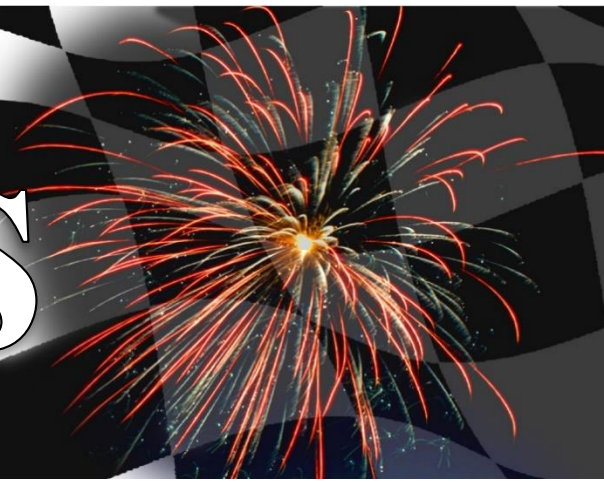


Spokes



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Max, Naomi Wadsworth's MGA

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.

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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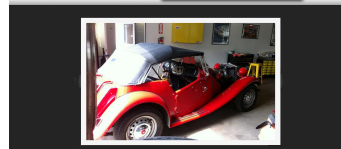


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Add Your Name to the MGCC Endowed Scholarship Plaque



An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is displayed in the meeting room at the American Legion in Henrietta where we hold our regular meetings. A nameplate can be purchased in the name of the donor for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Frank Stepanik
 13 Fiora Drive
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Please indicate exactly how the name sh

Don's Corner

By Spokes editor, Don Welch



I love our members' stories - and we have some great ones this month!

...**Rob Shrader** falling for MG's in 1973 while riding in his classmate's MGA to Lake George for hamburgers.

...10 year old **Bill Rausch** first seeing the flowing curves of his neighbor's Jaguar.

...High school senior **Eric Mehserle** desperately trying to come up with \$500 to buy his classmate's MGA.



Rob Shrader's '57 MGA

...a young **Naomi Wadsworth** driving her MGA back to the farm in reverse to keep her new wire wheels from falling off again. And after replacing the battery, amazing her college friends by starting it with a crank!

I hope you'll take the time to read them all!

Our big event for December was our Christmas Dinner at Glendoveers in Penfield.

A big Thank You to **Celeste & Dave Kray** who once again organized this wonderful MG Club get-together.

Susan & Mike Goodwin presented the results & awards for the 2024 Motoring Challenge. I think the biggest award should go to Susan, and her assistant Mike, for putting this great contest together. It gave many of us incentives to drive our cars to covered bridges, lighthouses, waterfalls, many historic sites, vineyards, breweries, etc. Kept some of us busy all summer & fall. Thanks so much Susan & Mike for all the work you put into giving us such an entertaining, and challenging event!

Our 6th place award will be cherished forever – well the basket will be, the beer & cookies are long gone!

Happy New Year my friends!



Safety Fast!



Don

Chairman's Corner

By Ken Barlow - *Our New Chairman! Welcome Ken!*



If we've haven't met yet, I'm your new chairman, Ken Barlow. I've been in the club just a few years, to me they've been great years, meeting all of you our members, going on outings, fixing cars, breaking cars. I say with sincerity, I've finally found my people.

My MG bonafides start with buying a dark blue 1275, Round Wheel Arch, spoke-wheeled Midget in the mid-80s for 24 hours until my dad looked at the floor pan and spring boxes and said, "take that thing to the junkyard, it's going to break in half!" So I reluctantly did so. I paid \$250 for it from a bloke off Route 21 on the Manchester/Palmyra border, opposite Stop 21, a tiny convenience store frequented by people of questionable intent and qualifications (minors could sometimes buy beer there). I was a busboy at the Finger Lakes Race Track Terrace Dining Room back then, and I'm sure I paid the guy in 5s and 1s. Just like my beer.

It went to Chappel's junkyard in Canandaigua that very next day, never even registered it. They were just as interested as my father, but gave me \$250 for it because it really didn't have many miles on it, and ran well. Not a bad deal for a 12 year old car. Today, of course you would restore it, or stick that 1275 in my Bugeye. The reason I trusted my father's opinion was that for his entire adult life, he was an MG and MG-adjacent mechanic, having worked for shops and dealerships in Binghamton, Whitney Point and Rochester (like Pacesetter). He had been an SCCA driver since the early 60s, racing a blue Mk2 Sprite for around 20 years from the mid-60s to the mid-80s. Our family owned MG 1000s, 1100s, Minis and a few other British marques, as second vehicles alongside the big family station wagon and full sized van of the early 70s. We regularly hosted random cars at the house, in various states of repair, and rarely did we not have some component in the kitchen on the table, much to my mother's chagrin. Dad replaced his mk2 Sprite with two Bugeyes, turning one into a race car, and the other intending to restore (but never getting around to it). I certainly held the flashlight and handed over tools since I was old enough to understand the difference between a socket and a ratchet. We grew up at Watkins Glen, and you can see this in my current enthusiasm for the Grand Prix Festival and SVRA weekend.



Fast forward to 2020, my dad's race car and unrestored road car made their way to my house and I found the club website and emailed a request like so many others do, asking if anyone knew where I could get a rotisserie, to which Ron Stone replied! And he even delivered it! I still have his rotisserie today, the bugeye race car is still mounted to it, and I swear I'm going to get the body work done real soon now. Not bad though, only 4 years. I picked up a Midget a year or two later and joined the club for real. After that, I picked up another bugeye at an estate auction of a former member, then another bugeye found on Facebook Marketplace. One might say I have an infestation, as much as an infatuation. Every time I get into one of these little cars, it brings me back to many days at the track, or playing in a rusted out hulk behind the garage known affectionately as the SS Lockjaw. I absolutely **do not** put car parts on the kitchen table.

Thank you for trusting me with this position as the new chairman for the MG Car Club of Western New York. In an interesting turn of events with the change to the bylaws, we find ourselves with a combination of new and returning board members for 2025. I'm happy with the circumstances primarily because it gives us enthusiasts

time to come to grips with the idea of stepping into a leadership role, allowing us to start the process on a smaller scale once a year, instead of full-scale every other year. And, if no one is interested, we can implement the stop-gap and leave those who are in the role in place for a short time. We can stress people every year, but only a few positions. Give serious thought to a leadership role in the future, putting your enthusiasm for our little cars into action. We need your guidance to continue maintaining the club, for the purposes of enjoying camaraderie and adventures driving these classic cars.

2025 is going to be a wonderful year, I'm really looking forward to events like the tune up clinic in the Spring, a Spring driving tour (let's go to the Curtis Museum!), maybe a drive to Watkins Glen on opening weekend with some laps and lunch, our drive-someone-else's-car-picnic, cruise-nights in random towns in the area, ice cream runs, our amazing car show, many other car shows, VRG (Vintage Racing Group) races, SVRA races, representing the club at SCCA autocross events, member garage tours, the Grand Prix Festival and staying at the Seneca Lodge, the fall tour, many trips to thank donors for basket auction donations and our regular monthly meetings and irregular impromptu meetups.

Please do take some time in 2025 to volunteer to help for these events, organize them yourself, encourage others to attend, consider raising your hand for a leadership position in the fall, help a buddy (me) get their car running better. We own them to drive them, right? Put some miles on these cars and let's see who can get the most miles behind the wheel of a little British sports car this year.

Safety Fast!

Ken

KB

Reminder: 2025 Dues are Due!

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/>

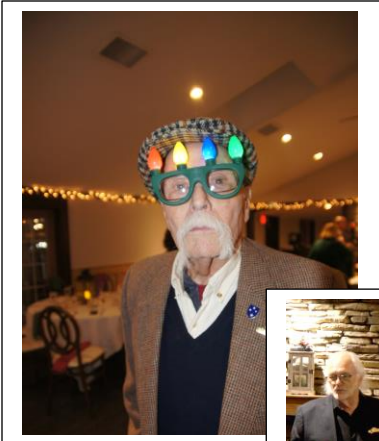
You can give your \$30 payment in person to Todd Black, Treasurer, or an officer, at any meeting or gathering.

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

Christmas Dinner at Glendoveers...



Christmas Dinner at Glendoveers, cont'd



Waiting for Spring...



Al Wagner - Before



Al Wagner - Now

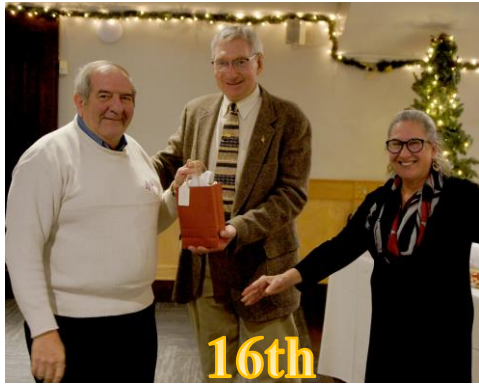


Don Welch



George Heissenberger

2024 Motoring Challenge Awards



16th
Allyn Wagner



14th
Tie – Joe Bellizia & Hollis Hames



11th
Ken & Chris Barlow



10th
Mike & Maggie Robinson



9th
Al Costich



6th
Don & Molly Welch



5th
Todd & Donna Black



4th
Barb & Leon Zak



2nd
Dave & Celeste Kray



1st
Klint & Janet LiMuti

Award Winners not at Glendoveers:

Don McConnell – 13th

Ron & Ev Stone – 12th

George Heissenberger – 8th

Dennis & Robin Illig – 7th

Lane & Kathy Boughton - 3rd

(the Goodwins recused themselves – 105 pts.)



Motoring Challenge awards, set up before our dinner



Some of the lucky award winners received beautiful woven baskets, handmade by Susan Goodwin



The Steve Fitch Driver of the Year was awarded to Klint & Janet LiMuti for their outstanding “Participation and Miles Driven” in the 2024 Motoring Challenge. Klint & Janet drove 5,980 miles during the course of the Challenge! Congratulations!





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Tale of Two MGA's...

- by Eric Mehserle

Late in my Senior

year in High school, I started looking around for a daily driver that I could afford (about \$300 dollars then). Not finding much in the local area that was road-worthy and could pass NYS Inspection, I was getting frustrated and somewhat desperate because I knew I would need to drive myself around collage in the fall. Also, my parents were relocating to Michigan City, Indiana, so I would be on my own by that summer.



Then one day, out of the blue, I spot this cool looking sports car drive by and pull into a store parking lot just up the block. I followed and was admiring the car when out gets the driver, who turned out to be a classmate who had graduated the year before. Noticing my interest, he asked if I liked his car. I responded that, yeah, his car was really cool. Never having seen a small British roadster I asked about the side windows. He explained that they were called "side curtains" and he stored them in the Boot when not in use. Once he explained what the "Boot" was, I was starting to get immersed in the British mystic. Then he said, "want to buy it?" What? This cool car is for sale? He explained that he was moving out west and the car had to go. Wow! But, how much? He said he couldn't let it go for less than \$500. Hmm... that's a problem, I only had \$300. He said he'd be around for two more weeks, so if I could come up with the cash and the car was still available, it was mine.

Well, for the next few days I was in a fog. I couldn't think about anything more than that car, a 1961 MGA 1600.

I had to find a way to come up with \$200 more dollars. Working overtime at my part-time job would take too long, I didn't dare ask my dad because then he'd want to see the car and I was afraid he'd say it was impractical and wouldn't loan me the money, so I had to get creative. Back in the day, student Loans for schooling were simply approved and put into your savings account for use in paying for tuition, books, misc. etc. Well, my student loan had just been approved the month before and the \$\$\$\$

was sitting in my savings account ready for action. I rationalized that getting to class was a necessity and that the student loans were for necessities so therefore, citing the catagories of misc. & etc. I "borrowed" \$200 from my student loan, picked up the phone, called owner, sealed the deal. Little did I know the life-long adventure I had just gotten myself into.

As it turned out, the car proved to be quite reliable. I drove it to college, fall, winter, spring and in that summer drove it to Pittsburg to visit friends and to Indiana to visit my parents.

Along the way I met a "girl" that became a "girlfriend". I thought she sensed that me and the car were a package deal, so she wisely accepted that this was going to be a "MG-a-trois". She even helped me work on it, changing the oil, bleeding the clutch, etc.. As a result, I started to realize that she was a keeper. We dated in that little buggy for several romantic adventures/years.

As time went on, jobs after college, relocations for the job, newer cars we could afford, the MG started to take it's place somewhat in the background. We bought a brand new Triumph TR-6 for her, and I had been given a company car, so the MG started to see periods of storage and a few miles here and there during the summers.

Then the changes really started to ramp up. Relocating back to WNY for a new job opportunity, new house, new dog, joined the MGCC of WNY, more new cars; Mazda RX-7, Mini Cooper S, bigger company car sedans for me, lots of activities, but not much for the MG, which was placed in "short term" (ha ha) storage (theme from Harry Chapin's "Cats in the Cradle" playing in my head). Also, at that time I started to get into aviation, which I had also been interested in from when my dad would take us up in his plane when we were little. The aviation bug had always been there, so when I got my pilot's license the "short term" MG storage became not-so-short.

Tale of Two MGA's, cont'd

Not so short term storage:



Fast forward to more recent times, I prepared a list of all of the things I would need to restore the MG, along with quotes from a few body shops on paint and body work that I could not do. The project took a one-step-forward, two-steps-back maneuver when I found a really good bodywork chap, that did work in the evenings out of his garage at home. I towed the car down to his house in Cohocton and proceeded to dream of new sills and other paint prep work to come. A visit two weeks later saw the landscape moving under me as “some” work had been done, but nothing of what I was expecting to see. He commented that he had not been feeling well but would do the catch-up work we had planned and give me a call for the next visit. I was delighted when that call came early, but it was his wife calling. She proceeded to fill me in that he had passed away two days before of pancreatic cancer. After the funeral, I towed the car back home and started to work on a new plan. Without really realizing it, the new plan was filled with flying lessons but mostly storage plans for the MG (“But we’ll get together then son, we’ll have a good time then”).

We attended the NAMGAR’s GT-3 in Niagara Falls, driving Dawn’s new Mazda RX-7. I kept my membership to the MGCC which soothed the “doing something” feelings for the MG, but gradually that tapered off to preparing free tickets and information packets for MGCC members to attend the flying clubs annual pancake breakfast to display their cars and have a fun all-you-can eat outing (always the 3rd Sunday in May).



Lake Placid 2009

Finally, when aviation trips satisfied the need for adventures and the MG club moved its meeting place out of West Webster, I rationalized (again) that dropping my car club membership would allow more money to buy parts for the car. So began many years of once-out-of-storage at the farm to warm up the engine and a putt-putt around the farm, dreaming of “what” I was going to do, before pulling it back in, arranging the cover (and probably heading for the airport).



Fast forward 35 years or so when, now retired, Dawn and I spend a few months each spring in Florida. During our stay in 2021, I engaged in the mental exercise of perusing the Moss Catalog, again adding up all of what I thought I would need to REALLY do the restoration on my car. Just by chance one day while at the Winter Park Arts Festival, I spotted a real nice MGA driving down S. Park Ave., just putt-putting along and my heart strings went “boing”. Also, later that same day (just by coincidence) I saw on Facebook where an MGA was posted as being for sale. I PM’d the seller with a few questions and learned the car had been upgraded to the MGB 1800 (GA) engine and that the asking price was just a bit north of the cost of parts I

Tale of Two MGA's, cont'd

had tallied up earlier. Hmm... Do you mean I could buy a finished MGA for the parts cost to restore mine? What a concept!

I contacted the seller and initiated a conversation over the next few weeks. Seems he had just acquired an E-Type Jaguar and wasn't driving the MG much and had decided he'd rather have the money from the MG and the garage space. That led to an offer to come out to view the car. He was in West Bloomfield (no, not NY.... Michigan).

As luck would have it, one of the flying club members flew out to that area often to visit his mother and high school friends and was willing to have me tag along one day to see the car. So, on Saturday May 15th 2021 we launched for Michigan. I told him that if things did not go well, I'd be back at the airport to fly home at 3PM -OR- if things did go well, I'd be back at 3PM with boxes of parts, documents, etc. that he was willing to ferry back home for me. Sweet deal. All it depended on now, was the car. Well... things went well, we struck a deal and boxes went to the airport and I went back to his garage to take delivery of the MG and drive it home.



Ready to hit the road

Over the ensuing 3-1/2 years, we have enjoyed the new MGA very much. Grape Festivals, Wine Tours, Adirondack adventures and more. The MGCC has given us many opportunities and activities to enjoy the highways and byways from 30" off the ground. The club has also welcomed us re-entering into the fold and everyone has been so helpful with car advice and sociable at the various activities. We are enjoying the MG magic to the fullest, thanks to you all.



With covid, Canada was closed, so I had to take the long way home, down around Toledo OH then on through Cleveland, Buffalo and Rochester to Webster, where I arrived at about 1AM on Sunday, tired but pretty stoked that the car had run like a champ!



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Me and MY MG – lives well lived?

- by Bill Rausch

As for me, I think I've done ok for myself. 40 years as a design engineer, first in industrial equipment and then automotive component supply (HAVC to be specific). Married, 4 children, all's well that ends well as they say...

Now my love for things British, that came at a young age. When I was just 8 years old my dad decided that it was time for me to get my first *real* bicycle. We headed down to the local bicycle shop in town and there in the middle of the showroom floor was a Raleigh Rodeo Stingray with a three speed shifter on the crossbar...WOW !!! I was sold !!! (Raleigh being a British Bicycle manufacturer if you didn't get that).

A few years later, on one of our neighborhood bicycle excursions, me and the boys came across an unusual sight. I remember it was maroon, just like my Rodeo and that long front hood set in front of what seemed an impossibly small interior. Those gentle curves and lines running from the front fenders, over the top and sweeping down to the rear bumper. What was this thing of beauty we wondered? It was an early 60's Jaguar (probably an XK-E if I remember correctly) and from that day forward I wanted one so bad I could taste it, but I was only 10. My dad was a practical man and he instilled in me the common sense approach to living.... Save for your future!

That notion held true throughout my life until I retired a few years ago. I then unexpectedly met a very interesting man, Roger Allan, who was a Master Boat Builder, Sailor and all 'round man of the world. He soon filled my head with thoughts of British cars and how beautiful they were and the memories came flooding back. Soon he mentioned that he had a few spare MG's he was looking to part with and in particular a two door convertible. Sure it was a bit rough and needed a few

things... it kinda ran and most of the electrical worked...surprisingly. Yep, this sounded right up my alley, a man with nothing but time on his hands and a



renewed desire. We arranged a meet and greet with the old girl (let's call her Billie). A '69 MGB, British racing green (of course) which just added to the allure. Well, turns out the bonnet didn't quite want to close and the Boot lid wouldn't latch (but the weight of it kept it down). It only ran with a spit and a sputter but I managed to drive her around the block once. I was hooked! I told Roger I would

take her and I still recall him saying "Are you sure?" Should have been a clue...

Well, turns out Roger didn't want much for her and he soon delivered her to my driveway (he didn't have faith I would make it home, driving). It also turns out she needed much more LOVE than I had originally thought- hmmm. The only thing I knew about the car



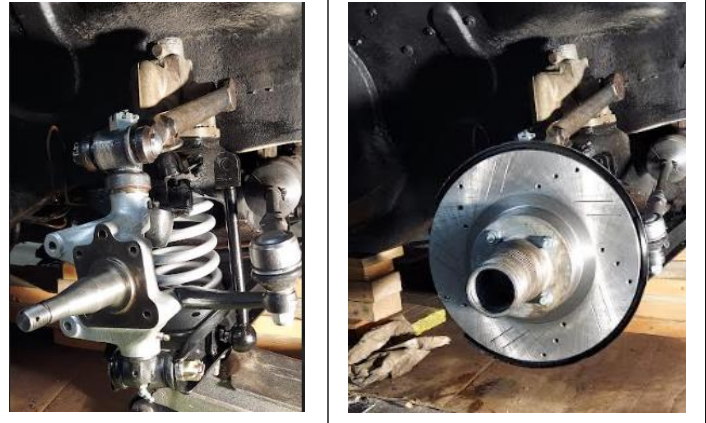
was that Roger and a buddy had replaced the floors and repaired the sills which looked quite decent. The car itself had many bright features and a few hidden nightmares. The one thing he mentioned about the cars history was that the past owner apologized to him for the quality of his body work (a bit rough but I've seen worse), it was good at 6 feet anyway. Being an amateur car enthusiast, I missed the obvious left front wing misalignment which I later

diagnosed as a front corner fender bender of some sort. Nothing that can't be sorted out later.



Me and MY MG, cont'd

Also, as a British car amateur, I really knew nothing of MG's except that they were affordable and relatively easy to work on. I started my journey by watching every YouTube video I could find about MGB's and of course, soon found John Twist's University Motors videos. Those along with some other backyard mechanics gave me confidence and enough caution to start in making sure I could stop before I worried about getting her going down the road. It was clear that the rotors needed to be replaced, and before long I had the entire front undercarriage dismantled. This was my response to not knowing how well put together this 50 year old car was. I discovered two things during this endeavor... One, that MG's are pretty well designed and Two, pretty simple in concept, so easy to work on. I managed to get the entire front end disassembled without breaking anything including no broken or stripped bolts! Crazy! I cleaned everything up, sandblasted and painted all the old parts, bought a few replacement items and put it all back together with little incident. In the process I also had to do a bit of rebuilding of the



master cylinder mounting bracket, bleed the brakes & clutch and reorganize a number of wiring issues.

Quite proud of the work I had done on that first outing and with spring slowly showing her arrival, I decided it was time to get the engine running properly. I again went back to University of YouTube and took John's advice... 4 things to tuning an engine... Emissions, Engine, Ignition, then Carburetion... Seemed reasonable. The first thing I discovered was that the engine code placed the engine as a '74 (not a '69). Ohhh well, they're almost all the same, right? Well at least all the emissions stuff had been stripped off, that's probably helpful, except... where are these hoses from the carburetor supposed to go? Ohhh, there's supposed to be a charcoal canister over here- Hummm. Well, they can be purchased used and refurbished per JT- yes they can, Emissions check! Engine... checked & set the valve lash, made sure the timing marks were in the correct location, then tested the compression- 120psi for all four (seems low but according to JT as long as they're with 10%) - check! Ignition... oh yeah, that mystery electronic stuff... Hummm. No vacuum to the dizzy, oh well, need to disconnect to tune anyway per JT. Turns out the diaphragm is blown, we'll get that later. Points & Condenser- wow, someone's messed those up, better get new ones and by the way that 1.5Ohm Coil isn't right either, better get a new one of those too. Cap, Rotor & Wires look new (let's hope). Ok, Carburetor... well HIF's guess that's correct for a '74...they look awful dirty and who knows what's inside... better tear 'em apart and find out... Well, I see new some parts and they all seem to be correct for the carbs, guess maybe things are ok, except that canister spring is longer than the other one and the float levels are off- Better fix those.



Front end parts look in need of some cleaning



better...

Me and MY MG, cont'd

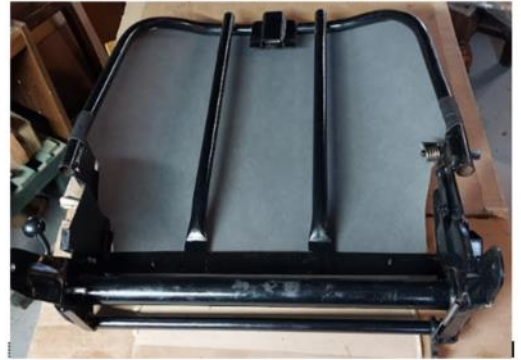


Carbs & Brake/Clutch assy. all rebuilt

The seats are a mess...

that's better

!



and those wheels, looking a bit dim...



the boot & bonnet need some work too.. I'm no painter, guess we'll see

Ok, everything is back together and ready to roar! Chugga Chugga, Spit, Sputter, Backfire! Wow... that doesn't seem right? Let's go back over everything 4 or 5 more times tinkering with everything conceivably wrong for the next 3 months... OK, I give, let's get an expert in... Wow, you mean that one little seal inside the carburetor was letting all that extra fuel into the cylinders? who knew! Lets rebuild the carburetors completely, just to make sure everything is good.

Viola! She's running like a dream! Let's take her out on the road and see what she's made of! Down the road we go and down the road we go... 45min's later zooming along without a care, then BRRrrrr....Deader

than a door nail. What The? After several offers of help from random strangers, I realized there's no fuel pump noise when I turn the key? What are the odds? Just like I've always heard, those pesky British cars will let ya down! Luckily it had a standard electronic fuel pump, so an easy swap in a farmers driveway and off we go, directly back home.

Well, now it's late September and the airs gettin' cold and a few short runs just to make sure it wasn't a dream, but it time to put her to sleep for the winter.



Let's see what new adventures are on the
a Merry Christmas & Happy New Year!

Ohhh, and as for a Life Well Lived,
guess we'll have to wait and see...

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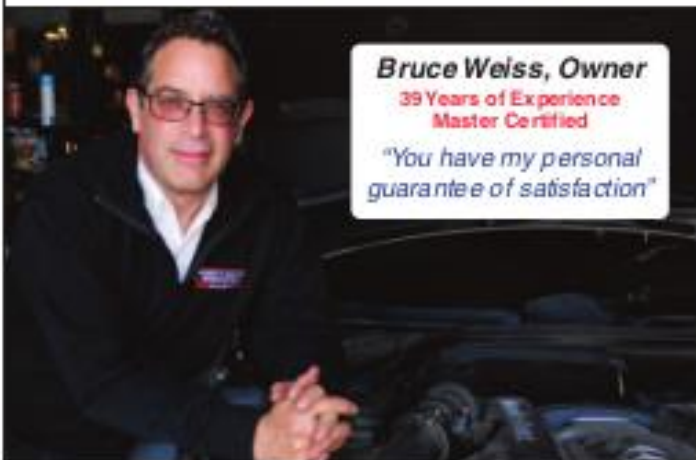
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It's fun checking out the old Spokes
archives from our web site -
(<https://mgcarclub.com/spokes/>)

Thanks Dan, for scanning these old issues and
making them available!

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MGCC Meetings are held at the Colonial Hotel, 1129 Empire Blvd. on the
3rd Thursday of each month at 8:00PM. All interested persons are urged
to attend.

"SPOKES" is the official publication of the MGCC, Western N.Y. Centre.
The publication is distributed to MGCC members, local club representatives
and club event participants. The deadline for submission of all articles
for "SPOKES" is the Friday of the week after the regularly scheduled meeting.

Please address any correspondence directly to the appropriate Officer listed
above.

My 1957 MGA 1500

- by Rob Shrader

I was always interested in sports cars and motor racing, but got really hooked on MGAs during a college summer school session in 1973 in the Adirondacks. A fellow classmate showed up with an MGA and we quickly bonded, going into Lake George for burgers and brews, touring around the mountain roads during free time. It felt like I was in Europe! I instantly added an MGA to my auto wish list.



Rob's '57 MGA, 1999

I bought the car! The selling point was that he had major mechanical work/upgrades (full engine and gearbox rebuild) performed at University Motors Ltd, by John Twist in 2005. Sold! Chuck's price was right – car was great.

I also learned some history - date of build is 29 Nov- 3 Dec 1956, original color was Old English White. Chuck purchased it in 1999 from a

man in PA who did a body off/frame rebuild in his garage. At that time the car was painted blue and in



Fast forward to 2010—I had joined MGCC WNY a few years earlier (without owning any MG). I knew I wanted an “A” in very good condition, not a project car. But, also not a “trailer queen.” This car was listed on our WNY website by a gentleman in the Central NY MG Club – Chuck Biss, of Auburn, NY.



2010

rough shape (see photos). I am not sure of any prior ownership but I might be the 5th owner, after Chuck, who may have been 4th. The odometer showed 34,000 miles (134,000??). He repainted it red with red interior. Chuck added a luggage rack and driving/fog lights, K & N air filters, and a tonneau cover.

Since my purchase, I have made some minor repairs: replaced the fuel pump, fixed oil leaks, rebuilt the carbs, etc. I still do not have a top installed – so it is a fair-weather driver for now. I have a wish list of other upgrades but....



RS

My 1957 MGA 1500, cont'd



2010 Rochester Yacht Club lunch with fellow members (Mike and Susan Goodwin, Gil and Betty Langswager, and Bethel Powers)

(Note: Rob's MGA is an early one, in fact the earliest on the road in our area that we are aware of—just squeaking in about 2000 cars ahead of Paul Osborne's green MGA. John Macdonald has a very early 1956 MGA project in the very first 1000 made. John's car has the early 'art deco' style dash gauges which are a rare find these days.)

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2024 MGCC WNY Motoring Challenge

by Susan Goodwin

I want to thank everyone

again who participated in the 2024 Motoring Challenge. Here are some interesting statistics from this year's challenge:

There were 17 total participants (only 16 counted, because we disqualified ourselves).

There were 65 destinations.

The least commonly found destinations were #42 - Bear Crossing Sign, tied with #50 - Ski Slope with Snow, completed by just four competitors.

These were followed by #41 - Cow Crossing Sign, completed by five competitors.

The most commonly found destinations were #20 - Stone wall or fence (completed by 16 competitors), #27 - Billboard (completed by 14 competitors), and there were six destinations that were completed by 13 competitors. These were: #2 Erie Canal Liftbridge or Lock, #8 Blue & Yellow NYS Historical Marker, #16 Graffiti art or a mural painted on a building, #25 a Museum with a Sign, #40 a Railroad Crossing Sign, and #29 - a barn with a silo.

We found a whole lot of silos. There was a total of 145 silos found by 11 competitors. No one did a barn with just one silo, one competitor had TWO silos, one industrious (or very lucky!) competitor, Lane Boughton found a barn with 25 silos!

Many of you wanted the scoop on where this was. Now that the competition is over, I asked Lane to reveal it. Here is his reply: "I am sorry that I can't divulge the exact location, just in case you come up with your next motoring challenge of a corn field across from silos, or farm machinery next to silos, etc."

However, he DID divulge the exact location, adding, "I will say it was East of Phelps off of Route 96 just after County Road 6 on your right and then a left on the continuation of County Road 6 on your left. Then a right on Maryland Road." I guess Lane can't keep a secret.

Many competitors traveled many miles to find the Motoring Challenge destinations, driving through Monroe and surrounding counties, into the Finger Lakes, Southern Tier and Western NY. Seven went out of NY State. The most distant Motoring Challenge photos were from me and Michael, of a water tower and wildflowers in California, but these were disqualified.

The 65 destinations were worth 86 points and 20 bonus points were available, so completing all of these would give you 106 points. However, destination #29 was a barn with a silo (worth one point), and there was a bonus possible of one point for EACH ADDITIONAL SILO, which gave competitors the chance for unlimited points above the 106.

So how did everyone do?



Destination #34 – Wildflowers Along Roadside - Goodwin

2024 Motoring Challenge Results

In **16th place**, with 1 point – someone who wanted to participate, and near the end of the competition he finally squeaked in destination #20, Stone Wall or Fence, in his 1938 MG TA, with Bob Welch as his navigator – **Allyn Wagner!**



Destination #20 – Stone Wall
Allyn Wagner (with Bob Welch)

Tied for **14th place** with 12 points – **Hollis Hames and Patti & Joe Bellizia**



Destination #22 – Lighthouse – Joe Bellizia



Destination #27 – Billboard
Doreena & Hollis Hames

In **13th place** -18 points – **Don McConnell**



Destination #2 – Erie Canal Liftbridge or Lock –
Don McConnell

12th place - 24 points – **Ron and Ev Stone**



Destination #16 – Graffiti Art or Mural on a Building –
Ron Stone

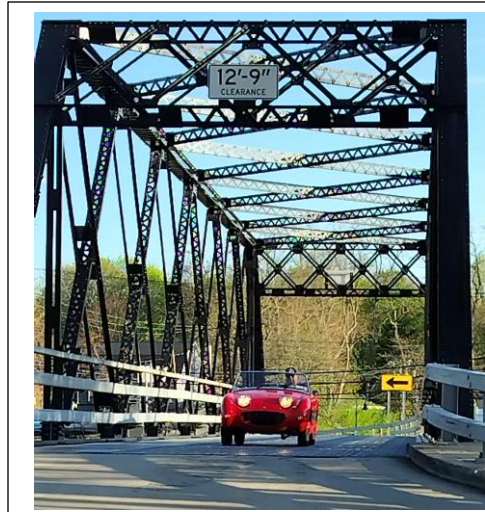
2024 MGCC WNY Motoring Challenge

11th place - 26 points – Ken & Chris Barlow

10th place - 43 points – Mike & Maggie Robinson



Destination #19 – Roadside Oddity/Attraction
– Mike Robinson



Destination #4 – One-lane Bridge
– Ken Barlow

9th place – 58 points – Al Costich

8th place – 70 points – George Heissenberger



Destination #13 – White Church with Steeple
(Bonus for red door)
George Heissenberger



Destination #19 – Roadside Oddity/Attraction – Al Costich

7th place – 76 points – Dennis & Robin Illig

6th place – 92 points – Don & Molly Welch



#30 – Ice Cream with a Friend
Don & Molly Welch



Destination #27 Billboard – Dennis Illig

2024 MGCC WNY Motoring Challenge

4th place – 119 points – **Barb and Leon Zak**,
with the help of their grandson, **Quincy**



Destination #50 – Ski slope with Snow
Leon Zak

The disqualified **Goodwins** had 105 points

In 5th place – 114 points – **Todd & Donna Black**



Destination #2 – Erie Canal Lock – Todd Black

In 2nd place – 122 points, just one point away
from the winners – **Dave and Celeste Kray**



Destination #18 – Art Deco Building - Kray

3rd place – 120 points – **Lane and Kathy Boughton**



Destination #28 – Dilapidated Derelict Run-Down
Barn – Lane Boughton

2024 MGCC WNY Motoring Challenge

The **2024 MGCC Motoring Challenge Champions** with the highest number of points drove the greatest number of miles, visited the most-distant places, including Pennsylvania, Illinois, Wisconsin, Michigan, Indiana, Ohio, Maryland, Delaware, Virginia, New Jersey, and Canada. They are the only team who completed all 65 destinations and earned 123 points.

In 1st place – 123 points, **Klint & Janet LiMuti**



Destination #7 – Wildlife Preserve - LiMuti



My MG Story

- by Naomi Wadsworth

My story starts before I can remember. My Dad has an MGTF that was a gift when he graduated from high school. He still has it today.

We drove many miles in that car until we were too many to fit! He kept the car and I started helping him when he got it running again when I was about 15.

As a gift he bought me an MGA when I turned

16. He said “now you have an MG you have to rebuild the engine and get it running”

I started to learn about the car and the engine with the help of a friend of his who had a repair shop and specialized in foreign cars. I spent several months getting it road worthy and started driving my now beloved “Max.” Yes, so OK it’s not a British name and it’s a male name. I was young and didn’t know any better. The name has stuck. All 5 of my cars are boys and have boys’ names. Lightning has not struck, yet...



Naomi & Max

dash parts missing or replaced with inferior parts. You know the story. I worked on getting things fixed. My cousin, who was a wiz with electricity, helped me sort out some of my problems. I was even able to put in the ever important cassette player!

One year I changed the steel wheels for wire. I proudly drive out on the lane way to see my front tire roll off down

the road. I managed to put the front splines on the wrong sides and it took the second tire flying off in the other direction to for me to figure out what I had done... I had to drive in reverse back to the farm and change them over.

I drove “Max” out to Colorado for college and back my junior year. I would load as many sorority sisters that would fit and away we would go. Everyone loved that car, when it would start.

Someone stole the radio/cassette player and ripped out wiring in the process, several weeks before I was to return home. I called my dad and he helped me rig the



Max disassembled

I didn’t know it but he was a basket case. Rotted sills due to sitting in water for several years before he was mine. (That is when I learned to weld, it wasn’t pretty but it held) Someone has cut out the back of the cockpit to make it larger. Gauges inop, wiring a mess,



Painting protective primer

My MG Story, cont'd

car up so that I could drive home. The battery was depleted outside of Davenport, Iowa at 11pm. I had to turn on the lights as it got dark, that did it in!

The next day got a new battery and popped it over with the crank... it just blew my friend's mind! I did make it home just barely!



Max - reassembly after paint

My senior year driving out to Colorado Max gave up the ghost in Iowa. I had to leave him and ride with a friend.

A few months later my dad, the amazing human that he is, took a rollback and brought my car home. He sat in the barn at our farm until I had time and room to do a restoration. I moved back home in the late 80's I finally had a place to do a ground up restoration. It took me 5 years. . I took parts of two cars to make mine complete. Including opening up and removing the inner fender wells from one body to use in my car.

I am quite proud of the job I did. Most of the work was mine. I had help and suggestions from several people



Max - seats installed

during that time. I learned better welding techniques, metal fabrication. Body work, rebuild the carbs and a second engine rebuild. Upholstery for interior and seats. I have acquired a shop full of great tools and a head full of MGA knowledge. I learned so much with that project.

I think the most fun was building a jig to remove the body from the frame with my dad. I am sure that several people have taken on a project as challenging as mine. Many told me that I was crazy. Many have complemented me on my finished car.

I have 5 cars now a TD, 2 MGB's (67', 74') and now another MGA to restore.

I am doing a Resto on the 67' at this time.

I am so lucky that I still have my first car and that it was an MGA. Max has surprised me, challenged me and frustrated me... fortunately not all at the same time (Hehe).

NW



New Zealand Centenary

How to get SAFETY FAST magazine:

Here is the process of accessing the website of the M.G. Car Club of U.K.

The website is: www.mgcc.co.uk

As shown in the login, the membership number and the email address are both defaulted.

(I had to create an email address for the club members to access, as it wasn't a transferable link).

The Password is: MorrisGarage1923-2023!

There is a link to the monthly edition of Safety Fast Magazine as well as much more goings on in the MG world.

If you have any questions, you can contact me. – Todd Black

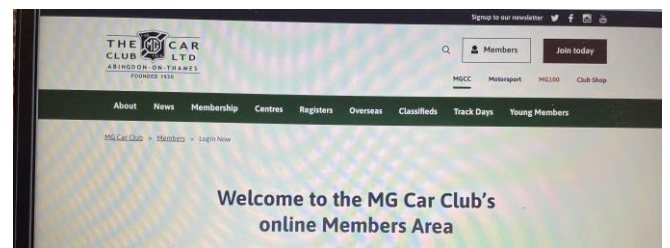
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MG Car Club Western NY Centre 2025 Valve Cover Races / Wine & Cheese Party



**Noon-4:00pm Sunday March 23, 2025
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! SNACK!

Sponsored by Heissenbergers. For more information contact:
George Heissenberger gheissenberger@rochester.rr.com

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 rear-most 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.

January Sunshine Page

January Birthdays

2	Virginia Fowler
3	Dennis Nichols
5	Richard Reynolds
6	John O'Malley
6	Dan Suter
6	Michael Vick
9	Jeff Langswager
10	Michael Wagner
13	Michael Kannard
15	Leon Zak
18	Sue Herschell
23	Brian Schirano
27	Davide Livingstone
30	Paul Osborne
30	Jake Voelckers
31	Rob Shrader

January Anniversaries

11 Charles & Nancy Bauder



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

Regalia News Corner OCTOBER 2024

2024 Car Show T-Shirts

We have some T-Shirts remaining. Pick up a backup or pick up one for a relative or friend for only \$10. each!
Or (3) for \$25.

MANY SIZES available, even Female!



Notes: See the next Pages for what we have in stock and for what we can order!

We are now taking orders for our Original Woven Port Authority Golf Shirts (see page 3) as well as the newer Callaway Shirt!

blitz7711@gmail.com / (585-749-9263 / Joe B.
updated 10/15/24

MG Car Club of Western NY Centre Hats

MG Car Club of Western NY Centre
\$18. each Port & Co & New Era – all are embroidered



Closeup of Actual Embroidery
of Logo for Hats

Only a few Hats In Stock but we'll be ordering more!
Let me know for a specific color is desired

We still have (5) hats remaining
(2) Grey New Era w/ mesh back
(1) Khaki / Tan Port & Co.
(1) Navy Blue - Port & Co
(1) Sandstone - Port & Co.



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. / (585-749-9263

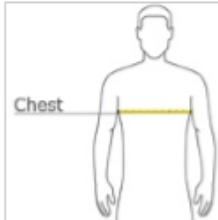
Note: This is the Logo we are had digitized to fit on the hats. It is 2" high

New Regalia MG Car Club of WNY

Original Heavier Woven Port Authority Shirts at \$25.00 embroidered

Various Colors to Choose from & Available in most Sizes

HOW TO MEASURE



CHEST WIDTH

Measure under the arm and around the fullest part of the chest with arms down, keeping tape horizontal.

SIZE CHART

	XS	S	M	L	XL	2XL	3XL	4XL	5XL	6XL	7XL	8XL	9XL	10XL
Chest	32-34	35-37	38-40	41-43	44-46	47-49	50-53	54-57	58-60	61-63	64-66	67-69	70-72	73-75

COLOR INFORMATION

Please note: PMS code information is shown only when an exact match is available.

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Hibiscus PMS 2348C	Kelly Green PMS 341C	Light Blue PMS 7451C	Light Pink PMS 196C	Lime PMS 2285C	Maroon PMS 504C	Maui Blue PMS 2200C	Mediterranean Blue PMS 2118C	Dark Navy PMS 533C	Orange PMS 172C	Purple PMS 7679C
Red PMS 187C	Royal PMS 3597C	Steel Grey PMS 7540C	Stone PMS 452 C	Strong Blue PMS 2133C	Sunflower Yellow PMS 109C	Teal Green PMS 7715C	Texas Orange PMS 7584C	Tropical Pink PMS 2452C	Turquoise PMS 3015C	Ultramarine Blue PMS 7455C

Shirt Sported by Frank DeMarzo



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Available Sizes

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Colors (top to bottom): Blue Atoll, Bright White Silver, Salsa Red, Parachute Purple, Magnetic Blue, Peacoat Navy, Quiet Shade, Black.

Note: This is the Logo we are had digitized to fit is 2" high

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. / (585-749-9263

MG Car Club of Western NY Available Regalia 2024 Catalog
(updated 10/15/24)

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



MG Car Club of Western NY Centre Pins



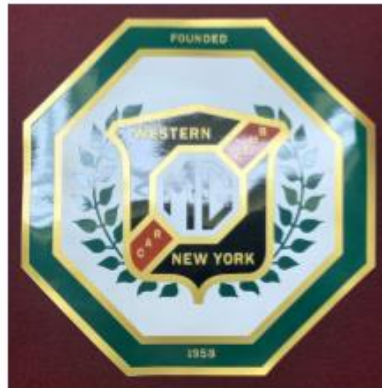
Note: Key is just to show size

In between meetings feel free contacting Joe B at blitz7711@gmail.com

MG Car Club of Western NY Centre Pins

Limited Supply – 2 left

10" Magnetic Sign \$15.00



One Left



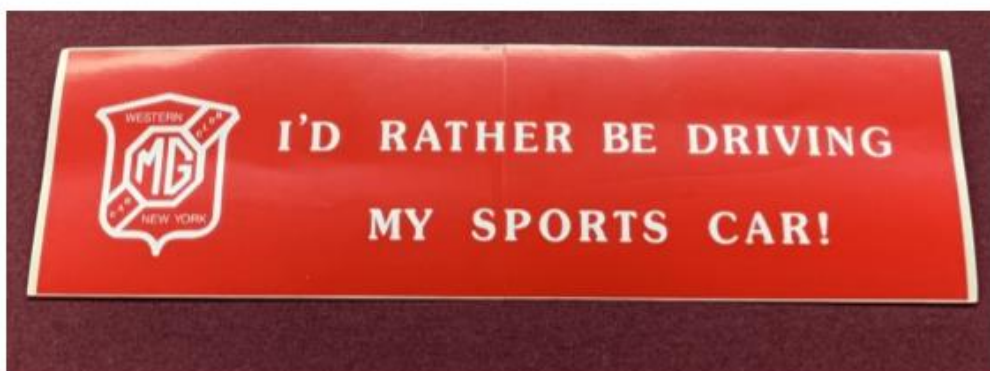
Embroidered patches
\$3.00



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Octagon Key Ring
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MG Car Club of Western NY Centre Bumper Stickers only \$1.



Bumper Sticker \$1.00 / 3 for \$2.00

ONE Sticker FREE with any purchase over \$20.

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

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 or 585-899-9388

For Sale: MGB 3-main short block – asking \$250
If interested, contact Dick Powers: 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



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

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

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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 NY Centre
Membership Application**

Annual family membership dues \$30

Make checks payable to:

MGCC of Western NY

(or use PayPal on our web site, MGCarClub.com)

Print and mail form and payment to:

Membership – MG Car Club

6 Featherstone Ct.

Pittsford, NY 14534

Reminder: 2025 Dues are Due!

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. (George Heissenberger)

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 an officer, 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

And Finally...



A lovely old Ford farm truck in Byron,
with a few left-over Halloween decorations



See you next month!

