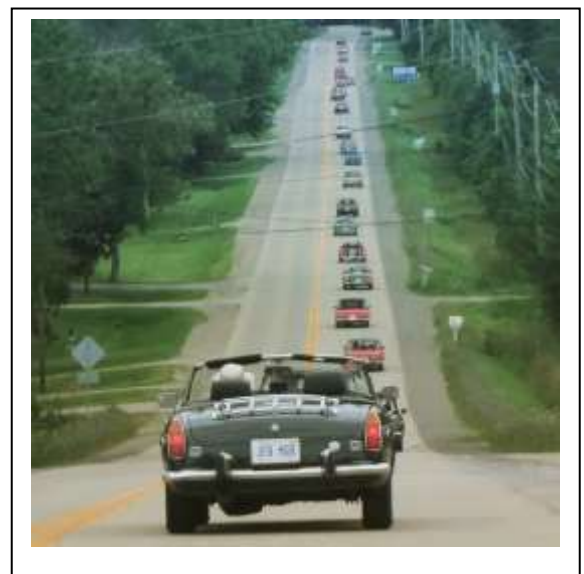
Hello there MG club Presidents,

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



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## Upcoming Events –April - May

### • April

- **Swing into Spring** – Sunday April 21, Happy hour at 4 – Dinner at 5 at Mulconry's Irish Pub in Fairport, 17 Liftbridge Ln E, Fairport, NY 14450
  - Food selections;
    - Shepherd's Pie \$18
    - Fish & Chips \$19
    - Bangers & Mash \$19
    - Chicken French \$24
    - Corned Beef & Cabbage \$20
  - **Deadline for sign up is April 14, 2024**
  - Please contact Dick Powers at either: [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net) or Cell (585) 410-4500

### • May

- **Tune-up Clinic** @ Edison Tech - Saturday May 4<sup>th</sup>, 8:00 – Noon.
  - Come to get your car ready for the season, or just come to enjoy the coffee and donuts.
  - Coffee and donuts will be available.
- **Steak Roast & Auction** – Sunday May 5<sup>th</sup> 12:00 – 6:00 at the American Legion. The Board has agreed to subsidize \$10.00 of each club members meal, keeping the cost of the dinner at a low \$10.00.  
\$10.00 per person gets a 10 oz NY strip steak or Split chicken breast, Garden salad, Salt Potatoes, Corn, Coffee, Tea, and desert. Steaks served at 1:00. Pay on the club website ([mgcarclub.com](http://mgcarclub.com)) or mail check and selection to Dave Kray 3740 Lacrosse Cir Canandaigua, NY 14424.
  - **Auction** following immediately after. Please bring automotive or auto related items for auction that are usable (no cleaning out the garage of junk). The auction proceeds go directly to the club.
- **Sharing Lunch with Cars** – Sunday May 19<sup>th</sup>, 10:00 – 4:00 at Churchville Park. - Hot dogs will be the lunch – if you want to let another member tryout your sports car that would be ok – that's the “with Cars” part. It's an opportunity for camaraderie about cars and maybe a chance to try that model you've always wanted to try. Please let Leon know if you plan to attend.

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



# COMING EVENTS!

April is just around the corner, and the "Swing into Spring" sign-up deadline (April 14th) will arrive before our next meeting.

Don't miss this fun event, Please sign-up so Dick can communicate your selection to the restaurant.

### Menu Dinner Selections are:

- Shepherd's Pie** \$18
- Fish & Chips** \$19
- Bangers & Mash** \$19
- Chicken French** \$24
- Corn Beef & Cabbage** \$20

Also, a vegetarian selection can be requested. Usually that's a salad.

**All prices Do Not include Tip & Tax.**

Please contact Dick Powers directly at either: [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net) or his Cell (585) 410-4500

**20th ANNUAL** **MULCONRY'S IRISH PUB**  
 17 Lift Bridge Lane, Fairport  
**Sunday, April 21st**  
 4PM start time  
 Social Hour before 5:00 Dinner

**MENU**

- Shepherd's Pie**  
Ground beef baked in casserole with peas, onions, carrots, topped in homemade mashed potatoes. \$18.00
- Fish & Chips**  
Atlantic cod filets beer battered in Harry's lager and served with french fries and cole slaw. \$19.00
- Bangers & Mash**  
Irish pork sausage served with homemade mashed potatoes and Irish baked beans. \$19.00
- Chicken French**  
Boneless chicken breast battered in egg, pan fried and finished with a sherry, lemon, butter sauce and served with mashed potatoes and vegetables. \$24
- Corned Beef & Cabbage**  
Tender corned beef brisket served with steamed cabbage, carrots and potatoes. \$20.00

\*Tax & Gratuity NOT INCLUDED in above prices.  
 Complimentary Cookie for Dessert

**Sign up and order by April 14**  
 Contact Dick Powers  
[mgahmogca@rpa.net](mailto:mgahmogca@rpa.net)  
 (585) 410-4500

**MGCC STEAK ROAST & AUCTION**  
**MAY 5, 2024**  
 Sunday 12-6pm  
 Steaks Served at 1:00

**American Legion Hall**  
 260 Middle Road  
 Henrietta

This year the dinner and cooking will be taken care of by the American Legion, and we will host the auction.

**DINNER includes a 10 oz NY Strip STEAK, or Split CHICKEN Breast, Garden Salad, Salt Potatoes, Corn, Coffee, Tea, and Dessert**

For the **AUCTION** please bring any auto or auto related items that are in good usable condition that can be auctioned. This is a **MAJOR FUND RAISER** for the club and always lots of fun.

**CONTACT Dave Kray to sign up or for more information:**  
[Dkray1@aol.com](mailto:Dkray1@aol.com)

Pay on Club website ([mgccarclub.com](http://mgccarclub.com)) or Mail check to Dave Kray, 3740 Larcosse cir Canandaigua, NY 14424

**\$10.00**

**SIGN-UP SHEET available at April MGCC Meeting**

## 51<sup>st</sup> MGCC CAR SHOW JULY 21<sup>st</sup>, 2024

*New Location:*

**NY Museum of Transportation**  
 East River Rd, Rush NY

Trolley Rides, Indoor & Outdoor Exhibits  
 Boy Scout breakfast & chicken BBQ  
 Lions Club hots, burgers, sausage  
 (& hopefully Ice Cream!)

\$3 Parking fee, lots of space

Flyers & Show Car Registration soon

# THE FUNNIES



*submitted by Joe B.*



*from Don's World Tour*





*75 Years of Heartfelt Thanks*

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Behind Gerber Collision  
(formerly Caruba Collision)

# April Sunshine Page



## April Birthdays

- 2 Dennis Illig
- 2 Donna Papandrea
- 2 Naomi Wadsworth
- 5 Rosemary Raush
- 6 Panny Heusler
- 7 John Schwelm
- 7 John Thompson
- 10 Kelly Allen
- 10 Elton Schulz
- 13 Jane Hamilton
- 15 Charlie Cook
- 17 Steve Melcher
- 17 Marsha Osborne
- 20 Maggie Robinson
- 21 George Haynes
- 21 Dawn Priestley
- 21 Frank Stepanik
- 23 Adele Ayres
- 26 Toss Black
- 26 Ray Rossbrought
- 28 Patrick Ayres



**Happy Birthday!**

## April Anniversaries

- 3 Daniel & Latty Goodwin
- 8 Dave & Celeste Kray
- 19 Frank & Rosemarie Stepanik
- 21 Robin & Kelly Allen
- 22 Bill Clicquennoi & Karen Rapp
- 23 Bud & Bobbie Sinnott

## Congratulations!



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

# REGALIA

from JOE B.

## Have you Put in your Order Yet? We Are almost to our minimum! Order YOUR New MG Car Club Name Badge

Size: 3"L x ¾"W (less than 1/98" thick)



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

Price is ONLY \$26.00 each!

**We need to pre-order at least ~~(50)~~ (25) in initial order**  
(as we need to order a minimum of 100 of the MG Octagons)

**How To Order:** We will be putting up a portal on our club website to order these, hopefully prior to our next meeting. There you will type out your Name as you want it to appear and pre-pay via PayPal or reach out to Joe B for assistance.

We will be accepting orders here <https://mgcarclub.com/name-badge/>, and at club meetings and when we hit the first 25 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)

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 (25), so PLEASE PRE-ORDER YOURS TODAY!**

## MG Car Club of Western NY Available Regalia 2024Catalog

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



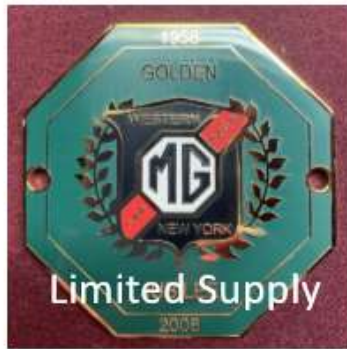
## MG Car Club of Western NY Centre Pins



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



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



Currently Out

Car Badge \$20.00



Octagon Key Ring  
\$1.50



Embroidered patches  
\$2.50



10" Magnetic Sign \$15.00



Logo w/ ribbon  
\$1.50



Adhesive Stickers  
\$1.50

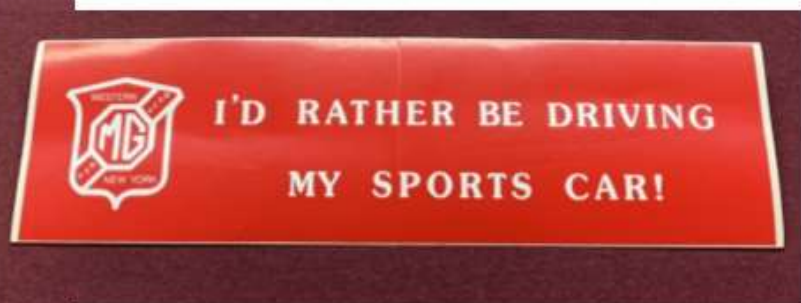


## MG Car Club of Western NY Centre Bumper Sticker & Coffee Mugs



Currently Out

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 \$20.00 embroidered

Navy, Burgundy, Watermelon  
in Stock! (See Sizes)



Model sported by our new member Frank DeMar  
Frank modeling our Club Shirt for us!



Closeup of Actual Embroidery  
of Logo

Color Choice: IT'S TIME FOR A NEW ORDER, LET JOE B KNOW WHAT COLOR & SIZE YOU  
WOULD LIKE. EMAIL OR CALL me if you have a color you want me to check on at  
[blitz7711@gmail.com](mailto:blitz7711@gmail.com). / (585-749-9263)

## MG Car Club of Western NY Centre

Hats \$12.00 for Port & Co \$15.00 for New Era – all are embroidered  
(price goes down the more we order)



Limited Supply

Various Colors in Stock!

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

Join Our 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

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

**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



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

## **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:** Four (4) spoked wheel rims for an MG (no other information given)  
9580 Big Tree Road, Hemlock NY.  
Please call Rhonda at 585-919-9719

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



**For Sale:** 1976 & 1977 MGBs, both need work to start them Contact Claude Fedele @ [sfedele@rochester.rr.com](mailto:sfedele@rochester.rr.com) or 585-899-9388

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

## **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

**1976 MGB For Sale** Low mileage – Rarely driven and has been sitting unused in a garage since 2017. Part of an estate- anybody in the Binghamton area that would be interested or could help on getting this car to a good owner?  
Asking @ 6K but negotiable  
[davekeyes@aol.com](mailto:davekeyes@aol.com)



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



And Finally...

Dash Plates collected by Todd Black's dad, Irving Black



These were plastered all over the dash as well under the bonnet on the tool compartments. My dad Irving Black belonged to the club in the 1970's & '80's and attended these events with the T.D. I'm sure some of our current members would recall these shows quite well. You can zoom in to read the worn out printing.

The older ones range from 1976-1992. The tradition has been restored as of 2019 through the present.

It's amazing the T.D. was "only" 25 years old in 1976.

See you next month!

