

the Spokes

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Cars & Coffee (see also back page)

MG CAR CLUB WESTERN NEW YORK CENTRE

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Website: <https://mgcarclub.com>

The Spokes is published monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside for a membership form. You may also join via the website. Current and past issues of *the Spokes* are available in Adobe PDF format on the website.

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Photos from Cars & Coffee at Free Style
Mercantile, Mumford, Sunday June 25th

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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Add Your Name to the MGCC Endowed Scholarship Plaque



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

Frank Stepanik
13 Fiora Drive
Fairport, NY 14450

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

Remembering Tom Palmer

Submitted by Annabelle Tescione

Our friend and MGCC member Tom Palmer passed away at the end of May after a tough battle with cancer. Tom had a broad, lifelong enthusiasm across many marques and always joined in conversations, sharing his knowledge and many stories from his extensive local sports car history. Tom owned many European sports cars over the years and most recently completed a V8 modified Austin Healey project and a near complete Porsche 356. Tom and his Healey regularly attended the Car Nuts Breakfast and drew a crowd whenever he drove out of the parking lot and blasted up the hill on Empire Blvd. His friendliness, concern for others and willingness to share his knowledge with fellow car enthusiasts will long be remembered and sadly missed. Our condolences go out to Tom's wife Joanie and his two sons, Josh and Matt.



Tom in his Austin Healey at UK Car Day 2021 Dick Powers photo

***Please join the Palmer Family for a Celebration of Tom Palmer's life on
Saturday, August 12th 2 PM to ?***

Webster Golf Club

440 Salt Road

Webster, NY 14580

Hors d'oeuvres, Buffet, and Open Bar @ 2PM – 4PM

Bring your Memories!

*Please RSVP to the email address below with your name and number of
attendees, as a count is needed:*

Joanie Palmer joaniekp68@gmail.com



Western NY MG Car Club's



Sports Car & **AUTO FESTIVAL** *2023*



For more information
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\$20 Day of Show

Sunday, August 27

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MG's Corner

By Spokes editor, Michael Goodwin

As I was taking the photos that appear on the front and back pages of this month's issue, I started humming the tune and recalling the words of the Sesame Street classic "One of These Things (Is Not Like the Others)."

One of these things is not like the others,
One of these things just doesn't belong,
Can you tell which thing is not like the others
By the time I finish my song?

I see only one car with a bike rack on the back. Wait! No! There's just one that's an American car! Or, hmmm, there's just one with its top up. As a biologist and Science teacher, I was purposefully educated and trained to look for patterns, for similarities, for differences. How boring things would be if everything was the same. Oh, how many ways our cars are different! Imagine the myriad, differing ways we all got to this period in our lives in which we share our interests in sports cars and motoring! I'm quite sure we'd have no interest in (or need for) a car club without the interesting differences and similarities in our cars and in how we experience them. I chuckle inside to think that in 1970, some of might have thought, "Wow, that's heavy." I chuckle more when I think about how old we must be! ("Speak for yourself!" I hear you say!). I chuckle again when I realize that some of our newer members weren't even born yet in 1970!



If this month's issue was printed on paper, it would be thick (58 pages!) but not *heavy*. There's a lot I could say about it, but see for yourselves. Many of us have polished up our cars and in groups or alone, we've been to a lot of car shows and gatherings in the last month. Congratulations to Pete Fazio, thank-you to Dan Suter and to the other writers he has recruited (Dan Asbury and David Livingstone this month), thanks also to Leon Zak, with sincere hopes that you've licked your exhaust problem! (Just don't lick your exhaust pipes!)

Safety Fast!



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SPECIALTY AUTOMOTIVE PARTS SINCE 1948

Chairman's Corner

By George Heissenberger

So many choices! It is peak car season here in our corner of New York! Since June arrived there have been car shows every weekend and cruise nights on almost every day of the week! Near me, both Irish Mafia brewing and Twin Elder are hosting cruise nights on Tuesdays, as is Panorama Plaza in Penfield, there is the Log Cabin as well as I-square in Irondequoit on Wednesdays, Baytowne in Webster as well as Wegmans in Canandaigua on Thursdays. Let's get those little British cars out and go share our car show fliers!! I attended the Canandaigua European car show where we had a good turnout of British cars from members, as well as the Bristol Fun days car show where

I drove our Fire Department's antique 1934 Diamond T fire truck and my wife drove OUR MG. On Father's Day, there was a choice of several car shows from Lafayette NY, Summit at Brighton or Sonnenberg. I went to the Sonnenberg car show with my son in his Dodge Dart; my wife and Daughter joined us with our grandson and granddaughter. Fun for the whole family! We met with several club members there and the photo shows my MGB with Doug's TR6 and Paul's MGB GT, while other members there were scattered around the 250-car field. A plus is you get admission to the mansion with your entry fee, so my wife, daughter and grandkids enjoyed touring the house while I checked out the cars. I'm teaching my grandkids how to identify cars from their logos!



In other news, we said goodbye to our beloved Mini Cooper Countryman this week after nine years and 99,000 miles of fun times. We traded in the Mini for a 2023 Chevy Bolt all electric EUV. I have been on the waiting list since January 8, so it was a long time awaiting the new vehicle.

I looked into many new vehicles and decided I wanted to try going all-electric. Since retirement I

don't drive as much, and rarely drive my daily driver more than 150 miles a week. So, a car with a range of 250-300 miles would be just fine. So, I narrowed it down to three choices: Bolt EUV (the bigger of the Bolt/ Bolt EUV cars), Mustang Mach E, Mini Cooper

hardtop Electric. First off, I don't like the iPad sort of dash and want a normal array of gauges and switches, so a Tesla was out, and for that matter, the Mach E has the same kind of dash, but I like the Mustang concept. Reality however showed that Mach E's are very hard to get and when you do they are often going for well over sticker price due to added "Dealer market adjustments" in the thousands of dollars. Price was well over what I wanted to spend. Then the Mini: At first I couldn't find an Electric Mini, but after the new year, they got some in, so I test drove the Mini electric. Reality again showed the Mini was over \$10K more expensive than the Bolt, and had only 150-mile range, and two doors instead of four.

Chairman's Corner

(continued from previous page)

We watch our grandson two to three days every week so room for a car seat and back seat access

is important. Then I looked at several dealers for a Bolt, but none were in stock, or if they were, they had been ordered by a buyer and therefore, I could not make an offer. I like the Bolt's dashboard and gauge switch layout. It's very much like my wife's Equinox so

it's familiar and easy to read and adjust whatever you want. It drives really nicely and has plenty of power, plus it's quiet. Prices for the Bolt are actually quite a deal, and the Bolt was named the best value in all electric vehicles. Then there are the rebates and tax incentives too! In the end I opted to order my car from the dealer and wait. And wait. Finally, I got the call that the car was built about three weeks ago and waited for it to be shipped. Now that it is in my garage, I am thrilled

so far and will let you know how the experience of all-electric works. So far it is a blast to drive and

does have a "sport" setting so I can use that if I want to add some extra zing to the 200 HP electric driving experience. We will miss the six-speed stick shift, and enjoyed the Mini handling and



all-wheel drive. I was going to order one of those "Save the Manuals" tee shirts but not now! Meanwhile my son has started wearing "Fossil Fuel forever" tee shirts so I know where he stands!

Safety Fast!

George



Minutes for MGCC Meeting – June 15, 2023

By Dan Suter, Secretary (photos by A. Tescione)



Annabelle Tescione provided cookies to the attendees prior to the meeting.

Our June meeting was called to order at 7:32 PM by Chairman George Heissenberger. We had great attendance of 52 people.

The May minutes were approved as published. Thanks to Mike Robinson for taking the May notes in Dan's absence.



*New member Stephen
Lewandowski*

Guests – no guests this evening. New members: Hassan brought new member Stephen Lewandowski. Stephen is looking for an MG and club members will be glad to assist.

Birthdays – Dan Asbury June 14

John and Debbie Leible - 50th Anniversary

Treasurer Report: Todd shared the report and noted results from the June steak roast (near break-even from steak subsidies for 53 meals and auction income). Members in good standing has increased to 143.

Activities Report by Dave Kray

Past Events:

- Hammondsport weekend was good despite some rain. Members enjoyed the restaurant and accommodations.
- Lima Engine show was rained out
- Cars and Coffee was again a nice event. We are offered a discount at the Mercantile if

you mention you are with the car club.

- Dave provided an additional report on the Steak Roast.
- The Canandaigua car show on June 10 was very successful as was the Bristol Cruise show.

Upcoming:

- On June 18, there are 3 shows to choose from: Brighton Summit, Sonnenberg Gardens, and the Euro car show at Lafayette, NY.
- Cars and Coffee June Leibel 25th 9:00 AM to 12:00, Freestyle Mercantile in Mumford
- July is the proposed date for a Summer Driving Tour – more to follow
- The Holiday Party will be held at Glendoveers on December 16. Save the date!

Regalia: Joe B. brought items to the meeting. Hats, shirts, coats, mugs and magnets, patches, etc. The second purchase of 100th Anniversary badges have been received.



Minutes for MGCC Meeting – June 15, 2023

(continued from previous page)

Watkins Glen: Dave Wild noted that the President of WG International, Michael Printup, who has visited our club before, is stepping down. For Seneca Lodge rooms, Ken Barlow stated rooms are all sold out at this point but to contact him to get on a list in case of cancellations. Al Costich noted that June 24 is the 6 Hour at the Glen race.



Car Show: Progressing along. Handouts and posters are done and available. Grab a handful and start passing them out. Joe will replenish the supply every month. Advertisers are requested if you know someone that would like to sponsor the show. Volunteers are also needed if you have not yet signed up to be a volunteer. All the handouts and posters are available as a pdf for electronic distribution.

Spokes - Mike Goodwin suggested that members

try their hand at a brief article. Mike also thanked all who sent in articles. Deadline is one week plus one day from this meeting, which will be Friday the 23rd. Mike reminded his last time as editor is December of this year.

Librarian: Paul Osborne indicated no report this month.

Website: Leon gave a brief demo on-screen of a recent scam attempt to all who had placed for-sale ads on the website. Leon also did an AI demonstration on having AI create a very credible description of 'Why to Join the MGCC/WNY?'

Old Business: None

New Business:

- Don Welch described his purchase of his '51 MG TD from the Williamsport, PA area and how Jeff Langswager helped tune the car after they discussed it at the May 7 share-your-car picnic.
- Nova Scotia Road Trip- Barb Zak discussed the complications in planning from the ongoing forest fires in Eastern Canada. They will continue to evaluate before making final plans.



Announcements: None

Cars and Parts for Sale: None

Member Projects:

- Al Wagner gave an update on his MGB GT issue of shutting down when hot.
- Joe Bellizia successfully changed the alternator in his Midget, and it is running well.
- Dave Kray has purchased a 1980 MGB Limited Edition with blue flames painted on the front of the car.
- Ken Barlow and Hassan Gillani showed a brief video of helping a neighbor start a dormant 1980s Camaro which decided to flash flame the starter fluid [*Editor's note – it is my opinion that seeing this brief video was reason enough to attend this meeting – very educational and entertaining! – MRG*]

Door prizes were awarded, and the meeting was adjourned at 8:42.

DS

Attendance for MGCC Meeting – June 15, 2023

Dan Suter
Annabelle Tescione
Alan Costich
Paul Osborne
Karl Burkhardt
Dave Kray
Celeste Kray
Dennis Illig
Robin Illig
George Heissenberger
Debbie Leible
John Leible
Dave Chase
Bethel Powers
Dick Powers
Susan Goodwin
Mike Goodwin
Barb Zak

Leon Zak
Allyn Wagner
Barb Wild
Dave Wild
Naomi Wadsworth
Ray Rossborough
Frank DeMarzo
Bob Welch
Tim Tracey
Robin Allen
Mike Ruisi
Don McConnell
Cheryl Baldwin
Bill Baldwin
Pat Sangster
Steve Sangster
Tom Yoki
Dann Valenza

Klint LiMuti
Ken Barlow
Steve Figueiredo
Todd Black
Al Fink
Dan Asbury
Richard Reynolds
Rob Shrader
Hassan Gillani
Hollis Hames
Charlie Cook
Toby Cook
David Livingstone
Joe Bellizia
Don Welch

New Members:
Stephen Lewandowski

DS

Club Events

From Dave Kray, Activities Coordinator

- **June**
 - **Cars & Coffee** – June 25th, 9am – noon
- **July**
 - **July Driving tour**
More info coming.
 - **Manchester Car Show** – Saturday July 22nd, 10:00 – 3:00
Mike Griffin Memorial Park One West Ave, Manchester, NY 14504. Contact Mike Buttaccio (585) 478-4269
 - **Presentation of the Great Race** – Sunday July 23rd, Buffalo Transportation Museum. More info coming.
- **August**
 - **2023 Winery Tour** – Saturday August 19th,
More info coming
 - **Western NY MG Car Show** – Sunday August 27th, 9:00 – 2:00, Rush Fire Department Field. Register at; www.mgcarclub.com

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

DK

Photos from before the June meeting



Photo by S. Lewandowski



Photo by S. Lewandowski



Photo by A. Tescione



Photo by A. Tescione

Congratulations, Pete Fazio! Best of Show at Sonnenberg Gardens!



Photo by P. Fazio

From Pete:

At Sonnenberg we were surprised to be called for the people's choice award. They called a car number, and no one came forward. We started joking, "maybe it's us". My daughter sprinted back to the bugeye and texted "IT'S US!!!"

I think it came down to good public relations :) ... we let anyone who came by sit in the car and take photos.



Photo by P. Fazio

Richard Childress to be Honored for Outstanding Contributions to Motorsports

WATKINS GLEN, N.Y. (June 21, 2023) – Richard Childress, famed NASCAR team owner, will join a select group of recipients of the Cameron R. Argetsinger Award for Outstanding Contributions to Motorsports. Presented annually by the International Motor Racing Research Center (IMRRC), this year's gala and award ceremony will be held on Aug. 18, 2023, at the Watkins Glen Harbor Hotel. Motorsports broadcast journalist Dr. Jerry Punch will be emceeing the evening's festivities. Past award recipients include Chip Ganassi, Roger Penske and Mario Andretti.

Childress' storied career spans decades. As a child, he spent time at Bowman Gray Stadium, Winston-Salem, North Carolina's local short track, selling peanuts and popcorn. Years later, in the fall of 1969, his first opportunity to compete in a NASCAR-sanctioned event arose and he established Richard Childress Racing. Childress drove his own car for 285 starts in NASCAR's premier series before realizing that he needed to focus on team ownership to flourish at that level. "Richard is a legendary figure in NASCAR history, someone whose leadership has elevated motorsports for the benefit and enjoyment of fans everywhere," says IMRRC Executive Director Mark Steigerwald.

The moment that changed everything for Richard Childress Racing was when Dale Earnhardt became the permanent driver of the #3 car in 1984. Success came almost instantly, with their first win together at Talladega Superspeedway on July 29 of that year. It was the first of 67 wins Earnhardt would record under the Richard Childress Racing banner. The team has expanded exponentially since, competing in all three NASCAR national series, with Childress becoming the first team owner to win in all three.

Tickets are on sale now and all proceeds benefit the IMRRC. Presenting sponsors of the award dinner are Sahlen's, Watkins Glen International and NASCAR. Additional support is provided by the Watkins Glen Harbor Hotel. For more information on becoming a sponsor or attending the event, visit [racingarchives.org](https://www.racingarchives.org) or call (607) 535-9044.



About the International Motor Racing Research Center (IMRRC)

Celebrating 25 years!

Located in one of the premier racing towns in America, the IMRRC's collection spans continents, eras and race series, embodying the speed, drama and camaraderie of amateur and professional motor racing throughout the world. The Center welcomes serious researchers and casual fans alike to share stories of race drivers, race series and race cars captured on its shelves and walls and brought to life through exhibitions and special events. The IMRRC is free and open to the public, no appointment necessary, Monday-Friday, 9 a.m.-5 p.m. More at [racingarchives.org](https://www.racingarchives.org).

3rd Annual Manchester

Car Show

Date: Saturday, July 22, 2023 10:00am - 3:00pm

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

Event: Traditional Car Show

Registration 9:00am - 10:00am

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Mike Buttaccio
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Entry Fee for Car
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Photos from the Steak Roast and Auction

(Held at the American Legion, Sunday June 4, 2023)



photo by Dann Valenza



photo by John Schwelm



photo by John Schwelm



photo by John Schwelm



photo by John Schwelm



photo by John Schwelm



photo by John Schwelm



photo by John Schwelm

More Photos from the Steak Roast and Auction



photo by Richard Powers



photo by Richard Powers



photo by Richard Powers



photo by Richard Powers



photo by Richard Powers



photo by Richard Powers

MARY's MG

By Dan Asbury

Often the best stories complete a circle while still following winding roads. This is the story of an iris blue 1962 MGA MKII that I purchased from Mary Tennity in 1989. It recalls Mary's recollection of her husband Bob's enthusiastic dedication to restoring and driving cars. As well, I capture how the MGs I have owned and the kinship and relationships I have built with other MG owners have enriched my life across the decades.

For the most senior of my readers, you may recall "MARYS MG," proudly depicted on the license plate of the MKII restored by Bob while in Rochester, NY.

In the summer of 1980 Mary and Bob drove the recently restored car 2500 miles to GT-5 held in Lake Tahoe, Nevada. Initially

heading out in their Red 1500, they encountered a rainstorm near Buffalo. When the wiper motor failed, they made a U-turn back to Rochester and took off again in the MKII. Arriving in Tahoe, the car promptly received its first dent bestowed by an excited dog. Bob graciously reacted by saying "every car has to get its first ding."

Another example of Bob's passion for sharing his car and knowledge was an event in Cambridge, Canada later that summer, where he met Dave Holland, longtime friend and NAMGAR member (left of Bob in yellow shirt).

In 1981 my wife and I drove our dove grey MGA MKII to GT-6 held in Harpers Ferry, WV. This is a photo of my MK II among other MG's that took part in a tour of the area's historic sites.

It was at this event that I had my first encounter with Bob and Mary and their iris blue car which took Premier Class. Eight years later I would come to own this treasure. Its legacy is now with my family. Later in this story I will share how it has featured in my daughter's life over the decades.

In 1982 *MGA!* (publication of NAMGAR) shared the news of Bob's untimely passing.

Mary sold the Red 1500 shortly thereafter to a local MG enthusiast who still owns the car. The Red A appears on the cover of Bob Vitrikas's book [MGA: A History and Restoration Guide](#). The June 1982 publication of Special



MARY's MG

(continued from previous page)

Interest Autos featured the Red 1500 in an article "MGA 1500 One Ton of Fun" authored by F. Wilson McComb.

The following article authored by Bob himself before the restoration of the MKII provides a unique perspective of his ownership of cars post-WWII concluding with restoration of the Red 1500.

Cars and Drivers Article

Authored by Bob Tennity approximate circa 1977

I am sure that some of the older club members will recall the automobile situation right after WWII (The Big One.) In order to get a car, you placed a deposit with the dealer to get your name on the list, and, if you were lucky, you might get a car in 6 months. The other way to go was to pay a few hundred dollars under the table, and you had your car. This was the route I took to get a 1947 Nash Statesman Sedan.

In 1948 a new "kid" came to town that they were selling on East Avenue. It was the English Austin A-40. I was quite fascinated by this car, and as I was having quite a few major problems with my Nash, I decided to buy one. As there was still a shortage of cars, I was able to sell the Nash for what I paid for it. Given the Austin was cheaper, I was able to convince Mary this was the way to go. The Austin was a beautiful little car, and a year later for \$250 I was able to trade it for the '49 model. My father and brother liked the car so much, they each bought one. The A-40 had leather seats, a sun roof and the typical English heater which was not too good. It had the 12-volt electrical system, and I recall having a resistor made so that I could install a 6-volt radio.

Well, in 1949 our oldest daughter was born, and now the car became a problem. As it was left outside in the winter, the leather seats got pretty cold, and as I said the heater was not so good. Mary was reluctant to take the baby in it for fear she would freeze to death. So, I sold it and bought a Chevy. That took care of owning foreign cars for a while but not my interest in them.

In 1949 or 1950, I can't remember which, my brother and I were coming from Geneva in his A-40 when we came upon a strange looking car parked along the road. We stopped to see if we could be of any assistance. The car was a Bugatti, and the driver had been at the races at Watkins Glen. After talking to him about the races, we didn't miss one at the Glen for years.

About this time my brother became interested in the MG TDs. He and I drove all over the state chasing down owners to get more information before he bought one. He finally traded his A-40 in on one and drove to New Your City to pick it up. We both joined the SCCA and were active in the rallies and travelled to

MARY's MG

(continued from previous page)

Bridgehampton, Edenvale, Cumberland, Grand Island, Dunkirk, Mosport and Sebring and any other place where we could see the MGs perform. A fellow club member, Frank O'Hare, who was racing a TC at Watkins asked my brother and me to be his pit crew and to take his car down to Smalley's Garage at Watkins for Tech Inspection. I guess we were qualified as a pit crew as we could get the day off and knew the way to Watkins. That was my first ride in the TC, and I found out one thing, don't drink too much coffee enroute, or you will be stopping shortly to heed the call of nature.

It wasn't until 1957 that I was able to get my first sports car, the MGA. By this time my brother had been through the TD and a TF and had an MGA. Now we were able to take our wives with us on our trips. In 1963 I traded the MGA for an MGB. At Sport Car Sales they put the "A" right on the showroom floor as it was in immaculate condition.

In 1965 I bought a Thunderbird and got away from sports cars. Over the years I have owned many American cars. I have always had a second car which included a Ford Cortina, Austin America and Austin Marina. As the second car was used for work, they were driven hard, abused and having teenage drivers they probably went through a lot I will never know about.

I picked up a 1959 Austin Healy 100-6 in 1969, restored it, drove it for a few months and sold it. Then I picked up the Jag XK 120, restored it, drove it for about a year and sold it. About that time, I decided to give up restoring, sold my compressor among other things needed to do a restoration, and bought a new '72 MGB. My decision not to do any more restorations lasted from June '72 to October '72.

I began chasing down and looking at various sports cars to restore when I heard about the old MG at Pacesetters. I didn't know anything about a PB, but the price was right, so I bought it. When Mary saw what I had bought, she really thought I had gone "bananas." It was quite a project and kept me busy for almost two years.



I retired in October 1975 on my 55th birthday after 30 years with the City School District (a birthday present to myself.) I knew I would have to keep busy, so I decided to pick up another car to restore. In the meantime, I sold the '72 MGB, as I was quite disappointed with the "all around" performance of the car with all the pollution apparatus.

MARY's MG

(continued from previous page)

Mary and I kicked it around and began looking for an MGA, as that was the car that had given us the most pleasure. I was interested in one that was not rusted out. Mechanically I didn't care what it was like as I knew it would be a frame-up restoration; all the mechanical things would be repaired or replaced. Fortunately, the one I found came from Oregon and was not rusted out. It had 95,515 miles on it and had not been driven since 1971. It was just plain "worn out." It took a year and a half to restore, and this summer we have put over 2800 miles on it travelling to various MGA Register events.

Presently I am helping a friend restore a 1960 MGA, and I am also looking for an MGA to restore for one of my daughters and her husband. Oh, by the way, the MG-PB is up for sale. It is expensive, but if anyone feels that they can't live without it, here is your chance.

Footnote: Without the ever-present encouragement, patience, understanding and checkbook from my loving wife, Mary, my life with sports cars would not have been possible.

After Bob's passing Mary struggled to part with the MKII, and it waited nestled in her garage for 7 years for its next owner.

Now for a bit of my own MG story. In 1973 at age 18, I purchased the first of 3 MGAs I would own in the next 50 years. Just graduating from HS in Cocoa Beach, FL with a small savings, I purchased a white 1600 MGA. After relocating to Mount Vernon, VA, I replaced the 1600 with a dove grey MkII in 1974. It would be my primary transportation for the next 15 years. In 1977 I joined NAMGAR, a place to share all things MG with other enthusiasts. In 1979 I graduated college, married and relocated with my wife to Charleston, WV to begin our careers.

My unsuspecting newlywed wife eagerly joined me on adventure trips with the cute little car. We travelled together to many events, the first of which was hosted by the Bluegrass A's in Cumberland Falls, KY. Well, her passion waned over the next 4 decades with competing responsibilities of motherhood and career, while I was content to tinker and rebuild cars in the garage. Her mom told her, "be happy; you know where he is."

In April 1987 the birth of our daughter Katarina flipped our world upside down. She came from the womb with a DNA imprint for love of all things MG, especially the cute little horn that she could push over and over again.

MARY'S MG

(continued from previous page)

In 1988 I set out with the intention to purchase another MKII. At the prompting of Len Renkenber, I reached out to Mary. As if no time had passed, she graciously shared her memories, and our conversation quickly led to the reason for my call. She wanted to pass the car to someone who would continue its legacy, and I became the new owner of "MARY'S MG." In this photo we meet at her home to trailer the car to WV.



This photo of 2-year old Katarina was taken on arrival day at our home in Charleston, WV in 1989. Little did I know that in 24 years this little blue car would hold the spotlight at her wedding.

This next photo captures a unique milestone in the history of the iris blue car when those who knew Bob gathered around it at the 1990 GT-15 held in Williamsburg, VA. Steve and Dianne Mazurek (kneeling left in front of the car) documented the gathering in an article for the bi-monthly publication of NAMGAR.



In 1991, I attended GT-16 in Huntsville, AL. For the second year, my wife followed me, from Charleston in the family car. The A ran flawlessly. My parents who had recently retired in Florida drove up for the event.

In 1995 we relocated to Houston for career opportunities. I quickly united with the vibrant and active members of the Houston MG Car Club. For the next 25 years I participated in frequent Tech Sessions, the annual Spring Car Show hosted by club members and the annual Fall All British Car Show hosted by the club for over 30 years.

MARY's MG

(continued from previous page)

In 2013 Katarina married Wyatt in Austin, TX. Usurped only by the bride herself and the bride's mom, was the little blue car featured in bridal portraits and the "get away" car.



In 2015 Wyatt accepted a position as a PhD Clinical Psychologist at the University of Rochester where Katarina would launch a mental health practice.

Another twist in history of the car is a web search by Bob's grandson, Dan, which surfaced an article I had written for the Houston MG Car Club. Reaching out to a club member, he acquired my contact information. In 2014 I spoke with Sue, Bob's daughter, who was still living in Rochester.



In a 2016 during a visit to Rochester I met with Bob's daughters, Sue and Mary Ann (right of center in photo) who shared many archives, articles and photos, as well fond memories of their Dad and his passion for cars.



In 2019 my wife and I retired to Rochester to be near our daughter and granddaughter. Seems the genetics are holding true as little 3-year-old Clara explores with fascination. (and, yes, the horn is the favorite part).

So, the little blue car made its way back to its first hometown after 30 years, where it brings joy and history to the MG Car Club of Western NY. Many thanks to all the club members who have shared their memories of Bob and MARY'S MG.

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Love Means Never Having To Say You're Sorry

By David Livingstone (photos by the author unless otherwise credited)



Photo taken from Internet Movie Cars Database, <https://www.imcdb.org/v041439.html>

Background

I am the proud new owner of a '48 MGTC that I recently bought in Columbus, OH. Whenever I am trying to first describe her to people unfamiliar with what an MGTC is, I tell them it is just like the car in the movie "Love Story." You know, the one with Ali MacGraw and Ryan O'Neal. It's the one with the big gullwing fenders and skinny bicycle tires. "Love means you never have to say you're sorry." You know, *that* movie. I am usually met with blank stares from anyone under 70. I only realized why this was happening when I was checking the spelling of the actors' names for this article and learned that this movie came out in 1970, fifty-three years ago! From now on I will revert immediately to my story line about the MGTC being the car that gave birth to sports cars in the U.S. American servicemen brought them back from Europe at the end of World War II because there was nothing else like them here. In an effort to rejuvenate their postwar economy, Great Britain was only too glad to help and exported nearly 10,000 of them worldwide, mostly to the U.S.

My Car

I found my car advertised on-line by a private seller in Columbus, Ohio. He was the third owner having purchased the car at a Mecum auction in Indianapolis back in 2020. The second owner bought it from the estate of the original owner who had passed away and only kept it for a short time before turning it around. The original owner had purchased the car new and owned it for 67 years.

After seeing the car on an MG website, I called the owner and arranged to come look at it the very next day. After seeing it and driving her around his neighborhood, we negotiated a price, and I made the purchase. With check in hand, I drove down the next



Love Means Never Having To Say You're Sorry

(continued from previous page)

weekend towing my trailer and took possession. The drive back to Eden, NY was rainy but uneventful. I took the car off the trailer the next morning but couldn't get it started. I thought it might have problems from having been in the rain. Turns out it had a strong spark so it had to be fuel. I got under the hood and cleaned out the float bowls on the SUs and replaced the low dash pot oil in the carbs. After some more investigating I determined that two of the three dash engine control cables were not attached, and I had been pulling the wrong one for the choke. With this sorted she started and ran well to my great relief.



Love Means Never Having To Say You're Sorry

(continued from previous page)



Love Means Never Having To Say You're Sorry

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Love Means Never Having To Say You're Sorry

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Love Means Never Having To Say You're Sorry

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Items Refurbished/Repaired/To Do

- Turn signals inoperative -- troubleshot circuit, replaced light bulbs with dual filament bulbs, corrected wiring to taillights, replaced turn signal switch, replaced flasher module, and lengthened leads connecting turn signal switch to wiring loom. Reattached wiring loom to engine bulkhead. Awaiting replacement gaskets for D-lamps coming from England. Moss split D gaskets didn't fit properly. Turn signals now work.
- Windshield wiper inoperative – replaced windshield wiper motor with renewed, used motor from East Coast Jaguar. Still need to run replacement power wire from Moss Motors to replace current too thin wire. Wiper now works. Any recommendations on how to best fish the wire or do I have to disassemble the right windshield frame after taking the whole windshield frame off the car?
- Complete cosmetic refurbishment of chrome radiator surround and apron that were damaged in a collision with a golf cart under previous owner. I had to repair several radiator vane mounting bolts with J.B. Weld. While they were out I painted them to match the interior upholstery color. I am learning the nuances of painting, sanding, and buffing body parts to match the original paint job. A challenging, time-consuming skill. You can't just spray it on and have a finished, shiny surface. Much careful work still to go on the apron to bring it up to the standard of the other paintwork.
- Dash engine control cables – all three need to be properly connected. Current push button starter switch will be replaced with correct pull cable starter switch. May require replacement starter.
- Replaced several dashboard light bulbs. Speedometer clock dead, probably beyond economic repair.
- Need to investigate why the red dash light does not come on to indicate charging. Need to verify low fuel light is operational.
- Need to verify doors are as flush to the body as they should be. They do operate smoothly and don't sag. Just seem to stick out a little too proud by the forward latch end.
- There is at least one engine oil leak. Hopefully the Moss Motors copper crush rings for the oil filter connections will solve it. Also going to need to change the oil. It is somewhat low as well.
- I need schooling on the correct procedures for doing a complete lubrication service.

These are all the things currently on my-to do or have done list. Since I am new to my MGTC, any and all recommendations on things to be aware of or watch out for are most welcome. It is good to be part of the MG Club of Western New York! Glad I found ya! Too bad it takes ninety minutes to get to meetings, but at least most of it is flying low on I-90.

Those items necessary to pass the NY State safety inspection have been corrected. Once the cosmetics are done I will be ready to register the MGTC and get it safety checked. Then I will hit the road.

DL


T Register
Register of
known
T Types
T Register No: 12984
Licence No:
Chassis No: TC6979
Engine No:
Colour: CREAM/TAN
Bodywork:
Country kept: USA
Updated: 18/06/20


Some Other MG TCs from our Club History and the Rochester Area

By Dan Suter

So far over the past two months we have featured the TCs of John Schwelm (TC6948), Jay Lockrow (TC7440), Moby Burton (TC8592), and the former TCs of Bert Patenall/George Haynes (TC1639), and the former TC of Doug Redmond/current owner Brian Neri (TC6976). Also this month, new member Don Livingstone shares an article about his recently purchased 1948 TC (TC6979).

I have spent a little time talking with club members and looking up more TCs that were formerly in our club or in the Rochester area. This list is likely not complete and mostly only goes back at best to the late 1960s and early 1970s where possible. However, it was surprising how many cars were in the area:

1. TC1685: BRG with tan interior. This car was purchased by Rob Duffner of Penfield years ago when he had several MGs and Jaguars. Having thinned down his collection in recent years, he sold this car to Eric Barge who now has it complete, and it looks beautiful! Eric brought it to the Canandaigua show on June 10th. (D Suter photo)



In Restoration

R. Duffner photo



At Canandaigua 6/10/23

D. Suter photo

2. TC5680: restored red with tan interior. This car was beautifully restored by club member Jim Lovell. Jim brought the car to several of our MG club shows including 2015, a year the show was held in Webster. After Jim's death, his family invited a few of us MGCC members to look at the car in October, 2017 and help provide an accurate description as they were preparing to advertise it for sale.



TC5680

R. Powers photo

Some Other MG TCs...

(continued from previous page)

3. TC6929: restored black with black interior. This car was beautifully restored by famous local artist Wendell Castle as part of his collection of British cars. Wendell brought his car also to our club show in Webster in 2016. After his passing, it was sold via an online vendor. (R. Powers photo).



TC6929 arriving at our car show in 2016

R. Powers photo



TC6929

Photo from the online advertisement from the Wendell Castle Collection site

4. TC10234: restored green with tan interior. Charlie Searles owned this very late TC for many years and completed a spectacularly beautiful restoration on it. I recently spoke to Charlie who shared a detailed history of this car starting with its private importation to the USA in 1962, some of the owners in this region, his own restoration and ownership including driving it to Watkins Glen for the concours. Charlie sold the car and several others approximately 4 years ago. We were unfortunately unable to coordinate to get pictures in time for this issue but stay tuned.
5. Black TC with red interior (car number not known): this example in unrestored condition was owned by Jim and Bonnie Dorschel who were members of our MGCC from the late 1980s into the mid-1990s. While a bit cosmetically scruffy, this TC was mechanically sound and reliably took Jim and Bonnie on many club events. The photo is from the parking area at the WG vintage races in 1990. (D Suter photo)



TC of Jim & Bonnie Dorschel

D. Suter photo

Some Other MG TCs...

(continued from previous page)

6. 1946 Clipper blue TC with tan interior (car number not known): John and Cookie Lombino owned this car for over a period of years, having purchased it in Greece, NY to go along with their red TD. George Haynes and Gil Langswager beautifully restored it as their first full restoration project as 'Partners in Grime' and the car was featured in *Spokes* March 2015. I recently had a great telephone conversation with John; he and Cookie now live on Hilton Head Island and said to say hello to our club members! John sold the car through a broker, and it ended up back in England. I recently found an advertisement from a UK dealer for the car from circa 2020. (Classic and Sportscars Ltd. ad photo)



TC formerly of the Lombinos

Classic and Sportscars Ltd. photo

7. 1947 Red TC with Black interior (car number not known): Dennis Fleisher, a former member of our MGCC owned this car through the 1970s until Fall 1991 when he sold it to former club member Mark Kaplan. The photo appeared on the cover of *the Spokes* February 1992 with the following description:

"The cover photo is of a 1947 MGTC with an interesting MG Car Club past history. The car was purchased and restored by a former club member Dennis Fleisher. It won 1st prize in the New Hope Auto Show in 1972. After 10 years or so the car dropped out of sight. About 5 years ago Dennis moved to Chicago and the car was put in storage in Rochester. Dennis flew back to Rochester last Thanksgiving week (Nov 1991) and sold the car to Mark Kaplan who still owns it."



M. Kaplan photo from the Spokes archives

I recently reached Mark and Diane Kaplan in Prescott, AZ. Mark unfortunately did not have any better photos of the car as he had a computer hard drive crash a few years ago. Mark later sold the car out of the area in the late 1990s, but we do not have any further details. Mark and Diane said to say hello to our MGCC members.

Some Other MG TCs...

(continued from previous page)

8. 1948 Ivory with green interior (car number not known): Former MGCC members Tim and Tina Burgess owned this TC, and had it restored by a professional restoration shop in Ontario, Canada which was completed in August 1990. Tina wrote a great article for *the Spokes* November 1990 "as the '48 TC", and also took this photo which served as the cover photo for the same issue. The article described their frantic efforts to prepare the car for the AACA national show in Hershey, PA in October, 1990. (Tina Burgess photo).



9. Clipper blue TC with red interior (car number unknown): deceased former club member Bob Adams owned a clipper blue TC with chrome wire wheels from the 1970s up through the mid-1980s. I was unable to find any further information on this car nor any photos of it in club files.



10. Around 2017 or 2018, I had a chance to view an MG TC that was in the basement of a house on Lake Road in Webster. I can best describe the color as like 'Kodak yellow' (deep orange-y yellow with a deep red interior. The owner had passed away and the family was deciding to keep it in the family and were looking for suggestions on steps for getting it running again. I recall driving our TD over that day for the visit. *Somewhere* I have photos and car number but alas I cannot locate them currently.

I have discovered a website that is serving as a car registry for MG TCs which I think is quite a challenge for an approximate run of 10,000 cars. Some of our area cars have accurate details recorded there and some are not captured:

[http://www.tcmotoringguild.org/literature/MG TC Provenance List.pdf](http://www.tcmotoringguild.org/literature/MG%20TC%20Provenance%20List.pdf). I give the keepers of this list huge credit for this undertaking!

Some Other MG TCs...

(continued from previous page)

Also included are some photos from our club history of Victor Car Shows 1976, 1981, and 2003. It is thought that the red TC shown in several photos might be Jay Lockrow's, but we were otherwise unsuccessful in identifying whose cars these are. We did identify Bob Philip, Phil Culbertson (former chairman of our MGCC) and Jeff Langswager judging some of the cars.

This concludes our series on MG TCs. Thank you to all the owners, former owners and other club members who provided information and photographs to make this a fun project and a little bit of renewed visibility in *the Spokes* for these beautiful cars.

DS



at the MGCC WNY Victor Car Show – June 1976



MGTC at our MGCC WNY 2003 Car Show



Also at the MGCC WNY Victor Car Show – June 1976



MGTCs at MGCC WNY Victor Car Show – June 1981

Father's Day Car Show at the Summit in Brighton

(photos by R. Powers)



Father's Day Car Show at the Summit in Brighton

(more photos by R. Powers)



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Bristol Fun Day at Levi Corser Memorial Park June 11th, 2023



A solid showing from our MG Club Members a couple of weeks ago!

It was a Beautiful Day, Fun & Great Conversation,
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This is the only shot I had of George's B



Pictures taken by Joe B

Nearly sparkling!



New member Stephen Lewandowski sent us these two photos of an incredibly shiny, nearly sparkling MGB he spotted in Sedona, Arizona. (Maybe it lives full-time in that dry, salt-free Arizona air!)

SL



The Exhausting Exhaust

(or, There is Such a Thing as Too Much Rock)

By Leon Zak

I started with a Buick V8 engine in my B and after a couple years I had a rear main seal failure (it was the original rope seal) – I then switched to a '63 Oldsmobile V8 I purchased from Eksten's to keep as a backup. When I changed from the Buick to the Olds years ago I used the same headers that I got with the car back in the 90s. They were made by Mike the Pipe in England and cost \$650 for the pair. They fit on the Olds with no problem, and I ran them right up till I changed them last August before our planned trip around the U.S.

I have a Holley Sniper throttle body fuel injection unit that requires an O₂ sensor, and because of that there can be no leaks in the exhaust before the sensor. While cleaning up the engine bay and just generally fixing little things here and there I check the exhaust and I found that there were little cracks starting in the collection part of the headers. I tried to weld them but realized it really was beyond my experience so that prompted getting the new headers. I tried three different sources, and nobody had them in stock that could get them here in time for the trip - including D&D Fabrication. A couple days later D&D calls me back and said his guy would make a set for me but couldn't get them coated so if I would take them un-coated, he would get them to me within my two-week time frame. I said great and ordered them. I was going to wrap them anyway, and if I was going to get them coated eventually, I would take them to Swain Tech over in Scottsville.

They arrived eight days later. I figured great - went to put them on and found out that the bolts on the Olds head are proud of the exhaust port plane. The old headers had each pipe separate from the exhaust port down to the collector. The new headers had a plate that fit on the exhaust ports and then they were connected to the collector. Not a problem at all for the Buick heads, but the header wouldn't lay flat on the Olds. Being days away from the trip departure I took a Dremel tool with a diamond bit and ground clearance for the bolts in the plate. Got them to fit without compromising the plate, wrapped them up and reattached the exhaust pipes. And thought that was the end of it.

Well, in Michigan the exhaust on the driver's side fell off. I found a shop that would work with me, and I got the pipe strapped back up and it held the rest of the trip – of course I was only three inches off the ground, but it worked out OK, only rubbed things a couple of times and I found out that dead groundhogs in the road are about 3.5" high. So are skunks but I missed that one!

When we got back, I took the car out to The Muffler Shop in Fairport to have the exhaust cleaned up so I wouldn't need the strapping. It snowed the day before the appointment, so I canceled and took it out this spring. They did a great job - stainless steel material, welded seams and they got it up as close as possible to the frame. Looked great and I thought I was free and clear – figuratively and literally. The O₂ sensors actually read more evenly, indicating all the little exhaust leaks were gone so that was a good thing.

A few weeks later we did the drivers and coffee event and on the way home it started to get loud and then sounded like one side of the exhaust had blown a hole or something. I took it out to the Muffler Shop, and they put it on the lift, and we could see that the header had broken right at the bend after the collector - probably the hottest and weakest spot. I pulled the driver's side header and took it to Fabweld and had it welded and reinforced. Took the B back out to the Muffler Shop and they realigned and reattached the pipe. When I picked it up they showed me a video of my engine rocking when you punched it, and said they thought I had bad motor mounts and that's why it cracked. I knew the engine rocked because I could see the air filter through the slot of the air scoop on the hood. I had replaced the motor mounts last August so thought it odd ... the previous set lasted over ten years and the new ones only six months?

A week later I'm on my way to Lowe's in Henrietta and pow! – a loud exhaust leak on the passenger side. Checked in the parking lot and sure enough – the passenger side header had cracked off in the same spot the driver's side did. So, I strapped it up and drove it home. Pulled the header the next day,

The Exhausting Exhaust

(continued from previous page)

and took it over to Fabweld to have it reinforced and welded. Checked the motor mounts on both sides and they were like new – so that wasn't the problem. While waiting for Fabweld to finish I was working on the Volvo with some help from Mike Goodwin and of course discussed the header problems with him. During that discussion, it dawned on me what the problem was – the motor mounts were the same ones used for the regular four-cylinder Bs and the V8 does rock quite a bit more. I remembered when I first put the engine in, I had put a chain from the driver's fender to the head on the driver's side to keep it from rocking too far. When I changed from the Buick to the Olds way back I didn't put the chain back on because the alternator had to be moved from the passenger side to the driver's side and the bolt hole was no longer available. I had seen the chain idea on a Sunbeam Tiger years ago and the owner said they did it because the engine rocked too much he was afraid it would eventually tear the motor mounts.

I just ignored putting the chain back on and got away with it for almost ten years, until I had the new exhaust system put on with really, really solid rubber mounts on the pipes and mufflers. When I had the mufflers put on I asked them to put 8" flexible sections right after the O₂ sensors. I had these on the old pipes, and it helped – when I went over something that

rubbed the mufflers (like speed bumps or gasoline station filler caps) it would allow the muffler to move up without putting stress on the headers.

Before we left, I had put woven sections in my old exhaust, and it especially saved me after the problem in Michigan left me with 3" clearance.

The woven section allows the pipe to move up and down and also left and right but there's very little tilting allowed. And that was the problem – when the engine rocked it tilted the header and because the new exhaust was tighter to the bottom of the car it didn't have the long 3" flexible rubber hangers it had had on for years –

instead, it had 1" hangers and hence no clearance to tilt when the engine rocked. I had too much rock!

I had to put the chain or something like it back in. Mike and I fabricated a three-link chain piece coupled with an angle iron setup to attach the engine to the driver's fender. The reason for the chain is so when the engine isn't being heavily accelerated there's no solid connection from the engine to the body and hence no vibration transmitted. During acceleration, it only moves about ¼" and the chain links are then pulled taut, so the tilt is limited.

If the headers don't break this driving season, I'm going to call it fixed.



The anti-rock chain



The new exhaust

Canandaigua European Car Show – June 10

On Saturday, June 10th, a large contingent of MGCC WNY members gathered for breakfast then drove as a group to the European Car Show in Canandaigua, NY. Several attendees submitted photos.



Photos by Dann Valenza



Photos by Richard Reynolds



Photos by George Heissenberger



Photos by George Heissenberger



Photos by Richard Powers

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Rethinking the Nova Scotia Trip

Hmmmm. Maybe it won't be Nova Scotia in 2023!



The “Probably NOT Nova Scotia” Road Trip – August 3rd - 24th (or not!)
Interested in signing up? Ask the Zaks or Goodwins for details. (Like the smoke, the details are currently up in the air, but there will be a Club Trip somewhere!)

July Sunshine Page



July Birthdays

2	Patricia Sangster
3	Cindy Austin
4	Peggi Heissenberger
7	Joseph Bellizia
7	Tom LeStrange
7	Bob Welch
11	Chris Pascuzzo
13	Christine Barlow
13	Thomas Yoki
14	J. David Rubin
14	Dave Wild
17	Mercedes Gonzalez
24	Debi Russell
30	Susan Goodwin



July Anniversaries

3	Carole & Bob Lillis
8	Donna & Todd Black
13	Sue & Bill DeVos
14	Marsha & Paul Osborne
19	Linda & Don McConnell
23	Mary & Donald Sweeney
24	Carole & John Schwelm
26	Robin & Dennis Illig
27	Dawn & Eric Mehserle



Congratulations!

Happy Birthday!

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

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Please Make all checks payable to: Patrick O'Connor Mail; to 2032 Edwards Rd-
Waterloo, NY 13165

\$ 15.00 pre registration.\$20.00 after July 15, 2023 & at Gate



**Thiel's import auto service
and Race Shop**

@ThielsImportAutoServiceAndRaceShop ·
Automotive Repair Shop

14 Saltonstall St, Canandaigua, NY 14424
(585) 394-5580

MG Car Club of Western NY Available Regalia 2023 Catalog

[illegible]

MG Car Club of Western NY Centre Pins



Note: Key is just to show size

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

MG Car Club of Western NY Centre Pins



Limited Supply

50th Ann. Badge
\$20.00



Limited Supply

Car Badge \$20.00



Octagon Key Ring
\$1.50

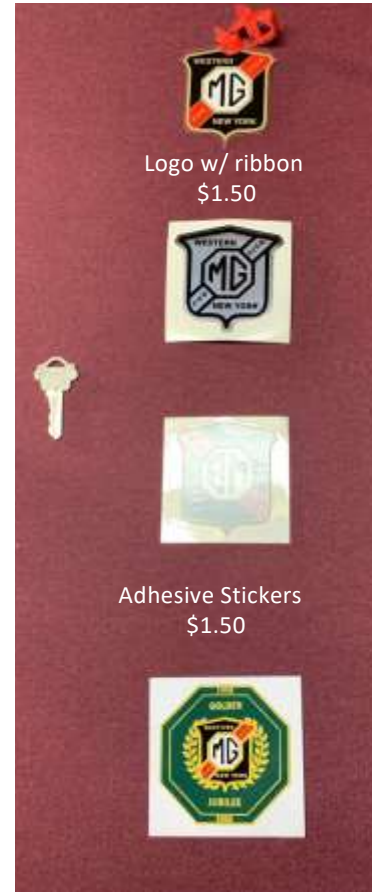


Embroidered patches
\$2.50



Limited Supply

10" Magnetic Sign \$15.00



Logo w/ ribbon
\$1.50

Adhesive Stickers
\$1.50

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



Coffee Mug \$5.00



Bumper Sticker \$1.00 / 3 for \$2.00

ONE Sticker FREE with any purchase over \$20.

MG Car Club of Western NY Centre

Port Authority Shirts \$25.00 embroidered

Navy, White, Bright Blue, Red &
Green Shirts in Stock!
(limited sizes)



Spported by our new member Frank DeMar
Frank modeling our NEW Club Shirts for us!



Closeup of Actual Embroidery
of Logo

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

MG Car Club of Western NY Centre

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

Khaki And Navy Hats in Stock!



Limited Supply

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

Includes Embroidery: \$25. Delivered

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



Cars and Parts For Sale

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

For Sale: 1969 Spitfire Mark III roadster. Barn find after 25 years. Clean title. 1300cc engine runs; Solid body, with some work needed to repaint. Will need the usual brake hoses and hydraulic work. Has wire wheels. Missing its seats and front bumper. Inexpensive starter project for \$1000.
Call George at 585-872-6536

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

For Sale: Color Wiring Diagrams 11x17 size; many cars to choose from \$17.95. Further details at
www.colorwiringdiagrams.com

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



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

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

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

And finally...

