

# Spokes



Official Publication of the MG Car Club Western New York Centre  
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***Safety Fast!***



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## Don's Corner

*By Spokes editor, Don Welch*



**It's winter** - and our cars are carefully stored away...

But our MG Club is still active! Before our monthly meeting on Jan.16 quite a few of us came in out of that cold winter evening for a friendly supper at the Fireside Grill. Thanks to **Dave & Celeste Kray** for suggesting it!

On the 26<sup>th</sup>, **Annabelle Tescione** organized a very popular luncheon at Flaherty's in Macedon. We were taking Molly back to college that afternoon, but the word is that it was a hit!

Upcoming events include valve cover races by the Rochester Street Rods Feb. 16, and our own **Valve Cover Races** on March 23.

You know, I should be sure to add my thanks, and I think we all should, to **Dan Suter** for encouraging our members to tell us their stories about their own MG's. Dan is the one who feeds me most of these great articles, including this month's stories by **Paul Osborne, Sue Keppeler, & Erin Foster**.

A last bit of good news: we are welcoming a new Spokes advertiser! **Nick Leykin** has purchased George Haines' machines and equipment, and is in business mounting and balancing spoked wheels. Welcome Nick!

This is another issue featuring **great MGA stories**. Enjoy!

**Safety Fast!**

Don



*Supper at the Fireside Grill*

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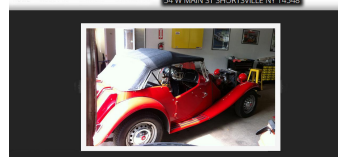


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An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee is \$5.00). This plaque, created by Paul Heaney, is displayed in the meeting room at the American Legion in Henrietta where we hold our regular 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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<b>CHAIRMAN</b>	Ken Barlow	<a href="mailto:chairman@mgcarclub.com">chairman@mgcarclub.com</a>
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<b>SECRETARY</b>	Dan Suter	<a href="mailto:secretary@mgcarclub.com">secretary@mgcarclub.com</a>
<b>TREASURER</b>	Todd Black	<a href="mailto:treasurer@mgcarclub.com">treasurer@mgcarclub.com</a>
<b>ACTIVITIES</b>	Dave & Celeste Kray	<a href="mailto:events@mgcarclub.com">events@mgcarclub.com</a>
<b>TRUSTEE</b>	George Heissenberger	<a href="mailto:trustee1@mgcarclub.com">trustee1@mgcarclub.com</a>
<b>TRUSTEE</b>	Rod Rodman	<a href="mailto:trustee2@mgcarclub.com">trustee2@mgcarclub.com</a>
<b>SPOKES EDITOR</b>	Don Welch	<a href="mailto:spokes@mgcarclub.com">spokes@mgcarclub.com</a>
<b>WEBMASTER</b>	Leon Zak	<a href="mailto:webmaster@mgcarclub.com">webmaster@mgcarclub.com</a>
<b>MEMBERSHIP</b>	Todd Black	<a href="mailto:membership@mgcarclub.com">membership@mgcarclub.com</a>

### CARDS AND LETTERS

Nancy Chase  
689 Erie Station Road  
W. Henrietta, NY 14586  
(585) 334-6826

### CLUB REGALIA

Joe Bellizia  
[blitz7711@gmail.com](mailto:blitz7711@gmail.com)

### CLUB HISTORIAN

Dave Wild  
[wagonjack@mgcarclub.co](mailto:wagonjack@mgcarclub.co)

### SPOKES ADVERTISING

Al Fink  
[alcycle@hotmail.com](mailto:alcycle@hotmail.com)

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### **SUBMISSIONS ARE WELCOME**

Deadline: One week and a day after a general meeting. Contact the editor for additional information. Send all correspondence and material via email to [spokes@mgcarclub.com](mailto:spokes@mgcarclub.com).

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

# Chairman's Corner

By Ken Barlow



February already?! The January meeting was very productive, we saw some changes to the way the sound system works, so bear with us as we figure that out for the meeting on the 20th. (Thurs. FEB. 20 IS OUR NEXT MEETING-ed.)

I'm looking forward to the February meeting and working out the process, and making progress towards scheduling events. Be sure to take some time to attend the meeting, I'll be glad to see you and I'm sure many other will too.

Some things to keep in mind as we start to chisel off the ice and snow, t shirts for the car show, do you have interest in a time and distance rally, reloading our NAMGBR membership, volunteer for our car show which is July 13th, the first events of the year are coming up, prepare for the valve cover races, car tune up clinic, the events are starting to wind up and I can't be more excited for 2025 driving season.

The club is healthy! That's great news and thanks to our members for being so engaging. Be sure to complete your membership renewal. Sign up early for events so we know what to expect early.

I'm looking forward to some upgrades on the Bugeye, heat wrap on the exhaust header, leaner needles in the carb, fixing the fuel sending unit. Hopefully you've started buying parts and completing winter upgrades for your project cars. Look for info from Bob Welch on his B's paint job, Trevor Roberts on their mini body work, Dan Suter on the Elva, and more! Be sure to submit your winter project stories to Spokes, I really want to read about your work and your efforts will inspire me to actually complete the things I want to get done! Like our garage project! ( How big is it? Not big enough!)

After the February meeting, things start to get spicy really fast, so keep in touch, keep sharing details on your cars, and we'll be enjoying the sights and sounds of Spring before we know it.

**Safety Fast!**

Ken

KB

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## **Reminder: 2025 Dues are Due!**

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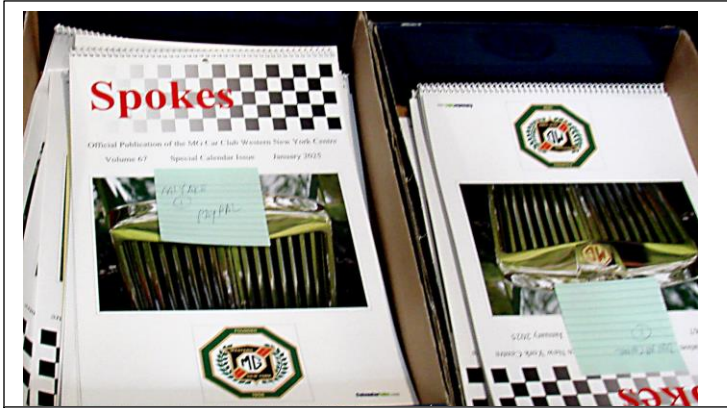
Dues continue to be just \$30 which has not increased in a really long time. Considering the cost of living increases in the past few years this is a bargain! For all that \$30 you get yourself, spouse/ significant other/ family all as members, the "Spokes" club monthly newsletter, admission to monthly 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

# Our Snowy January Meeting



*The new calendars are beautiful!  
Thanks to Bill DeVos!  
(sold out, but on the web site)*



# A Winter Lunch at Flaherty's... by Annabelle T.

We had a wonderful MGCC lunch at Flaherty's in Macedon on Sunday, January 26, 2025. The Club really turned out in force, about 53 of us were there and enjoyed a great meal and lots of camaraderie. Everyone seems very happy to kick off the MGCC new year with this event. The restaurant was outstanding also, in arrangements, seating, service and food, a definite "yes" for a repeat next year.





## Lunch at Flaherty's, cont'd



## A Warm Welcome to New MG Club Members 2024 & 2025

John & JoAnn Opp  
Mark Brogan  
Steve & Valerie Churchill  
George Conboy  
John Eberhardt & Lynne  
Steve Filreis  
Justin & Erin Foster  
Chris & Kimberley Gehlen  
Bryan & Julie Henry

Dave & Mary Humphrey  
Jason Murphy & Kelly Pawlak  
John O'Malley  
Alana & Trevor Roberts  
Jamie & Erica Suter (Dan's brother)  
Walter Genther-(former member that rejoined)  
Michael Osborn  
Andrew Wells



*New Member Steve Filreis in his '72 B*

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# 45 Years with my MGA

by Suzanne Keppeler



**When asked by Dan Suter to write about my MGA** I thought, geez, where do I begin? I've had my car for 45 years! That's a lot to write about!! I thought the best place to start was finding some of my old articles that I had saved from 1985 when I was Chairperson for a year. I had to write my Chairpersons Corner article every month and sure enough, there was a plethora of info. Several details that I had forgotten about my search for my dream car. Very fun to read...

I saw my first MGA when I was around 12 years old. I grew up in the village of Webster and there was a service station on Main Street that I would pass by on my way to the Village Shoppe, where I would buy penny candy and 45 records. One day I noticed an odd shaped car pushed up against the outside wall of this service station. Low and sleek, half covered with canvas. Out from underneath the canvas I could see dirty spoke wheels and weathered hot pink paint. Two white racing stripes running from stem to stern and a huge white circles on the doors where once had been

painted a racing number. The grill was gone, as were the front and back bumpers. Foreign looking and odd....and yet.....

Every time I'd walk by I would crawl back amongst the stored cars to try and discover something new. It took many visits before I was brave enough to pull back the water laden canvas to peer into the dark cockpit...no top, huge steering wheel, brittle, torn leather seats but the coolest thing ever was the old, cracked, sun bleached red leather that still clung to the cockpit rails..whoa...and what was that? Red leather on the dashboard? What was this crazy car? I looked around gingerly under the canvas further until I discovered the chrome cowl cover with "M.G.A." on it. Oh yes, I had known of the brand MG by all those cute little MGB's that were abundant on the roads in those days, but THIS....this was something totally different. I mean, where were the door handles for heavens sake?

## 45 Years with my MGA, cont'd



*Sue during restoration, 1980-82*

I rushed home and bombarded my Dad with questions....what did he know of such a car and most importantly, would he ask the garage owner for more info? He did....after a week of my constant pleading. It belonged to a man in Webster and was without an engine and drivetrain...Sadly realizing I was too young to purchase a car (plus the fact that I had zero money) I satisfied myself with period visits for the next 2 to 3 years before one day...it was suddenly gone. But I knew back then, that someday I would find such a car for myself.

When I finally was at an age where I had a job and some saved money, the search started. With my faithful father at my side, we pounced on a couple cars that showed up in the car ads in the newspaper, few and far between I might add. Unfortunately the two that I found locally were sadly rust buckets and my Dad vetoed them much to my dismay. It was then that a coworker suggested that perhaps I should join the local MG Car Club if I was serious about this crazy search...so I did!

I timidly went to my first club meeting in 1980, held in Webster. Everyone was super friendly and told me they would keep their ears open. It wasn't a week or two later when I got a call from Dick Powers. He had come across an ad in a Buffalo newspaper and filled me in on the details. I had no idea what a Deluxe was but Dick told me that the car sounded like it could be one, and if it was decent, I should grab it because they are very rare.

I called the number that night. It belonged to a young college kid who needed money. I made arrangements to go look at it. Kindly, I told my Dad that he needn't come along all the way to Buffalo. I assured him that I was merely going to have a look, that I would take his trusty magnet with me and thoroughly poke and prod with it as he had previously shown me on the other cars we had looked at. I did not, however share that I also took with me a couple hundred dollars in cash....you never know, right???

Laying eyes on this car for the first time what somewhat disappointing...no spoke wheels, horrible maroon paint, dowdy black vinyl seats ...ewww...But wizzing around the block with him was amazing, if a bit loud. The need for a new muffler quite evident and what was that clunking in first gear about? Easy fix he assured me...Then came the fateful moment when I was finally behind the wheel myself...years of yearning brewed up in me. It handled like my brothers go cart, so low to the ground and such tight steering. Thinking back, I am troubled by the out and out lies that the owners of these MG's so easily strewed my way. But this young guy was the worst of them. And I, not yet educated in anything mechanical, fell for them all. He insisted on delivering the car to Webster, probably knowing that it was a miracle that the brakes would make it that far..(the new brakes that he just rebuilt...HA!) However....yes, it turned out to be a legitimate Deluxe so quit your bitching Suzanne!!



I drove it around the rest of the summer, then knowing I wanted some new paint, started dismantling it that Fall....for a new paint job....which of course ended up a total ground up restoration that took me 1 1/2 years.

## 45 Years with my MGA, cont'd

Not bad time wise if I do say so myself. All the body parts and tub went to Utica to get dipped in a big tank of solvent. The engine and tranny went off to be rebuilt. My wonderful Dad sandblasted the frame and sprayed it with black rustoleum which has held up amazingly. My boyfriend Bob, later to be hubby Bob, welded in new sills and rocker panels. Lots of help as you can see. So what did I do, you ask? Everything else that goes along with dismantling a car. Plenty left over for Miss Suzanne, rest assured. I took a night class on Foreign Auto Mechanics, trying to grasp how an engine actually works. The rest was hands on learning.



I was fortunate enough to find that fellow club member George Haynes worked in the same building as me at Xerox. How very convenient....I can't even estimate the number of visits I made to his upstairs cubicle to ask advice on various troubling topics..electronics, hydraulics, fuel systems, carburetor rebuilding and tuning, distributor problems, timing and on and on....George, as we all know, is a saint! I couldn't have done it without him..Thank you Georgie...

Body work was done by my brother's friend Jim Smith, who was a high school student at the time. It all came together and to make a long story short, I drove it happily for another 40 years! That's not to say that there weren't plenty of hiccups along the way because of course there always are. As you all know these cars take constant upkeep. There have been many times in the garage when I have wondered about whatever compelled me to think I needed to have an old car? Crazy girl!!

Then after 40 years of ownership the time came for some new paint and it turned out, a five speed tranny update. Finding someone to work on these old cars can be tough. Especially body work and paint. My brother again suggested I contact Jim Smith, which I did. He said yes! And then Covid hit and every one stopped driving, so he actually had more time at his body shop than planned. I gave the car to him in March 2020 and got it back in July. Then we pulled the engine to put in the new five speed.

But first:The seats had to come out to get the floors out to get the tunnel off to unhook the transmission to get the engine out...pew! Then degrease it all and start touching up the paint all over the frame and in the engine compartment. The car was now up on jack stands to make maneuvering a bit easier but I still remember thinking, how am I supposed to get into the engine compartment? Can't crawl over the new paint....i guess I need to somehow shimmy my old body, on my back, backwards along the garage floor like an upside down snake to be able to work in there...I would finally work my way in and get all greasy when of course: the phone would ring..."Too bad!! No freaking way!!" I would snottily snap to myself.... But I guess in retrospect, all that shimmying and wrenching was a pretty good workout, right?

Of course there are also positive things to being a female mechanic. Countless times my small body and small hands have fit into positions that no man could ever maneuver. So that's a big plus. Also, I must admit that have given myself a lot of slack when it comes to



## 45 Years with my MGA, cont'd

using the inside of my home for projects that I would NEVER allow my husband to have done. Like rebuilding carbs on my Grandmother's cherished antique dining room table .... I found a cartoon I had drawn in an old Spokes depicting what happened in my kitchen when I was trying to get a brake master cylinder piston unstuck...oops....Also I allowed myself to use my living room and dining table again to store recently painted body parts ...and used my oven for drying some of the small parts. My goodness...such cheek!! So the car got totally finished right before the Fall Foliage Tour and was a joy to drive.



Of course hitting that deer on the way to the car show last year was a total scary bummer, but again Jim Smith saved the day ...also, I might add, our own Dan Suter, who loaned me a lovely front quarter panel. Which reminds me... anyone out there know of a solid right side quarter panel that's for sale? I still need to replace the one Dan let me use!! Seriously!

So that's my long, somewhat abbreviated story of my MGA. It's been a joy to be a member of this fabulous car club for so long. We are so fortunate to have all this knowledge available to us all just by asking for some help. See you all soon!

SK



### IF YOU ORDERED A CALENDAR

A note from Todd Black, our treasurer:

Don,

Please put a reminder in Spokes to the attention of those who ordered **calendars**, that they can be picked up at the monthly meetings.

Hassan volunteered to handle the remaining ones, until I'm back in April.



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# A New Foster Heirloom

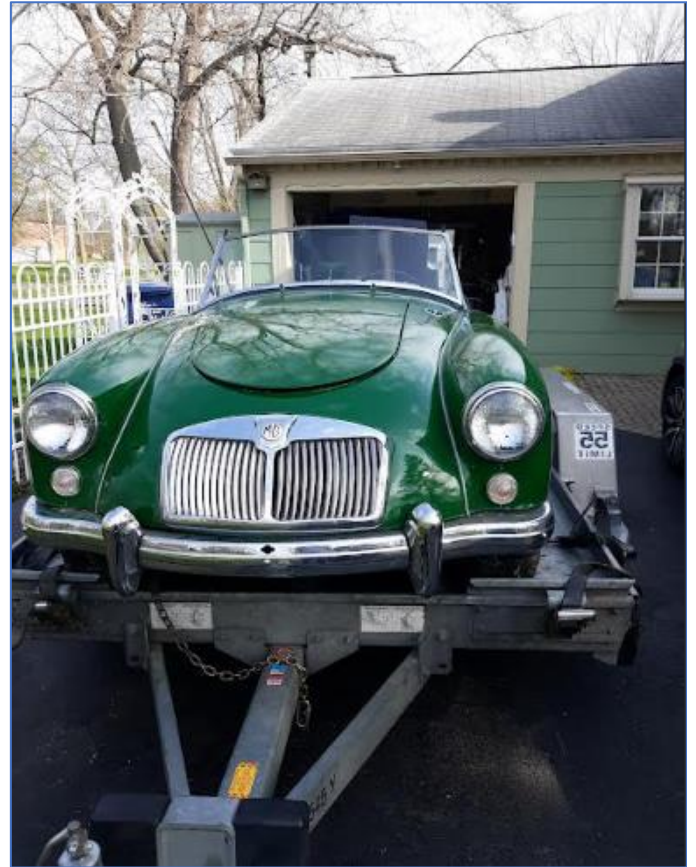
By Erin Foster  
(Inspired by Justin Foster)

**In April 2022**, Justin and my father embarked on trip back to Columbus, Ohio to pick up Justin's uncle's 1957 MGA.

The gentleman Justin's uncle, Uncle Jimmy, purchased the MGA from had previously used it as a daily driver until he had kids. At that time, the gentleman started to use the MGA as a chicken coop. There it was, being used as a chicken coop when Uncle Jimmy purchased it in 1978.

Uncle Jimmy also used the MGA as a daily driver until the mid-1980s. At that point, Uncle Jimmy put the car in a storage unit. Unfortunately, a few years later, the town where the storage unit was decided remove an old damn. Thus, causing the storage unit to flood and the MGA to take a little soak for a few months. After retrieving the MGA, he tried to fix it up for the next five years before deciding to store it in his dirt floor carriage house. The car sat in the carriage house for fifteen years until Uncle Jimmy asked Justin if he would try to get it running again as a summer project.

Justin has always been interested in cars and inherited the family tinkerer trait; so, he jumped at the



*Bringing home baby, April 2022*



*Justin and our son, Richie, in our MGA with my dad, Bruce, in his 1950 MG TD getting ready for the car parade in Sodus Point (Labor Day weekend,*

opportunity to try to get the MGA back and running the way he remembered from his childhood. Over the next three years, Justin would go over to his uncle's house in late May or early June, get the car running, and drive it back to our home to work on during his free time all summer long. By late August to early September, Justin would drive the car back over to Uncle Jimmy's to be stored away until the next year. After the third year, though, his uncle decided he no longer wanted to have the car worked on as he was unable able to drive and enjoy it anymore.

Over the next ten years, the MGA sat in the carriage house untouched with only a Vespa 400 and an opossum to keep it company. When Uncle Jimmy decided to downsize in 2022, he called Justin and asked if he would like to keep the MGA as an early inheritance.



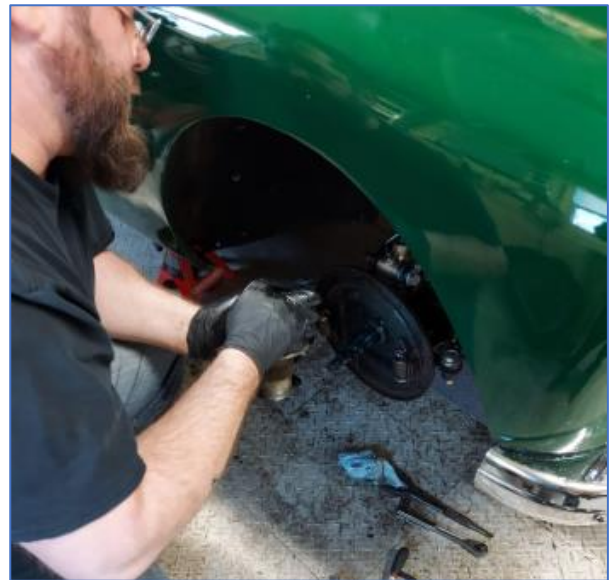
## A New Foster Heirloom, cont'd



*Justin doing garage yoga (February 2024)*

That brings us back to the beginning with my dad and Justin driving down to Columbus to pick up the car. When they arrived, they found the car had four flat tires and the front brakes were completely seized. So, they got to work; they filled the tires and were amazed that they held air. With the help of one of Justin's brothers and a neighbor of Uncle Jimmy, they pushed and pushed and pushed the car until it was finally secure on the flatbed trailer they had rented. When they arrived back here in Palmyra, Justin, our two teenaged kids, and I pushed and pulled until we got the MGA down off the trailer and into our garage.

And that is where our new winter hobby has picked up. Justin works on the car all winter long in our tiny one car garage (i.e. an activity he calls "garage yoga" due to the odd ways he has to contort himself to get to things). I help when I can and take pictures along the way to document all of his progress. Thus far, Justin



*Justin once again doing garage yoga (March 2024)*

has fixed the drum brakes, replaced the full suspension, rewired the entire car, put in new brake lines, bolted down the seats, got the doors to shut, and so much more.

While it is a work in progress, it is a project of love. Justin enjoys seeing all the progress he has made over the last few winters. I enjoy seeing the joy it brings him. And we both enjoy all of the fun adventures we have started having as new members of the MG Car Club Western N.Y.

EF



*Justin enjoying a nice ride on our way to our first Cars and Coffee (Fall 2024) (March 2024)*



*Justin and my dad, Bruce, heading out for the 2024 Fall Tour*



*Us in line behind Klint and Janet LiMuti and others on the way to a Thank You event in Canandaigua (October 2024)*

# The Fifty-Five Year Restoration

by Al Wagner



**TA 2600 was built at Abingdon** on August 31, 1938 and probably was sold shortly thereafter. It was assigned plate number DTD708 which, I have been told, is the Lancashire County of England. I know very little of the car in England other than there were some modifications and upgrades made to it in the first 28 years. Sixteen inch wheels were put on the rear, signal lights installed, a large rear window top, new tail lights, and at least one engine change.

Sometime in late summer of 1966, the car was advertised and sold to our club member John Callahan.

I have copies of the British registration for 1966 and New York for 1967. John drove the car around in '67 but not very much. He apparently had a job transfer in 1969 so sold the car to Bob Philip in October of that year. At that time, Bob decided that the car needed restoration so he took it apart. A new Ash frame was made and a lot of sheet metal was repaired or replaced. Since direct replacement parts were not available, Bob would make wood molds and press his own metal. The engine was also cleaned, painted and apparently running. A random picture of a rolling car appears to have been taken at an early Wagonjack event.



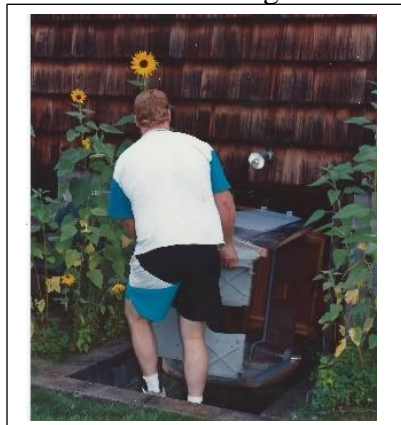
## 55 Year Restoration, cont'd

During this time, other projects came along and Bob moved his home to a house in Walworth. The TA was relegated to his basement while he worked on and finished other cars.



I purchased the “car” from Bob’s estate in 1993 and moved it to its next temporary home at Gil Langswager’s pole barn. What was not attached to the body ended up in my basement. Eventually Gil planed a move so I brought the car to my garage where it sat for several years. Gil and George Haynes convinced me that the TA needed to be worked on so they took the engine and rebuilt it as a start. In the winter of 2010, we moved the rest of the car to their restoration shop for some major work. Like Bob Philip before us, what we could not repair, we had to fabricate. A lot of elbow grease and cleaning helped make rusted and frozen parts able to function once installed. We also made sure everything would fit once it was assembled.

At this point, it was off to the paint shop to get a final finish. I used a small scrap of painted rear quarter panel and a picture of the car in England to select the color. After the cost of the winter’s work, I was running low on funds, so back to my garage for storage. At least it was much closer to a finished car than what it had been for a long time.



When my wife passed away in 2022, I made up my mind to finish the car one way or another. The next summer, I contracted Eric Barge at EM Motors to take on the project. There were some unavoidable delays but that fall it finally made it to his shop for some serious work. I sent off the instruments to FTFU be rebuilt and proceeded to order other components that were needed. More money than I wanted to spend, but at least most of what I needed could be obtained.



In early June, the battery was connected, the starter button pulled, and the engine rolled over and started. For the first time in more than 50 plus years, TA2600 is rolling again under its own power. Now that it is running, some clean up and final touches were performed before I brought it home. Since it has not been driven for a long time, for the time being I only drive it around my neighborhood to show it off. Anything further than this will have to be on a trailer.

One real test was getting the car to and from the Seneca lodge in Watkins Glen. That is one steep hill so, on the way down, I was hoping the brakes would not fail. On the way back up the wish was for enough power to get there...it did but in second gear all the

## 55 Year Restoration, cont'd

way! All in all, I was very pleased with the way it performed and showed.

Although not a completely original car, it is something that I can take to shows and be proud of. Its first outing was to our show in July and to my great surprise, it won an award for my class! I had entered it in the concours at Watkins Glen in September so after a longer trailer ride, it appeared with some of the best MG's around. It didn't win anything but at least it showed well and was noticed by everyone.

AW



Last British Registration



New '67 NY Registration

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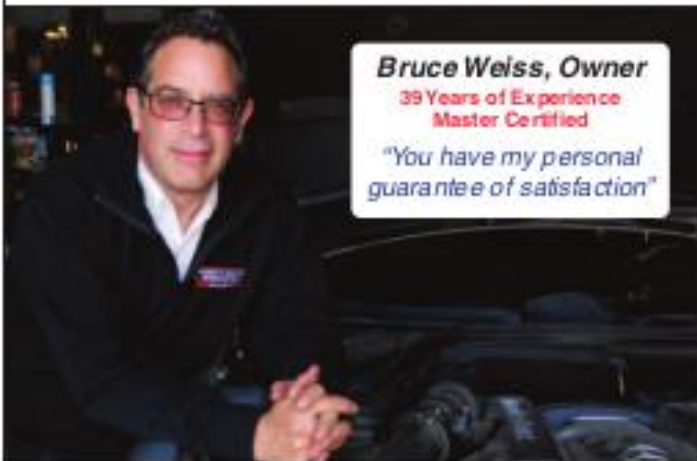


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## 1957 MGA British Racing Green by Paul Osborne



Sitting in not moving traffic due to a tow truck trying to get something out of a ditch, I pulled into a side road to keep going. Others seemed to have the same idea and stuck again. Oh well, but I could see what looked to be an MGA in a front yard up ahead. Better to look over a British car than sit waiting for traffic to clear. Yes, it was. A 1957 MGA covered in thick garage dust, not complete, no interior but seats, no top. Dashboard missing a few things, and a for sale sign. The owner came down the drive with the details. He bought the car 20 yrs. ago; it came from Texas. He did a frame off home restoration, had engine and transmission built here in Rochester, has all receipts and some pictures, painted and got it back together running and lost interest. Too much to do. Drove it some but parked it, and now for 6 years. Did not run.

Now I already had a 1957 MGA that I had purchased the year before and was sorting out getting ready to do a full rebuild frame off, engine trans etc..... . This one needed a bath, finishing, he had most of the parts, new engine and trans and was painted, but needed a LOT of TLC. The price was way too reasonable and I said yes.

Week later getting it home, had it running in about an hour. Needed all the usual things from sitting for 6

years. Put my other A on Craig's List and in the front yard and had it sold in a few days. This all took place 2 years ago.

I have been sorting out and driving it as I go. Full carburation cleaning and reassembly. Fuel pump replacement, new battery, starter quit last fall replaced. Converted to negative ground, Installed the interior kit and new foam in the seat bottoms. I went through all the brakes and found them to be new and just needed a cleaning. I have just been chasing down small items that needed to be completed. Most which he had purchased the parts but did not install. The biggest fault I found was when the engine was rebuilt, he had installed a different cam that was way too much for the 1500 engine, I replaced it last summer with the stock profile cam and it runs perfect.

Still going down my list but starting to see the end. It rides and drives so different compared to my GT. BRG is not my first color but after buffing it out it has grown on me. Interior is dark tan, black carpet. The next big item is trying to get the door gaps even and from what I have read and talking with others is a project that takes loads of time and will over tax your patience. It's getting there and a lot of fun to drive.

PO

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## More MGAs in our Club & Rochester Area - by Dan Suter

*There are a few more MGAs in our club and Rochester area that I wanted to be sure to include in this series:*



Karl Burkhardt's 1959 maroon MGA roadster. Karl was featured with this car on the cover of Spokes in 1996!



Paul Wegman's 1957 Orient Red MGA coupe. Paul purchased this show-winning coupe as an older restoration out of the NJ area, where it had been stored in a temperature and humidity controlled building, I believe around 2018.



Don Sweeney's restored 1959 midnight blue MGA roadster. Don finished this restoration in the 2021-22 timeframe after a 40-year effort and the car is beautiful.



This beautiful 1957 MGA roadster in glacier blue has appeared at a number of local car shows including our own show in Rush in 2019, and also at UK Car Day shows. The placard says that it is owned by John Strawway and Mark Chaplin. I have hoped to meet up with John and Mark as this restoration is really superb.



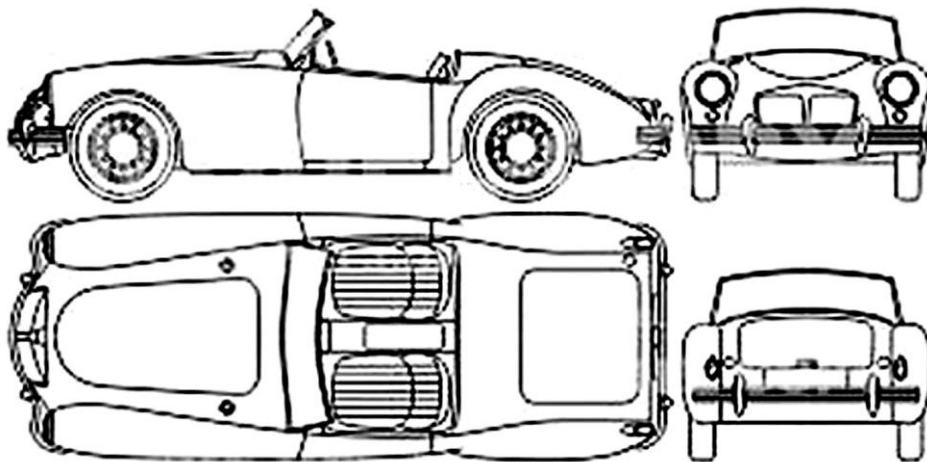
My own 1962 black MGA 1600 MKII Deluxe roadster. I have continued to enjoy this car every summer since its restoration by Gil and George was finished in 2008.



Jeff Langswager's British Racing Green MGA roadster. Jeff also has continued to enjoy this car each summer and it is always fun to see it at shows and events.



Dan Goodwin's yellow MGA 1600 roadster. Dan's MGA has enjoyed an engine rebuild in recent years and Dan is investigating options for a repaint.





# Meeting Minutes MGCC WNY Meeting January 16, 2025

By Dan Suter, Secretary

We started off our January, 2025 with new incoming Chairman Ken Barlow opening the meeting with a call to order at 7:34 PM. We had 40 members and one guest in attendance.

## **New Members and Guests:**

Guest Dave Marion from Clifton Springs attended this meeting. Dave owns a '75 MGB, a '62 MGA, and a '51 TD. His Dad is a long-time acquaintance of Ken Barlow. Several birthdays (Leon, Sue Herschell, Justin Long, John O'Malley, Stephen Lewandowski) were announced for January.

Meeting minutes from November were motioned and approved with no changes.

**Treasurer and Membership Report:** Treasurer Todd Black gave the Treasury and Membership report. He first noted that dues for 2025 are now due and can be accepted via PayPal (best method), checks, or cash. Our balances remain good, and we have 77 members already renewed for 2025, with 57 more yet to do so.

**Activities Report** –Dave Kray gave the Activities report:

Past Events:

- The January Luncheon will be held on January 26 at Flaherty's in Macedon (will be complete by the time this is published). Thanks to Annabelle Tescione for coordinating this event.

Upcoming Events:

- February: needs an Activity. Please contact Dave and Celeste if you have an idea.
- George and Peggi Heissenberger are coordinating our valve cover racing event. It will be March 23 from 1-4PM.

Future events:

- Dave and Celeste are looking for volunteers to run events for 2025.
- MG2025 will be held at Crystal Lake near Chicago.
- MG102 will be held by the Canadian groups in Western Ontario in August. Our club will likely have a group going.

**Regalia** Joe Bellizia was absent but members were suggested to look at Spokes for current offerings. Gil Lanswager donated many T-shirts almost all new and never worn, which members were able to help themselves.

**Spokes** – Don Welch gave us an update for Spokes. Don noted that he had received several great articles for January and that he was starting to receive material for February as well. Deadline is one week from Friday following the meeting.

**Watkins Glen:** Ken Barlow is indicated that 2025 Seneca Lodge reservations for the club allotment of rooms is basically full. Please contact Ken to be added to a waiting list. The normal schedule (SVRA and downtown festival after Labor Day) will resume for 2025.

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

**Website:** Webmaster Leon Zak indicated he has updated the website to reflect upcoming events. Leon described upcoming changes to the e-mail lists. A second list will be created simply for announcements and events, while the current list will continue for conversations.

**Car Show:** July 13 is our 2025 Car Show date! The NY Museum of Transportation has engaged a landscaping company to help expand a good grassy area to extend the field to the back. 2025 planning will get underway in the next few months.

**Old Business:** Todd Black had 2025 calendars available at the meeting.

**New Business:** Annabelle gave an update on Hollis Hames following his surgery in Pittsburgh. Hollis is making steady progress and is expected to arrive home by approximately Jan 25<sup>th</sup>. Dick Powers is home and is taking phone calls.

Ken suggested that our club choose a cruise night each month as a ‘focus event’. He also suggested we expand on visiting club members who are no longer able to get out on a frequent basis (like the impromptu meet-up at Gil Langswager’s Grande Ville Senior Living place last Fall). These will be pursued as the weather improves.

Bob Welch suggested that the club increase motoring events in 2025 such as gymkhana or road rally. Ken discussed a proposal for setting up a system where club members can earn points for participating in events. Alana and Trevor suggested a club trip to the Watkins Glen research library. More to follow on these.

**Other Announcements:** none.

**Cars and Parts for Sale:**

- Bob Abels is selling his Trail-X aluminum trailer, sized to fit our sports cars. It has dual 13” wheels and is in excellent condition. Please contact Bob. (contact info on page 40)

**Member Projects:**

- Hassan is installing a top on his Midget.
- Bob Welch noted his 1972 BGT is being repainted in New Racing Green at EM Motors.
- Dan Suter described ongoing work on the front suspension for the 1964 Elva Courier fastback. As a car purchased in boxes, unsurprisingly many components were missing but progress is being made assembling all the correct Spitfire-based parts.

Door prizes were awarded and the meeting was closed at about 8:31 PM.

---

## Attendance MGCC Meeting January 16, 2025

Frank DeMarzo	Rob Shrader	Justin Foster
Todd Black	Trevor Roberts	Erin Foster
Al Costich	Alana Roberts	John O’Malley
Jake Barnard	Bob Abels	Bob Welch
Klint LiMuti	Georgean Abels	Hassan Gillani
Janet LiMuti	Sue Herschell	Eric Mehserle
Don Welch	Jim Herschell	Dawn Mehserle
Allyn Wagner	Annabelle Tescione	Paul Osborne
Rod Rodman	Michael Goodwin	Dan Asbury
Steve Fig	Susan Goodwin	Al Fink
Dan Suter	Leon Zak	Ken Barlow
George Heissenberger	Stephen Lewandowski	John Eberhardt
Celeste Kray	Naomi Wadsworth	<b>New Members and Guests:</b>
Dave Kray	Ray Rossborough	David Marion -- guest

## Events Report for February, 2025

- **February**

**16<sup>th</sup>, 10 AM - Rochester Hotrod Club Valve Cover races  
Moose Lodge, 5375 W. Henrietta Rd.**

**?? Possible, - Garage tour?**

- **March**

**23<sup>rd</sup>, 12 Noon – MGCC Valve Cover Races / Wine and Cheese Party,  
Bushmen Cabin.** Details are listed in the “Events” section of the web site.

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**



**Valve Cover Race!**  
**February 16, 2025**

**Test and Tune**  
**10:00 a.m.**  
**Races Begin at**  
**11:00 a.m.**

**Genesee Valley Henrietta Moose Lodge**  
**5375 West Henrietta Rd, West Henrietta, NY 14586**

**Pizza Served!**

The image is a promotional flyer for a "Valve Cover Race" on February 16, 2025. It features the logo of the Rochester New York Street Rods Club (EST. 1970) in the top left. The main text is in blue and black. There are several photographs: a row of colorful hot rods, a group of people holding trophies, a hot rod on a lift, and a pizza. The location is Genesee Valley Henrietta Moose Lodge, 5375 West Henrietta Rd, West Henrietta, NY 14586. The flyer also includes the times for "Test and Tune" (10:00 a.m.) and "Races Begin" (11:00 a.m.), and a note that "Pizza Served!".

# **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](mailto: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.

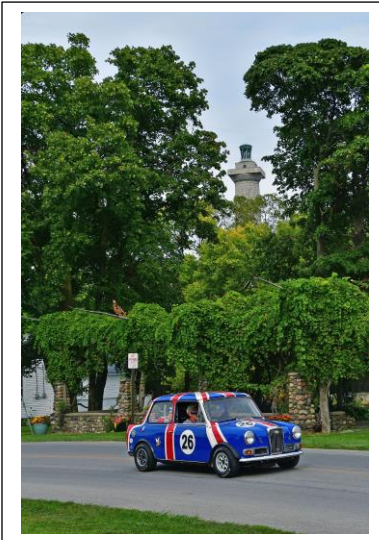
**The Races:** Cars will run in heats of 2 cars each. The cars are to be launched with their front wheels on the starting line. If your car design does not allow for this, it is at a disadvantage. The first car to have its front wheels cross the finish line is the winner. If neither car reaches the finish 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.

**Registration for 2025 Put-In-Bay Sports Car Races is Now Open!**  
**Event to Feature Elva 70<sup>th</sup> Reunion and Austin Mini**



**Put-in-Bay, OH – January 1, 2025 --** Organizers of the Put-in-Bay Sports Car Races are pleased to announce that registration is now open for the 2025 event. Registration materials can be found at the event’s official website: [www.pibroaddrace.com](http://www.pibroaddrace.com). “Featured marques” for the 2025 Put-in-Bay races (September 16-18) have a decidedly British accent:

- The event will be the host of the 70<sup>th</sup> anniversary of **Elva** which was founded in the U.K. in 1955. The Elva brand was a consistent winner at the original Put-in-Bay Road Races in the 1950s.
- **Austin Mini** (and its various derivatives) will take on “Spridgets” (Austin Healey Sprites and MG Midgets) in the “Mini-vs.-Spridget Challenge.”



For those not familiar with the Put-in-Bay it unique:

- Today’s annual **Put-in-Bay Vintage** from a modest 2009 “reunion” event Road Races participants came for a their stories. A couple of annual “reunions” later and small-bore vintage sports car racing was revived on the island, and events have been running annually (except the 2020 COVID year) ever since.
- Today’s event is renowned for its relaxed atmosphere and its “competitive but respectful” vintage race environment – much like it was back in the 1950s. It takes place on Ohio’s South Bass Island, a 20 minute ferry ride via the Miller Ferry which operates out of Catawba Island (near Port Clinton, Ohio). [www.millerferry.com](http://www.millerferry.com)
- Vintage racing takes place at the Put-in-Bay Airport whose runway and taxiways provide a challenging and competitive 1.2-mile hay bale lined course that rewards precise braking and nimble handling. It’s a pristinely maintained surface that offers good grip, numerous passing opportunities and varieties of racing lines. Fun to drive as well as watch!
- **Race entry options** are available for qualified under 3-liter vintage sports cars, sedans and open-wheel cars primarily built prior to 1973. There are also race entry options for larger displacement cars (by application) and for appropriate cars produced as late as 1990 that meet vintage racing preparation rules.
- There is an **Exhibition class** which provides track time for drivers seeking a track experience without all the demands of a race setting.
- There are also **entry options for non-racing entrants** with “Heritage street cars” (street versions of the race cars) and for “Guest street cars” (later sports cars and sporty sedans).
- Rules and requirements for all the above are available at [www.pibroaddrace.com](http://www.pibroaddrace.com).

(more)

- Besides two days of racing (on September 17 & 18), there is also an all-entrants’ car show, police-escorted tour-laps of the original ‘50s era road course, “spirited” pace-car led touring laps of the airport race-course

for the non-racing entrants, social gatherings including a wine & cheese reception at Heineman's Winery, an optional non-racers/guests luncheon, and the highly competitive and entertaining "rocker cover races" at The Goat Soup & Whiskey.

- And finally entrants and spectators are encouraged to get into the spirit of the event by wearing vintage-inspired attire, however they interpret that to be.

See [www.pibroadrace.com](http://www.pibroadrace.com) for answers to "FAQs", further details about eligibility, and registration materials (both mail-in and online options are available).

And finally, to participate in the ongoing conversation about the Put-in-Bay Sports Car Races, please join our the Put-in-Bay Sports Car Races page on Facebook (easy to find).

Early registration discounts expire June 1, 2025.

**For further info**, contact:

Manley Ford, Event Coordinator / Media Contact -- [manley776@yahoo.com](mailto:manley776@yahoo.com) / 734 502 2435

Kurt Byrnes, Web Master/Registrar/Track Wizard [kdb@kbyrnes.com](mailto:kdb@kbyrnes.com) / 412 400 9156

Richard Hahn, Lead "PIB Island Contact"/ [putinbaytr3@yahoo.com](mailto:putinbaytr3@yahoo.com) / 216 226 2323

Bob and Mary Kansa, Vintage Attire Advisors / [swindrace@aol.com](mailto:swindrace@aol.com) / 330 714 3740

Joe Teplitz, Race Director / [jdteplitz@gmail.com](mailto:jdteplitz@gmail.com) / 646 258 4000

So far this is what I have heard about **2025 car shows**:

Feb 28-March 2 Cavalcade of cars Hamburg fairgrounds

March 22-23 Cavalcade of cars Syracuse fairgrounds

March 28-30 Motorama Buffalo convention center

June 7 Lockport car show

June 7 Camp Haccamo car show at Greece Ridge mall

July 18-20 Syracuse nationals Syracuse fairgrounds

July 26 Orchard Park car show

So far July 13 seems open.

George Heissenberger

**(July 13 is now the official date for MGB WNY Car Show!)**

Sept 17 & 18 Put-In Bay Races, Ohio

FYI regarding Watkins Glen Vintage weekend I just got updates on the following:

Hazlitt Grand Ramble on May 10<sup>th</sup> 2025 is full and sold out.

Founders Tour is sold out for 2025

Glenora Run is sold out for 2025.

As of now, there is still some room in many other Stone Bridge Driver Events.

## 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](http://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

Membership number \*

67590

Email address \*

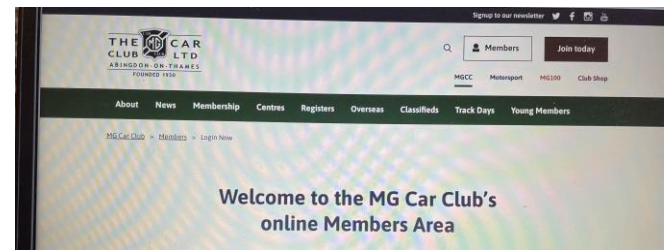
mgcarswry@gmail.com

Password \*

.....

Login

Forgot your username? Don't have an account?



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# February Sunshine Page

## February Birthdays

- 6 Lowell Briggs
- 8 Mary Ellen Suter
- 11 Douglas Jack
- 11 Barb Wild
- 12 Allen Hess
- 12 Nicholas Leykin
- 14 Ellen DeLaire
- 17 Cheryl Baldwin
- 18 Susan Wegman
- 21 Gil Langswager
- 22 Rob Lillis
- 22 Scott Schipper
- 23 Bill Baldwin
- 26 Aldo Gonzalez
- 27 Denis Contant

## February Anniversaries

- 14 Dave & Nancy Chase
- 22 Charlie & Toby Cook



## Happy Birthday



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

## 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 fiend 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](mailto: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](mailto:blitz7711@gmail.com). / (585-749-9263

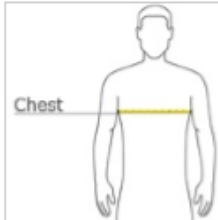
Note: This is the Logo we are had digitized to fit on the hats. It is 2" high

# New Regalia MG Car Club of WNY

Original Heavier Woven Port Authority Shirts at \$25.00 embroidered

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## 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.

Banana PMS 1345C	Black PMS BLACK C	Bright Lavender PMS 2635C	Burgundy PMS 7428C	Charcoal Heather Grey PMS 7540C	Clover Green PMS 7763C	Coffee Bean PMS 476C	Cool Grey PMS 7539C	Dark Green PMS 5467C	Deep Berry PMS 7650C	Gold PMS 143C
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



Closeup of Actual Embroidery of Logo

An enduring favorite, our comfortable classic polo is anything but ordinary. With superior wrinkle and shrink resistance, a silky soft hand and an incredible range of styles, sizes and colors, it's a first-rate choice for uniforming just about any group.

- 5-ounce, 65/35 poly/cotton pique
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- Metal buttons with dyed-to-match plastic rims
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- Side vents

### CARE INSTRUCTIONS

Machine Wash Cold With Like Colors. Do Not Bleach. Tumble Dry Low. Cool Iron, if Necessary.

If we Order at least (12) shirts we should be able to have them and embroidered delivered @ \$25. Delivered.

Put your Order in today!

# New Regalia MG Car Club of WNY

"NEW" Callaway embroidered shirts



**ORDER your New Shirts!**

High End Quality, only \$35. delivered (let me know color and size)



Callaway Opti-Dri technology transfers moisture away from the body to keep you cool & dry w/ UV block.

### Available Sizes

Men's S – 4XL

Women's S - XXXL

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](mailto: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



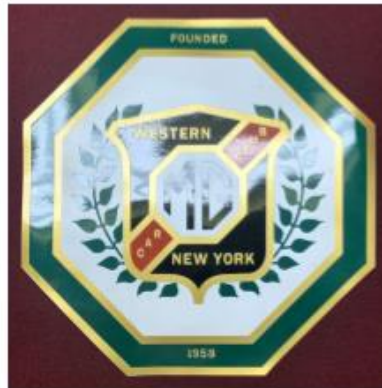
Note: Key is just to show size

In between meetings feel free contacting Joe B at [blitz7711@gmail.com](mailto:blitz7711@gmail.com)

## MG Car Club of Western NY Centre Pins

Limited Supply – 2 left

10" Magnetic Sign \$15.00



One Left



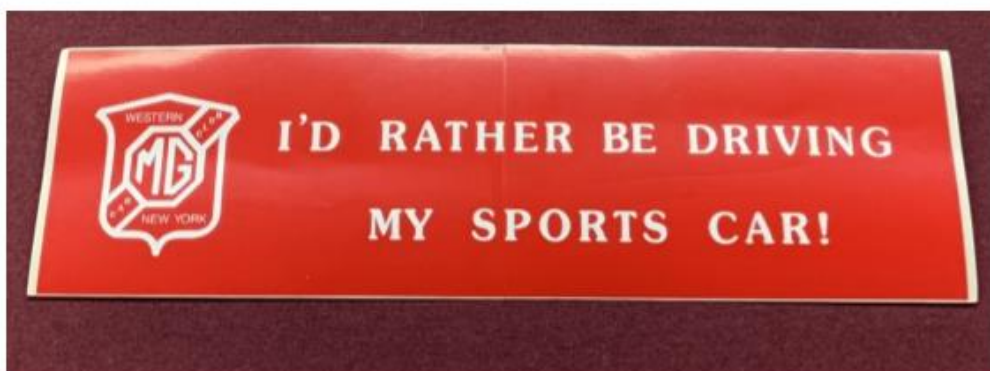
Embroidered patches  
\$3.00



LIMITED SUPPLY  
Octagon Key Ring  
\$3.00



## 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*

**TRALEX** aluminum sports car carrier.  
Weighs less than 775 lbs. (pull with minivan) 3100 lbs. capacity.  
Bolted extruded anodized aluminum, no welds.  
Surge brakes, no brake controller. \$1850 obo  
Bob Abels, Churchville, NY 239-220-7037

**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)

**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



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

**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!!!**

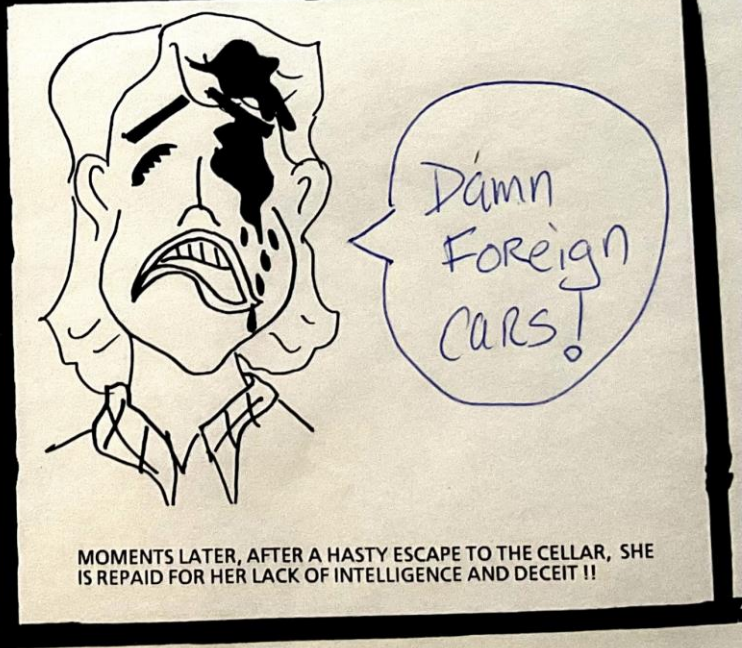
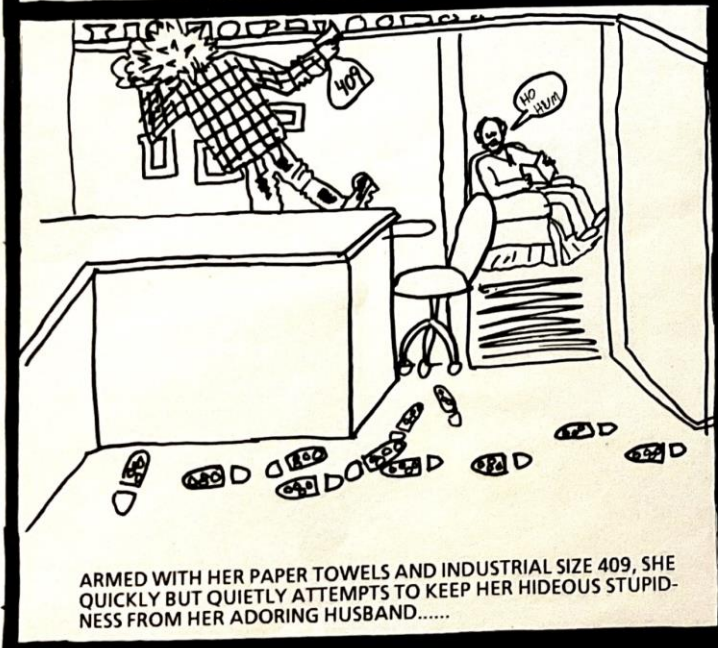
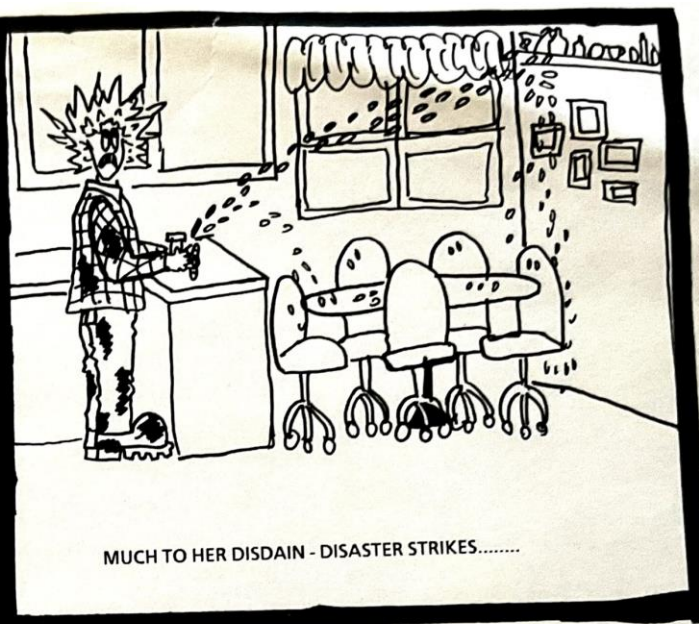
You can renew and pay \$30 online at: <https://mgcarclub.com/join/>

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...

From an early Spokes, Suzanne Keppeler's reminiscence of restoring her '62 MGA



See you next month!

