

Spokes

Official Publication of the MG Car Club Western New York Centre

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November 2022



“A little frosty start but got milder. Nice showing for late October. Good hot coffee, breakfast sandwiches, donuts and good folks!”

MG CAR CLUB WESTERN NEW YORK CENTRE

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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 SPOKES are available in Adobe PDF format on the website.

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COVER:

Nine cars, including two hardcore top-downers were at Cars & Coffee on October 30, 2022. As described by Rod Rodman, *Photos by Richard Powers*

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.

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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Frank Stepanik
13 Fiora Drive
Fairport, NY 14450

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

MG's Corner – Expectations?

By *Spokes* editor, Michael Goodwin

I think you'll all find this month's issue of *Spokes* includes some things you likely *expected* (the usual columns, meeting minutes, etc.), but there are a few things *unexpected* in this November issue. There's a great **trip report**, but it's not one you may have been *expecting*, rather an *unexpected* and very nice accounting of some great road-tripping around England written by Ken Barlow.

Similarly, we all *expected* a great wrap-up of the Motoring Challenge by Susan Goodwin (including more participants' photos), and a nice write-up and photos of the Fall Foliage Tour by Mike Robinson and other photographers (of course, how could we fail to include the past month's main event!), but you'll find near the end of the issue a **photo-captioning contest** I'm sure you *didn't expect*.

And speaking of things *unexpected*, besides a bad fuse, Susan and I had **just one** breakage requiring a repair during our recent cross-country MGB drive with the Zaks. My throttle cable broke one morning in Spokane, Washington. For a month-long trip of 7,574 miles in a forty-four year-old MGB, I have to say our great fortune was a bit *unexpected*! Oh, and for those of you



Up front, my broken throttle cable spliced together to a scrap of spare cable – tied in a square knot and secured with two tie-wraps. This did the trick until I could get to a parts store. (The second cable with the small chain is from the cruise-control module.)

who may have wondered, when we arrived in Tiny House Land, the MINI we store there started right up with no hesitation – our solar battery maintainer (see the September 2022 *Spokes*) did its job, *as expected*!

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Chairman's Corner

By Bob Welch

Wow! The Fall Foliage Tour of this past Saturday was a spectacular event. Mike and Maggie Robinson deserve our thanks and praise for the planning and preparation which went into this 115-mile cruise through the western Finger Lakes region. We had 27 cars split into two groups. There were enough hills and curves to challenge us all and on more than one occasion the smell of heated brakes hung in the air on the downhills. Overriding it all was the warm, sunny late autumn weather and the colorful trees, a little past peak. Not to be forgotten were the stops along the way at Rising Storm Brewing Co. and 20 Deep winery.



Still to come in October is a Cars & Coffee in Mumford on the 30th. A lack of garages to tour has left us with just another Cars & Coffee on the 27th of November, if the weather cooperates. Please sign up now for the annual Christmas party, to be held December 17th at Eagle Vale. The guest speaker is noted MG authority, John Twist.

As of our October meeting we now have a full slate of candidates for the 2023 Board. They are:

Chairman - George Heissenberger	Vice Chairman - Rod Rodman
Secretary - Dan Suter	Treasurer / Membership - Todd Black
Activities Director - Dave Kray	Trustee - Paul Osborne
Trustee - Bob Welch	

The election will take place at the November meeting on the 17th. It is essential that we have a quorum of the membership to elect the officers so please do your very best to attend.

I'd like to extend a personal thank you to all the candidates. We can all be assured these folks will do a great job of steering our club through the coming year!

Special recognition goes out to Leon and Barb Zak for driving their MGB something like 11,000 miles over September and October. Likewise, Mike and Susan Goodwin drove an extraordinary 7,600 miles in their B, accompanying the Zaks on the outbound through the UP of Michigan and onward to Spokane, Seattle and northern California. While the Zaks returned via the southern route, through Texas and Florida, the Goodwins returned by the more or less northern route. All in all, a very notable achievement. Congratulations!

Safety Fast!



Vice Chairman's Corner

By George Heissenberger

Hello and welcome to November! Hard to believe it's already almost time to put away our little cars for the winter. There is still some nice weather and it's actually sunny and almost 70 as I write this column, so it's not time to put the car away yet. I usually wait and try to get in some fall leaf peeping in the MG before the first time they salt the roads and then put the car away.

I got the MG inspected a week ago and they noticed an intermittent license plate light on the right rear bumper. This particular light had given me trouble before, and vigorous shaking of the harness usually brought the light to work, so it worked when it needed to in order to pass. The connection is right next to the gas filler pipe and can get jostled if I put groceries in the trunk

between the spare tire and the rear body panel. The connector had 12V power going in, but nothing coming out of the female connection. When I got a chance to look over the connection the next day, I was vigorously wiggling and pushing the connector in order to get a better connection when the wire from the loom to the connector came right off. So, it maybe was loose all along, or I bugged it by wiggling it. I pushed out the bullet connector out from the female connection, cleaned up the internal of the female connector and drilled out the broken wire from the bullet so I could re-crimp it on. I should have soldered it, but since it was crimped from the factory I figured that would be good enough. I stripped back some more wire and slipped on the bullet, gave it a crimp with my wire crimping/ stripping tool. It was still loose enough to move on the wire, so I gave it another



squeeze. Better, but still a little loose. Another squeeze with the crimping tool and "Snap" I bit the bullet connector right through in half. Great job, George. Well, the bottom half of the bullet was on the wire really tight now and good enough for a connection, so I pushed it in the female and tested for current. Yes, now I had current past the connector but nothing at the

socket on the bumper override. The license plate light plinth had an old cork gasket to keep water out of the lens and the cork was all swelled and dried up, so it actually pushed off the socket away from the plinth, resulting in no ground. I took off the gasket but still no ground. I ran a

spare ground wire from the back of the socket mounting screw to a ground in the trunk. Still no light. The bulb looked good and had worked on and off before. Maybe there is something wrong with the socket? I have a spare rear bumper, so I swapped out the whole license plate light, plinth, socket and bulb. And voila, it worked! It must have been a combination of things but anyways I am set for now. Mike Robinson gave me some bullet connectors and a new female connection so I will fix the bullet end permanently and solder it on this time.

It looks like we have a full slate of club officers for 2023 based on our October meeting, so thank you everyone who stepped forward for next year. Elections will be at the November meeting!

George Heissenberger



Minutes for MGCC Meeting – October 20, 2022

Recorded and submitted with photos by Annabelle Tescione, MGCC Secretary



Meeting called to order 7:40pm

CHAIRMAN, Bob Welch welcomed everyone, and we congratulated people who had recent birthdays or anniversaries, with a big cheer for Mike Robinson's 65th birthday. There were no new members or guests. The September Minutes were motioned and accepted.



TREASURY/MEMBERSHIP, Frank Stepanik reported that the treasury is healthy and increasing with 2023 dues payments coming in. We had two new members join recently and have 115 memberships in good standing. Payments for the Holiday Party are also steadily coming in.

ACTIVITIES, Mike Robinson reviewed details on the Autumn Tour which has a great signup count and weather looking fantastic. He also mentioned the Holiday Party with guest speaker John Twist.

Activity Report from Mike Robinson

- October-
 - 22nd Fall Foliage Tour
 - Departing Mendon Ponds Beach Parking Lot on Douglas Road. Be there by 10:00 for drivers meeting.
 - Approximately 113 miles in length
 - Lunch at The Rising Storm craft brewery in Lakeville
 - Final Stop is 20 Deep Winery in Mendon.
 - We will split into two groups, one out at 10:30, other out at 10:45. Dan Suter and George Haynes will lead one group, I will lead the second. We will need two sweepers.
 - This is a rain or shine event. If inclement weather, bringing daily drivers is acceptable.
 - All information with maps to starting location are on the Event Calendar.
 - 30th Cars and Coffee Mumford. 9:00 – 12:00



- November-
 - 27th Cars and Coffee Mumford. 9:00 – 12:00 (weather dependent)
 - No other activities planned at this time.
 - Perhaps a Thanksgiving Brunch somewhere? See me if you'd like to put one together.
- December-
 - 17th Christmas Party at Eagle Vale Golf Club, Rt. 250 Fairport. 6:00 PM Drinks, Dinner at 6:00.
 - There MAY be a members-only Meet and Greet with our Guest Speaker at 3:00. Details are being worked out.
 - Menu is listed on the Event Calendar and also went out as an email to the membership.
 - Cost is \$35 per person for members, \$55 for non-members
 - We will have John Twist as Guest Speaker.
 - Other clubs are being invited to increase attendance so we can be moved to larger ball room upstairs.
 - Sign-up Sheet is on the back table and I am collecting money at the October and November meetings.

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

Respectfully submitted, Mike Robinson

Susan Goodwin reminded us that there are only 11 days left for the Motoring Challenge and the awards will be announced at the November meeting. We had a slide show of the most recent submissions on the Legion's big screen TV.

Barb and Leon Zak and Mike and Susan Goodwin gave us some fun highlights from their cross-country tour in their MGBs. We all enjoyed the great stories and even a poem at the end!



REGALIA, Joe Bellizia had many samples of our regalia at the back table, including shirts and jackets that could be tried on. Joe has much more available by order and you may also get your own clothing item embroidered. Contact Joe for ordering or information at blitz7711@gmail.com.

SPOKES, Mike Goodwin told us that Spokes is in good shape, and he has received good participation from Club Members. He reminded us that our newsletter is an important record for our Club, both past and present. Mike also mentioned that most historical Spokes issues are available online, thanks to the efforts of Dan Suter. He told us to submit articles, photos or any "For Sale" cars or parts ads for Spokes by October 28th, per our usual week-after meeting deadline. Send to spokes@mgcarclub.com. Mike announced that next year will be his final year as Spokes Editor and he hopes to have a volunteer come forward soon so that he is able offer some help to his successor before he leaves the position.

LIBRARY, Paul Osborne was absent, no report.

WATKINS GLEN REPORT, Dave Wild was absent, no report.

WEBSITE, Leon Zak confirmed that the Club website is running fine and is up to date with information. The Membership page and the Holiday Party signup are both working out well. He mentioned that it's a good source of cars for sale, currently with two inexpensive MGBs listed.

OLD BUSINESS, None

NEW BUSINESS, Bob Welch announced nominations for the Club Officers for 2023. Several positions had nominees from last month and the open ones were filled at this meeting. Nominees are:

- Chairman, George Heissenberger
- Vice Chairman, Rod Rodman
- Treasurer/Membership, Todd Black
- Secretary, Dan Suter
- Activities Coordinator, Dave Kray
- Trustee, Paul Osborne
- Trustee, Bob Welch

All nominees were accepted and seconded.
Nominations will be voted on at the November meeting.



CARS & PARTS FOR SALE, None

PROJECTS, Dan Suter discussed his project of rebuilding a 3-main bearing engine with George Haynes, which is progressing well.

Frank DeMarzo has been discussing engine paint choices and had lots of input and suggestions from members.

Door prizes were distributed to ticket winners.

Meeting end: 8:47

AT



“This photo brought back a lot of memories.
Bob Philip’s & George Herschell's TDs together again.
Parked side by side like some many times before.” – Jim Herschell
Photo during the Fall Tour by Jim & Sue Herschell

Attendance for October 20, 2022 MGCC WNY Meeting

Bob Abels
Dan Asbury
Bill Baldwin
Cheryl Baldwin
Ken Barlow
Joe Bellizia
Todd Black
Karl Burkhardt
Dave Chase
Alan Costich
Frank DeMarzo
Michael Goodwin
Susan Goodwin
Hollis Hames
George Heissenberger
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David Wild - Honor Flight - October 1-2, 2022

(Information provided by Scott Wild, who travelled on the Honor Flight as Dave's guardian. Photos by Al Isselhard, Mary Isselhard, Annabelle Tescione)

David Wild - Army - Signal Corps, Rank; SP4, R & D Company, SRU (Scientific Research Unit)

Dave was drafted for the Korean Conflict while attending RIT. He received a "critical skills deferment", postponing his service until after graduation. Thankfully, due to this deferment, he missed Korea by about 6-12 months.

Dave's first assignment was at Fort Monmouth, NJ, "Home of The Signal Corps", Psychological Warfare unit. Working mostly on sound, sound systems and sound deprivation, among other things. There are many stories I haven't heard about his time there.

Then it was to Sandia, NM, with the Scientific Research Unit. Where it was his team's job to monitor atomic bomb testing. The methods they developed in determining detonation of nuclear devices, locations (underwater, underground, aboveground, space), strength of blast, direction of fallout, etc., provided the platform for all present-day systems.

Fun Fact: When they were camped out on the top of Sandia Peak (highest point in NM), they bounced radio transmissions off the nuclear blast waves as they passed their position. Shortly after these tests, strange lights began appearing in the skies over NM... Hmmm? Perhaps this was the birth of the idea of a Space Force?



Dave & Scott
photo by Mary Isselhard



Returning Vet Greeters (including Al Costich & Tom LeStrange)
photo by Annabelle Tescione



Al & Mary welcome Dave home
photo by Annabelle Tescione

David Wild - Honor Flight - October 1-2, 2022

(Continued from previous page)



Start of the line coming off the plane
photo by Al Isselhard



Dave & Scott in parade of Honored Veterans and Escorts
photo by Al Isselhard



Dave (happy to be home!) is greeted by Barb
photo by Al Isselhard

HAPPY VETERAN'S DAY TO ALL OF OUR VETS!

AT

An English Vacation with a Fun Road Trip

by Ken Barlow (photos by Ken and Chris Barlow)

Chris and I were fortunate to take a long-planned two-week trip to England in celebration of our 25th anniversary. We vacationed from September 27th to October 10th. It was our first international trip (Canada doesn't count, sorry, eh), and we wanted to pack as much as possible into the experience without breaking the bank or burning out. We kept the goals modest: general sightseeing, anything Harry Potter, Jane Austen, WW2 and little British car related. There's obviously plenty to see and do, we were confident we could fill the days without trouble. We secured passports (~8 weeks to arrive), drew up a vague schedule, bought tickets to fly from ROC to Heathrow, reserved the first five days at a hotel, and headed out.

The only reservations we made in advance were for the Warner Brothers studio tour to see the Harry Potter movie sets, everything else was spontaneous. Surely, some people will chafe at this lack of organization, but for this trip, we were fine with it. It was the slow season between summer and Christmas, we experienced no problems with crowds or failure to get reservations at the last minute.

We stayed the first 5 days at a hotel in Ealing next to the Ealing Common tube station. It's about ten miles west of central London. A contactless credit card is handy because you just tap on the sensor and pay for tube or bus rides, instead of buying tickets. We hopped the tube into the tourist areas every day, caught the double decker bus, and took a Bolt or Uber a few times. The tube network was easy to figure out and takes you anywhere a tourist would want to visit in minutes. The distances between the tube stations are covered by thousands of buses. The tube and bus were something like \$1 to ride. We spent more money on a nice breakfast than we did on a week of London transportation. You certainly don't want or need a rental car to visit



London. Parking is impossible, congestion fees are high, traffic is insane. Maybe a motorcycle would work if you were desperate, they're everywhere.

We visited the London Transportation Museum that focused on the history of mass transport. It was really well done with displays on the first coach and carriage services up through the modern tube system. It was well worth the price of admission. They featured a few cabs and buses as well; the iconic double decker bus is everywhere in London. They come up for sale occasionally over here; what fun it would be to show up at a cars and coffee driving one of those.

We stopped at the London MG dealer at Piccadilly Circus to eyeball the new cars. One salesperson doesn't own a car, the other admitted to driving a VW. Neither knew the history of the brand. While we didn't buy a new MG (they're utterly uninspiring and unlikely to be sold in the US), we did buy a bunch of MG swag, a hat, keychain, pins and magnets.

Speaking of MGs, we investigated, and you can rent a Sprite, MGB or big Healey starting at £800 a week for the Sprite (VAT excluded!), the MGB a

little more, the Big Healey even more. But when push came to shove, we knew we had to take all our luggage with us, and rain was on the way. None of them had the space for luggage. In a future trip, we will stash our dirty-laundry-luggage in a locker at a train station for a few days and rent the car. This trip, we settled on a gutless five-speed manual micro-SUV with a big chunk of plastic blocking the gas pedal. You could use about 2/3rds the pedal range. It was barely adequate and uninspiring transportation, but it was £38 a day and got good mileage. I can't even remember the make and model.

We plotted out a bunch of destinations in southwest England where Jane Austen lived her life and took off with no training in British road rules except "drive on the left". I recommend a quick primer on the rules and signs. Some of them are not intuitive. In the meantime, we had located a luggage rack for the Midget for sale on Facebook Marketplace by a guy called Graham who lives near Gaydon (home of the British Motor Museum, where we get our Heritage Certificates from), so we drove from Heathrow to Graham's house. He has a freshly



resto-modded '77 Midget in the same color red as mine. Same year, same make, same model. Fun coincidence! He removed the bumpers, filled in the body panel holes, rounded the rear wheel arches, redid the interior with racing seats, five-point harnesses, and rebuilt the running gear. It was a stunner for sure. He was working on his son's motorcycle when we arrived, showed us around the Midget, and we talked about the museum. Turns out, he sold his first restored car to the museum, and regretted it greatly. We bought the luggage rack,

and lugged it around the rest of the trip. Now off to the museum?

A note about British roads. The roads are narrow, no shoulder, not even on A roads, bridge abutments, houses, farms, trees and other obstacles abut the road, literally, where the white line would be is the foundation of a huge stone barn or the trunk of a very unmovable tree and a road that's maybe one and a half lanes wide. Or going through a village, the front steps for a house land on the white line. Yikes. Don't neglect the hairpin turns in the 60 MPH zones. There are no stop signs in England, very few anyway and in over 600 miles of driving we saw none. Yield is the most common



(give-way or triangle on the road), followed by speed limits of 20 through 70 on the tens, most commonly 60 MPH. We saw some game birds in the road, but almost no other wildlife. The biggest threat on the road was me, most likely, and Chris was an excellent navigator and kept us moving in the right direction and exiting the roundabout at the right turn.

A funny thing happened on the way to the British Motor Museum. It's a solid hour and a half drive North of London but only 15 minutes from Graham's luggage rack. And we didn't have breakfast, so we found the nearest diner just around the corner from Graham's house, at the Long Itch Diner, convenient. Even more convenient? They were hosting a local club's cars and coffee even. We saw the first pickup trucks of the trip, three fine left-hand drive 70s and 80s era American trucks, a Corvette, a TVR and a rebuilt army truck. There were even a few vintage bikes on display. Then off to the British Motor Museum?

Yes, finally arriving at the museum, it consists of two large buildings, costs £25 to get in, when you're done eyeballing the 300ish British cars in the main building, there's lunch available in the café and a gift shop for all your souvenir needs. After lunch, head next door to the annex to see



another 200ish cars on two floors, and the workshop. The day we visited, the first floor of the annex featured an extensive Jaguar collection, a few of which we caught with our cameras, and upstairs was everything else. The second floor was a wild array of cars in no particular order parked bumper to bumper. It was like a New York City parking lot. The cars at the museum are wonderful, impeccably restored, carefully protected, a bit too sterile in my opinion, but undoubtedly all excellent examples of fine British automobiles. Definitely check their website if you plan a trip so you can visit during an MG Car Club or some other special event at the museum. For example, we missed the MG anniversary show in the parking lot by a week. Plan on spending three or more hours in the museum.



We drove 40 minutes from the museum to the charming village of Chipping Norton to see Jeremy Clarkson's farm store, Diddly Squat Farm Shop,



where they sell a variety of hard cider, lager, apple cider, small batch jellies, jams, breads and meats. Clarkson swears he makes them himself. I remain skeptical. There's a bar around back where they sell the same things for on-prem consumption, with a view of the backside of Clarkson's farm. This is clearly a destination for car people of all types, the parking lot and street lined with every car you can imagine, many sports cars. We picked up some ciders and snacks, had a few drinks while gazing at the sheep, fields and hedgerows, snapped some photos and headed out. It was well worth the side trip, and we will stop again if we ever get back. There was a red convertible in the road next to the store. There's a shot of it in the photo album. (Red car next to a hedge row and a field. Peugeot?) We missed the MG Car Club headquarters visit, next time for sure. It's within a short drive from the museum and an easy side trip.

From Clarkson's Farm, we headed 90 miles South to Bath for four days. There's a highway connecting the two, a four lane 70 MPH road interrupted every few miles by roundabouts stopping traffic cold. It was awkward, like roundabouts on the New York State Thruway. Just as busy too.

In Bath we saw some Jane Austen sites, three pubs laying claim to "oldest pub in Bath", the world heritage site of the Roman Baths and other historic places. Don't drink the spring water. I can't stress

that enough. Trust me. And exactly one interesting car in Bath. A gorgeous Nissan Figaro in mint green. From Bath we went to Lyme Regis, a Jane Austen vacation spot, and she wrote about it in "Persuasion". Lyme Regis is a lovely little seaside village featuring a several-hundred-year-old sea wall, dozens of restaurants, pubs and shops. We stayed at a bed and breakfast in an old manor house just up the road, regretfully for only one night. We did get to see a BMW Z3-based Ferrari knock off with Prescott badging. Interesting looking car and I'm sure it is fast as it is good looking and a hell of a lot cheaper than the Ferrari it resembles.

From Lyme Regis, we headed to the world heritage site of Stonehenge. It's an interesting place and so much larger than the circle of stones, encompasses miles of area around the stones. It's £25 for a self-guided tour around the stones, barrows and museum grounds. You are free to trek over several miles of the historic site on your own too. Oddly enough, a busy A road passes a stone's throw from Stonehenge, you can see it clearly driving by. I was surprised when glancing up from the stones, and caught a glimpse of an MG TD or TC as it drove past on the A road.

From Stonehenge to Jane Austen's house and back to London for the last few days. We visited the MG



dealership in Piccadilly Circus, spoke with the sales team who really knew nothing about cars, one didn't even own a car, and certainly nothing about the historic MG brand. We did enjoy our chat with

the kids selling the new cars, giving them an unsolicited earful of MG history, and we bought some MG swag. We picked up a keychain for the Midget and some trinkets. A finely restored Citroen was parked at the hotel upon return. In two weeks, five interesting cars outside of museums? Kind of a surprise.

We got home to find the airline lost the luggage rack. It had been left behind at Heathrow, but the airline found it and delivered it a few days later. In summary, don't rent a car to drive around London. Do rent a car to drive around the countryside. Do ditch your luggage in a locker at a train station to lighten the load for a road trip. Do go to the classic car rental website and pay for an MG or Austin Healey, the longer you rent it, the



cheaper each day. Do drive on the left side of the road, they appreciate it over there. If you miss your exit at the roundabout, just go around and around until you can squeeze back into the left lane.

KB

For more of Ken's photos from the trip, visit <https://photos.app.goo.gl/qmYkPQjsxcpDw9nT6> and, for more of Chris's photos, see <https://photos.app.goo.gl/QUkbNv5ZdUdwe3wW9>.

R.I.T. Car Show – Saturday, October 1, 2022

Submitted by George Heissenberger

MG Car Club Western New York Centre members went to the RIT car show Saturday October 1, 2022. Seven members in five cars (three MGBs, a TD and a TF) attended the show including Rod Rodman, George Heissenberger, Dave & Celeste Kray, John Schwelm and Mike & Maggie Robinson. The show was mostly late model tuner cars and heavily attended by college-age kids, but we held up our end with the old cars and seasoned drivers!



GH

SAVE THE DATE

November 4-5, 2022

at the Watkins Glen International Media Center

Michael R. Argetsinger Symposium on International Motor Racing History



The Argetsinger Symposium provides an opportunity for scholars, researchers, and historical writers to present their work related to the history of automotive competition.

The event is free and open for the public to attend any or all of the presentations.

(Photo above: Michael Argetsinger drives his brother J.C. in the Cadillac Allard J2 that won the 1950 Grand Prix in Watkins Glen.)



Keynote speaker: Buz McKim, former historian at the NASCAR Hall of Fame, former director of archives for the International Speedway Corporation. He is the author of *The NASCAR Vault: An Official History Featuring Rare Collectibles from Motorsports Images and Archives*.

Mr. McKim is presenting *Moonshine and Its Connection to the American Auto Industry*.

For a full list of presenters, their topics and bios, please visit our website.

Fall Foliage Tour 2022

Article and photos by Activities Director and Tour Organizer, Mike Robinson

This year's Fall Tour took place on October 22nd, and we were blessed with a beautiful

Fall Day, some good color in the foliage and a couple of good establishments to have lunch and a glass of wine. A total of 52 people and 27 cars took to the roads this year, starting in Mendon Ponds Park, travelling south to ride along Canadice Lake, then back north again to Lakeville and lunch at The Rising Storm brewery. After lunch, we hit the road again, this time going through the picturesque Town of Mendon with its open fields and meadows and farms, then into the rolling hills of the Town of Bristol and Bloomfield, then turning north again to the 20 Deep Winery in the village of Mendon. The ride consisted of 113.3 total miles, 33 right turns, 30 left turns and an elevation change from low to high of 535 feet.

The cars ranged from several T series (it was great to see the Herschells' TD alongside Bob Philip's TD), through the A and B

series, a Midget, a newer Mini, Baldwins' Jaguar and three SUVs whose drivers were kind

enough to serve as sweepers.



Cars and drivers gathering at Mendon Ponds for the start



Fortunately, their services were not needed as everyone was able to make it with no issues. My TF developed an intermittent misfire climbing some of the grades around the lake, but turning the jets out a couple of flats seemed to resolve the problem. Also, some shade tree ingenuity with a bungee cord worked wonders for the Mehserles' MGA.



Planning of the route began in early June, with the first full test drive taking place in late June. Very few issues were found, however one road had to be



Cars parked for the lunch stop at Rising Storm Brewery

altered when it turned out to be an unpaved dirt road. I did make a few other route changes to take advantage of some scenic views, and a couple on intersections I felt were too hazardous, even with newer cars. Of course, two weeks before the event I discovered that two of the roads were closed, however I was assured by the Town of Bloomfield Highway Supervisor that the closures were temporary, and the roads would be reopened in plenty of time. Sure enough, they were but there were three spots we had to go over slowly where culverts were placed across the road. The weather forecast (three different ones, no less!) also decided to



Enjoying the sunshine at the brewery

mess with my head, predicting rain, high winds and cold. I'm glad I decided to keep it on the 22nd, as the weekend I was going to move it to turned out to be a dud.

I want to thank everyone that attended. By all accounts, everyone enjoyed themselves, the ride, the fellowship and the

food, and that's what these routes are for. If I'm not mistaken, this was the largest turnout for the Fall Tour in quite some time, so I'm happy to have been associated with it.

Now where to next year....?

MR



Enjoying the shade at the brewery



"some... ingenuity with a bungee cord"

More Fall Foliage Tour Photos

(submitted by Richard Powers)



2022 MGCC WNY Motorina Challenge

By Susan Goodwin, with photos from the participants

The 2022 Motoring Challenge has come to a close. There were fifty-two individual challenge destinations and destination number fifty-three was a creative challenge for which you had to combine three destinations into one. There was a total of sixteen participants competing against each other.

Here are some takeaways from this year's challenge. Everyone had at least one or more destinations rejected that had to be redone to meet the criteria. What comes to mind most are destinations #25-27 and #28-30 - a village or town starting with a certain letter. I was getting towns as villages and villages as towns and hamlets as villages. The other destination that caused a lot of trouble was #46 - Railroad Bridge, with bonus points if it was a trestle

bridge. I received so many railroad bridge pictures from people even after they sent me their original railroad bridge submission, asking if it was a trestle bridge. I gave all the participants who sent me bridge pictures other than a trestle bridge one bonus point because they were out there trying hard to find one. Unfortunately, railroad trestle bridges are impossible to find close by.

Four participants *did* find trestle bridges; all outside our area. Goodwins found two in California, Zaks in the Upper Peninsula of Michigan and Al Costich found one somewhere in Oregon.

Eight people got the out of

state sign for destination #31. There were four in Pennsylvania, one in Colorado, one in North Dakota and one in Vermont.

Destination #13 Horses in Field, #32 Historical Place/Site, #37 Very Curvy Road and #46 Old Cemetery established before 1900 had the *greatest* number of participants complete with thirteen. Destinations #2 Easter Decorations, #3 April Showers, and #35 Car in a Parade had the *lowest* number of participants to complete with only five.



Janet & Klint LiMuti's MGB with trees with splendid fall color



Lane Boughton's BMW with trees with splendid fall color



The LiMutis' MGB at apple orchard with farm stand

2022 MGCC WNY Motoring Challenge

(continued from previous page)



George Heissenberger's MGB at a NY State Park or Site with a Sign (Canandaigua State Marine Park)

We had ten participants complete destination #21, Coffee Shop with Sign. Eight of the ten coffee shop pictures were from our own Cars and Coffee hangout, Freestyle Mercantile.

Ten completed destination #47, Stone Arch Bridge, where five participants had the Five-Arch Bridge in Avon Village Park, two participants went downtown for Broad Street and Court Street bridges, one was from Napa, California, one from Pine Hill, New York and one other on West Lake Road, Canandaigua.

I got curious with destination #51

Prominent/Famous person's house. *Who were these people?* Some we know and some we may not. I received two for Susan B. Anthony, pioneer in the woman's suffrage movement and abolitionist. One

was submitted for the Wadsworth Homestead in Geneseo. William and James Wadsworth farmed two-thousand acres using agricultural practices of soil conservation and selective stock breeding. William was also the town supervisor for twenty-one years. I had three for George Eastman, an entrepreneur, philanthropist and founder of Kodak and who brought picture-taking to the mainstream. I had two for Harriet Tubman, an abolitionist who was born into slavery, escaped and returned to help others escape slavery

through the network of the Underground Railroad. One challenge participant submitted the Granger



Celeste & Dave Kray's MGB at a village square

Homestead in Canandaigua. Gideon Granger a politician and lawyer who played an important part in the growth of Canandaigua and was the longest-serving Postmaster General of the United States under presidents Jefferson and Madison, from 1800 to 1813. One was entered for James A. Hard, who died at the age of 109 in Rochester, New York and was the last verified American Civil War Union Combat Veteran. I submitted the Ford House in Mendocino California. Jerome Ford is credited for being the founder of Mendocino, California and was the Superintendent of the first sawmill in Mendocino.



Barb & Leon Zak's MGB at a Town Sign starting with "M" - Macedon

2022 MGCC WNY Motoring Challenge

(continued from previous page)

One of my favorite destinations was #33 Roadside Attractions/Oddity. Twelve participants completed it. It's just amazing what you can find along the roadside!



Doreena & Hollis Hames's MGB outside
New York State

Thanks to all who participated in this year's Motoring Challenge. I hope you enjoyed driving your cars and traveling around Western New York, the Finger Lakes and beyond to find the destinations and rack up your points.

See you all at November's meeting where you will find out the scores and standings and receive your prize.

Safety Fast!

SG



George Heissenberger's MINI Cooper Countryman at
a Stone Arch Bridge



The Krays visited the site of Harriet Tubman's House
in their MGB

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British Auto

November Sunshine Page



November Birthdays

3	Caroline Burton
6	Steve Sangster
8	Bill Barkley
8	Chris Williams
9	Alan Isselhard
14	Evelyn Stone
15	Carol Schwelm
19	Alan Costich
19	Carl Webeck
20	Katie Borycki
20	Lisa D'Angelo
21	Carole Lillis
25	Don McConnell
28	Doug Scribner
28	Barbara Zak
30	Cheryl Kelley



November Anniversaries

04	Patricia & Steve Sangster
08	Sandra & Bill Barkley
13	Sue & Bill Donish
15	Marlene & Gerald Babchak
21	Doreen & Gary Wilson
26	Cindy & Douglas Jack



Congratulations!

***Happy Birthday,
everyone!***

*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.*



MG Car Club of Western NY Available Regalia 2022 Catalog



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



50th Ann. Badge
\$20.00



Car Badge \$20.00



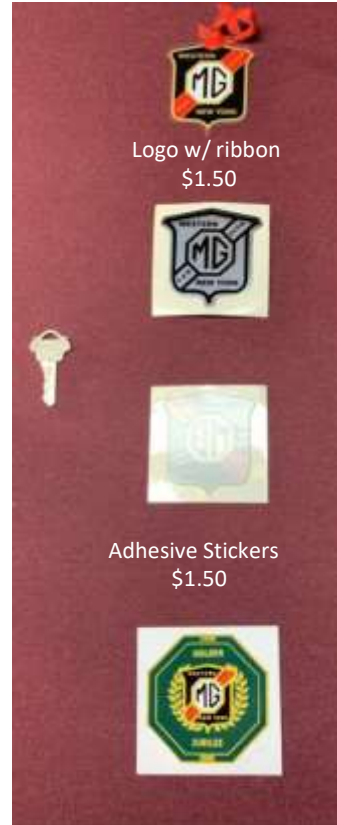
Octagon Key Ring
\$1.50



Embroidered patches
\$2.50



10" Magnetic Sign \$15.00



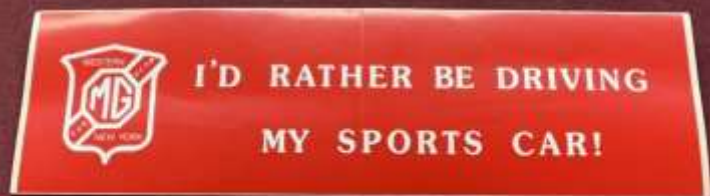
Logo w/ ribbon
\$1.50

Adhesive Stickers
\$1.50

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



Coffee Mug \$5.00



Bumper Sticker \$1.00 / 3 for \$2.00

MG Car Club of Western NY Centre

Port Authority Shirts \$25.00 embroidered



Shirt Sported by our new member Frank DeMarzo
Frank modeling our NEW Club Shirts for us!



Closeup of Actual Embroidery
of Logo

Color Choice: Not all colors may be available do to supply chain shortages.
Feel Free in emailing me if you have a color you want me to check on at blitz7711@gmail.com

MG Car Club of Western NY Centre

Hats \$25.00 embroidered
(price goes down the more we order)



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

Includes Embroidery: \$25. Delivered

Club Jackets with our Logo Embroidered



\$65 Delivered



\$75 Delivered



\$85 Delivered

Color Choice: Not all colors may be available do to supply chain shortages.
Feel Free in emailing me if you have a color you want me to check on at blitz7711@gmail.com

These Jackets are available to see and try on, just contact Joe B at
blitz7711@gmail.com or at 585-749-9263.
We are looking for other examples as well.



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

Join/Renew

☐ New Membership

☐ Renewal

Last Name - Primary Member *

First Name - Primary Member *

Email - Primary Member

Birth Month/Day - Primary Member

Last name - Partner

First name - Partner

Email Address

Birth Month/Day - Partner

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

Phone 1 (member or primary) *

Phone 2 (partner or secondary)

Anniversary month/day (mm/dd)

Street Address *

City *

State *

Zip *

Put on group email list?

☐ Yes

☐ No

Omit phone/email on distribution list

☐ Yes - omit from list

☐ No - include on list

MG Car Club Western New York Centre
Membership Application

Annual family membership dues \$30

Make checks payable to:
MGCC of Western NY

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



Classified Ads

(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: Miscellaneous XPAG engine parts and 2 hubcaps for MGTD. Intake and Exhaust manifolds. Both cleaned and painted. - \$20

Starter motor. Working but could use a rebuild. Moss Motors gets a \$200 core charge for a new motor. - \$100

Hubcaps are original/not replacement. - \$30

Contact allyn@mgcarclub.com 585-924-5251

For Sale: 1973 MGBGT

Solid car with overdrive. In storage for 20+ years

Call Gary: (585) 464-9482

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

Contact Claude Fedele @ sfedele@rochester.rr.com
or 585-899-9388

For Sale: Edelbrock 4025 Uni-Syn Carburetor Balancing Instrument



\$15.00 or BO. Contact Bill Clicquennoi, Magnolia La, Webster, NY 585-202-5992 wjc@rochester.rr.com

FOR SALE: MG Steering Wheel, Excellent Condition. From 1979 MGB switchout.



\$45 or BO. Contact Bill Clicquennoi, Magnolia La in Webster 585-202-5992 wjc@rochester.rr.com

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

If interested, contact Dick Powers: mgahmogca@rpa.net
or at 585-410-4500.

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



Classified Ads – (continued)

(Please inform the editor when your ad should be removed)

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.

FREE: A nearly complete set of *Spokes* from 1996 – 2016. I have been working on collecting a complete set of *Spokes* and these are now duplicates to me. Dan Suter, dmesuter@rochester.rr.com, 585-645-5645

WANTED: Any *Spokes* issues from the mid-1970s and earlier. Dan Suter, dmesuter@rochester.rr.com, 585-645-5645

TIRE AND WHEEL SERVICE:

Mounting and dynamic balancing of tires on steel and wire wheels for British cars. Powder coating service available. I stock inner tubes and valve stems. Reasonable prices. Many satisfied MGCC members. My equipment is in Webster. Contact George Haynes at ghaynesTR4@aol.com or call 585-872-6536

MGA Parts For Sale:

Call Dave Bertch at 585-738-4320

Photo Caption Contest!

Caption this photo for a chance to win a \$10 Wegmans Gift Card (donated anonymously).

Your entries must be submitted by email to spokes@mgcarclub.com before midnight November 23rd. Limit of two entries per member.



Winning entry will be decided by the Spokes editor. The photo and winning caption (and perhaps some runners-up) will appear in the December issue.

and finally... (drone photos by Joe Bellizia)

The folks gathered for Cars and Coffee wave "Farewell!" to the month of October!



(Rod bids farewell to his donut.)

