

Spokes

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Ted Hershey, winner of the 2023 Collier Cup
(R. Powers photo)

MG CAR CLUB WESTERN NEW YORK CENTRE

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

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COVER: Ted Hershey, long-time MGCC WNY member and MG racer, was awarded the 2023 Collier Cup at the Watkins Glen Vintage Races. Photo by R. 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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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.

2023 MG Car Club Fall Tour



The Hills are Alive With The Sound of Sports Cars

Sunday October 22nd

Starting location - Avon Driving Park, Avon NY

Start Assembling at 10:15, Driver's Meeting at 10:45, and Departing at 11.

Route distance approximately 90 miles

Lunch at Brews and Brats in Bristol Center, Tour wraps up at The OK Brewing Company in Honeoye Falls.

See Event Calendar for full tour information and special instructions for lunch.

Last day to sign up is Sunday October 15th.

MG's Corner

By Spokes editor, Michael Goodwin

We've been actively busy, so this issue of *Spokes* is quite a bit longer than usual. The very tail end of August brought our (very successful!) car show, thanks to the efforts of so many club members led by Car Show Chairman Joe Bellizia. Joe's enthusiasm was beaming throughout the times leading up to and following the event. It was great to have such a huge turnout in our first post-COVID show. Of course another big annual event was the 2023 Watkins Glen Vintage Grand Prix Racing Weekend, and all that encompasses. There's the downtown festival, racing, including the Collier Cup Race with special honors going to Ted Hershey, and this year the induction of two of our members into the Watkins Glen Drivers Walk of Fame.

Of course, there's additional content of our more regular activities (meeting, upcoming events, Cars & Coffee, cruise nights, etc.), and Ken Barlow has shared his recent tales of woe in his ongoing MG Midget project. On top of all that, you'll find three feature MG TF articles (with more coming next month) and an introductory blurb about TFs in our club from Dan Suter.

While all this was going on, the Zaks and Goodwins tried to squeeze in a road trip to the provinces of Quebec, New Brunswick, Prince Edward Island and Nova Scotia. Well, our MGBs made two out of four provinces before turning back with hurricane concerns and mechanical issues, but in the course of that, my odometer turned up "all sevens" one morning! (I'm not sure if those 7s are preceded by a 1 or a 2, but I know I turned it over once!) Good luck as you keep driving and...***Safety Fast!***



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Cars and Coffee – September 24, 2023

By Ken Barlow



The weatherman promised us no rain, but it sprinkled and I suspect everyone else listened to a different weather report because we had five cars make a showing. Coffee was hot and sandwiches were hotter, conversation was as hearty as the people who made the drive.

75 Years of Heartfelt Thanks

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Chairman's Corner

By George Heissenberger

Congratulations on a very successful MG Car Club car show 2023!



OUR MG at the front of the chrome bumper MGB lineup

Welcome to October and the “Brrr months”, Septembrrr, Octobrrr, Novembrrr, Decembrrr! As of the last Spokes, I had written the column prior to our actual show so now is the time I am able to comment and congratulate everyone on putting on a successful car show for 2023! This car show does not happen all by itself, but with the hard work of many dedicated individuals. I have to first thank Car show Chairman Joe Bellizia and the entire car show committee for a job well done. It was Joe who pushed last year for a car show and then carried it through this year to a successful outcome. I also want to say a thank you to all the members who have joined the club in the past two or three years and really jumped in to help. I saw you on the field, helping set up the field, park cars, helping count votes, and generally everywhere.

That is a great feeling, to see so many newer members involved, working alongside more seasoned members! (What was it that someone said at the last meeting? Senior members? LOL) Of course the experienced members of the club also helped and contributed their time and talents! We really could not do it without all of you. So, let's give everyone a well-deserved pat on the back. I heard lots of positive comments from attendees, and many comparisons to the shows of old. In the MG classes we had a lot of members showing their cars and that helped fill the classes out quite well. I think the sponsored class idea really worked well and should continue to be offered in the future. Miatas were well represented as were Alfa Romeos, and Triumphs. The only club that sponsored a class but didn't have a single car attend was Corvair. I

Chairman's Corner

(continued from previous page)

had a couple of friends in the Corvette club ask about a Corvette class next year, and maybe even street rods? Let's talk to other clubs in the off season about sponsoring a class for their cars and work that out. The awards were a hit and people liked the Crystal Classics awards. My Wife Peggi and I were working registration and thanks to all the members who helped there! It went smoothly and besides the more than 100 pre -registered cars we had signing in up to the night before, we had about 80 plus day of show registrations. I think part of that is thanks to the nice weather we had and likely the great publicity by sharing flyers at previous car shows and online via Facebook and other sites. Speaking of publicity, John Kucko* had a nice feature on our show the morning of and after the show. I counted 192 total car entries and with the sale of regalia, memberships and the tremendous

basket raffle we did quite well. The Rush Fire department did quite well with food sales too. I believe Todd Black will have a full report on the finances available at the next meeting. So, thanks to everyone involved for a great 2023 car show. See you at the next meeting!

Safety Fast!

George



**[Ed. note: Thanks to Annabelle Tescione for sending us this link to John Kucko's Facebook post of cars entering the field!]*

<https://www.facebook.com/JohnKuckoDigital/videos/607570644857462/>

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Pre-Meeting (September 19) Parking Lot Photos

By Annabelle Tescione



Minutes for MGCC Meeting – September 21, 2023

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



Prior to the meeting, the Legion served a Bangers & Mash dinner that (10) members of our WNY Centre enjoyed. Also, Stephen Lewandowski brought donuts and Annabelle Tescione brought cookies for the attendees.

The September meeting was opened by Chairman George Heissenberger at 7:32PM. Total attendance this month was 44. The August minutes were approved.



Guests – There were no guests this evening. New members George and Paula joined us from the Buffalo area. They currently own a yellow 1980 MGB—welcome to you both! There were numerous birthdays and anniversaries shared.

Treasurer Report: In Todd Black's absence, George shared the report that Todd had prepared. This included a near-complete Car Show report. Following the show where we gained a couple new members, we are now up to 148 member families in good standing. The club account balances are in good order.

Activities Report by George for Dave Kray who was absent.

Past Events:

- The BOA car show was held September 3 and 4 or 5 of our WNY club attended and thoroughly enjoyed it.
- Watkins Glen vintage weekend was September 7-10. See the Watkins Glen report.
- September 17 was the Bronte Creek show in Ontario.
- Cars & Coffee Sept 24.

Upcoming:

- October 1, 8, and 15 will be the continued "Thank You Drives" to the various brew pubs and restaurants that sponsored baskets for our car show. See e-mails for details.
- Our club Fall Foliage Tour will be October 22. The tour will be 98 miles. The cut-off to sign up for lunch at Brew & Brats in Bristol Springs is October 15—please contact Mike Robinson for details.
- Cars & Coffee for October will be the 29th.
- The holiday party will be at Glendoveers on December 16. Details soon--save the date!

Minutes for MGCC Meeting – September 21, 2023

(continued from previous page)

Car Show: George read portions of a letter that Joe B wrote detailing some of the successful aspects of the car show. The show was a financial success for the club; 116 cars had been pre-registered and 193 total cars entered the gates, so there was a strong day-of-show turn-out. The registration cut-off time was about 12:20. Many volunteers made this a successful event for the club. The letter will be edited and sent around to the membership.

Regalia by George in Joe Bellizia's absence: The club is launching an order for brass engraved MG name badges. These will be ordered (you provide exact spelling you want) and prepaid at \$26 each as one group order. They will be magnetic, not pin style.

Spokes - Mike Goodwin is looking for a Car Show report and already has some photos. A feature series on MG TFs in our club will start in October for approximately 3 months. Mike also thanked all who sent in articles. Deadline is one week from Friday the 29th, but Mike was hoping for earlier submissions due to the way the normal deadline falls so late in the month in September. For *Spokes* advertising, Al Fink shared that he has sent out invoices for *Spokes* advertisers.

Watkins Glen: Ted Hershey spoke briefly about his winning the Collier Cup award as voted by all the MG Vintage Racers at the event. Ted was honored to receive this award, which demonstrates sportsmanship and dedication to the marque. Ted noted that our WNY Centre has raced at Watkins Glen for five decades. Four club members have won this award over the years: Joe Tierno, Dick Powers, Al Costich, and now Ted Hershey. Dick Powers shared a bit about the history of the Cup, honoring the Collier brothers Sam and Miles who were the earliest MG importers in the USA and ardent MG and other marque racers.

Librarian: Paul Osborne indicated no report this month.

Website: Leon said that all is good with the website. Leon has started a new section called "Out of the Archives" making thousands of old club photos available to view.



Ted Hershey with the Collier Cup

Old Business: None

New Business:

- Frank DeMarzo asked about the availability of our club MGCC business cards to hand out to prospective members. Frank even shared an example that already has our current club meeting location details. Barb Zak suggested we add the club website to the cards.
- It was noted that MG will be the featured marque at Watkins Glen
- Possible dinner at the Legion next month before the meeting will be Fish & Chips.
- Mike Goodwin shared details of the abbreviated trip the Goodwins and Zaks took to Montreal, Quebec City, and St. John, New Brunswick before weather and a developing mechanical malady with his clutch/throw out bearing shortened their plans.

Minutes for MGCC Meeting – September 21, 2023

(continued from previous page)

Announcements: None

Cars and Parts for Sale: Member Jake North shared an MGB cup holder for free that he is no longer using in his MGB.



September door prizes

Member Projects:

- Tim Tracey shared about what was said to be an MG Midget in a trailer that turned out to be an MGA, believed 1500. Tim noted there appeared to be a notable amount of Bondo in it, but if anyone is interested, he can share the seller's information.
- Al Wagner spoke briefly about his MG TA.
- Leon brought his newly restored Volvo 445 (Duett) to the meeting. It was great to see the car in the parking lot—congratulations to Leon!
- Tim Tracey's engine rebuild for his MGB is nearly done.
- Ken Barlow is installing an aluminum radiator in his '77 Midget.
- Al Fink unfortunately tore the air dam on his MGB when parking at a local restaurant.

Door prizes were awarded, and the meeting was adjourned.

DS



A few of the September door prize winners



Charlie Cook spoke at the meeting about his Watkins Glen Walk of Fame honor [see elsewhere in Spokes for more on this!]



Chairman George Heissenberger took a few minutes to talk about the Driver of the Year plaque (honoring Steve Fitch) that was displayed at the September meeting.

Attendance for MGCC Meeting – September 19, 2023

George Heissenberger
 Ted Hershey
 Dick Rzepkowski
 Leon Zak
 Barb Zak
 Barb Wild
 Dave Wild
 Bethel Powers
 Dick Powers
 Hollis Hames
 Tom Yoki
 Rod Rodman
 Allyn Wagner
 Frank DeMarzo
 Don Welch

Al Fink
 Naomi Wadsworth
 Gary Wilson
 David Rubin
 Cheryl Baldwin
 Bill Baldwin
 Paul Osborne
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 Annabelle Tescione
 Susan Goodwin
 Michael Goodwin
 Rob Shrader
 Hassan Gillani
 Sue Keppeler
 Charlie Cook
 Karl Burkhardt
 Dan Asbury
 Ken Barlow
 Tim Tracey

DS

Upcoming Events – October/ November

By Activities Coordinator, Dave Kray

- **October**

- **SPECIAL THANK YOU** Sunday October 1st
 - 12:00 – 2:45, Birdhouse Brewing in Honeoye, Food Available for lunch
 - 3:00 -? Noble Sheppard & Wizard of Clay
- **SPECIAL THANK YOU** Sunday October 8th
 - 12:00 – 2:30, Rising Storm Brewery in Lakeville, Food Available for lunch
 - 3:00 –? 20 Deep Winery in Mendon
- **SPECIAL THANK YOU** Sunday October 15th
 - 1:00 -? Flaherty's Irish Pub in Honeoye Falls, Sign-up required. **Last day to sign-up with Mike is Thursday Oct 12th.**
- **Fall Tour** - Sunday October 22nd.
- We will meet at the Avon Driving Park in Avon NY before 10:30 AM. We will have a quick driver meeting at 10:45, then depart at 11:00. We may or may not split into larger groups depending on interest and the number of cars attending. Lunch will be at Brews and Brats in Bristol Center. **There are no menu limitations, however they request that you place your order to Mike no later than Sunday October 15th.** The menu is listed on the Calendar and a copy is with the signup sheets on the back table at the meeting. Please see the Event Calendar for full details of how to order. After lunch we return north to Honeoye Falls where we will wrap up the day at the OK Beer Company in Honeoye Falls. Total mileage for the ride is about 98 Miles. Full information is on the Event Calendar. If you have any questions contact Mike Robinson.
- **Cars & Coffee** – Sunday October 29th

- **November**

- **SPECIAL THANK YOU** Saturday November 4th
 - McArdle's Restaurant – More info coming

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

Respectfully submitted
Dave Kray

DK

2023 Sports Car and Auto Festival

The MG Car Club Western NY Centre held its 50th annual car show and sports car festival celebrating the 100th anniversary of MG on Sunday August 27, 2023. The show was held at Rush Fireman's field, Rush New York, and featured almost 200 cars attending (193 total), including classes for pre 1956 MG (MG T series and older), MGA, MGB, Midget, Austin Healey, other British makes, European cars, plus classes for Alfa Romeo, Miata, and Triumph that were sponsored by their local clubs as well as many American cars of every make and model. We started the day with over 120 cars pre registered. A beautiful day and large turnout of day of show car registrations helped make the show successful. A basket auction raised funds for the club and featured various theme baskets. Thanks to the work of Car Show Chairman Joe Bellizia and the dedicated team of volunteers from the MG CAR Club Western New York Centre the show was a resounding success.

George Heissenberger Chairman MG Car Club Western NY Centre



Photo by Stephen Lewandowski



Photo by Stephen Lewandowski



Photo by Stephen Lewandowski

2023 Sports Car and Auto Festival

A message from your 2023 MG Car Club Car Show Chairman:

Dear Fellow Club Members,

What Amazing Teamwork, Weather and Turnout we all witnessed for our Car Show on August 27th! We all **"hit it out of the park"** with our 50th Annual - 100 Year Celebration of the MG, Sports Car & Auto Festival!

I am so very proud to be a member of a club like ours that has such a large number of active members that come out and participate, to make such a successful Car Show like we did!

I continue to hear so many wonderful comments from those who came as spectators, people who participated with a car, from complete strangers that shared what a great time that had there and emails from members of the Ladies Auxiliary as well. It continues to make me smile and feel even more proud, now over two weeks afterwards.

We did such a good job cleaning up the club even got our deposit back! Spoke to the Triumph club and they even said they will be coming back with a class again!

Again, Great Teamwork and Thanks to Everyone for a Great Show and NOW a Wonderful Memory!

Car Show Video Link: <https://youtu.be/kdQxTbYfp14>

Link to John Kucko's News Story on Channel

8: <https://www.youtube.com/watch?v=ky4N9W8pTrE>

Best Regards.

Joe B



Photo by George Heissenberger



Photo by George Heissenberger



Photo by George Heissenberger



Photo by George Heissenberger

2023 Sports Car and Auto Festival

2023 Class Winners List FINAL

1. Best American Car #129 Lorrie Hafner 1951 Mercury Convertible
2. Best Alfa Romeo #33 Mark Phillips 1969 Alfa GTV
3. Best Asian Car #125 **Leon Zak** 1980 Toyota Pickup
4. Best Presentation #26 Michael McNamara 1934 Rolls Royce 20/25
5. Best Woman Owned #104 Meagan Green 1974 Triumph Spitfire
6. Best British Other than MG #24 Russ Deveso 1953 Morgan +4 Drop Head
7. Best Corvair – no show / no trophy
8. Best European Car #61 **Steve Figueiredo** 1963 SAAB
9. Best Mazda Miata #92 David Kuhn 2013 Miata (NC)
10. Best MGA #151 Jim & Gail Borkman 1960 MGA
11. Best MGA Pre-1956 #148 Roger & Tilly Garnett MGPA
12. Best MGB Chrome Bumper #52 **John Leible** 1974 MGB
13. Best MGB Rubber Bumper #66 **Kevin Noaker** 1979 MGB
14. Best Midget #2 **Hassan Gillani** 1974 MG Midget
15. Best Race Car #53 **Al Costich** 1968 MGBGT
16. Best Triumph #140 Ralph Tandy Triumph TR4

Photos of all the car show winners receiving their awards, (taken by Al Fink) can be seen on our website at <https://mgcarclub.com/car-show-winners-images-by-al-fink/>

*Highlighted name denotes MG Car Club of WNY Member
(6 members received a trophy – Congratulations!!!!)
Submitted 08/28/23 to Joe Bellizia by Dave Kray & committee.

Car Show Committee Correspondence

2023 Sports Car and Auto Festival



Photo by George Heissenberger



Photo by George Heissenberger



Photo by George Heissenberger



Photo by George Heissenberger

2023 Sports Car and Auto Festival



Photo by Don Welch



Photo by Don Welch



Photo by Don Welch

Many more of Don Welch's great photos from the car show can be seen on our website at <https://mgcarclub.com/car-show-2023-images-by-don-welch/>



Photo by Don Welch

Tierno and Cook Inducted into the WG Walk of Fame

By Dick Powers (photos by the author)



*Charlie Cook and Joe Tierno on Franklin St.
during the awards ceremony*

As many of you may know, the International Motor Racing Research Center (IMRRC), at Watkins Glen, started the **Watkins Glen Drivers Walk of Fame** in 1993. The Walk of Fame honors retired drivers who have competed at the Glen since 1948. Each driver has to be nominated for this honor and the driver's accomplishments are reviewed by the IMRRC Historic Racing Committee. Once approved, a large granite stone is engraved and placed along Franklin St. The induction ceremonies usually happen about noon on the Friday of the Vintage weekend.

This year, two of our WNYMGCC members, **Joe Tierno** and **Charlie Cook**, had their Watkins Glen Driver's Walk of Fame celebrations. Their stones are in front of what used to be the historic Savard's restaurant, now Pudgie's Pizza. Joe and Charlie, join Dave Wild, our first honoree and me (2019). My stone is with Joe's and Charlie's, while Dave's is across Franklin St. in front of the Post Office.

Congrats to **Joe** and **Charlie** on their induction into the **Watkins Glen Driver's Walk of Fame!**



Watkins Glen Grand Prix Festival 2023

By George Heissenberger (photos by George H.)



I attended the celebration Friday 9/8/23 at the Watkins Glen Grand Prix festival with my cousin Ted Weundsch. I met many MG Car Club Western NY members while walking around the town and at the Concourse d'Elegance. It's wall to wall fun and beautiful cars everywhere walking from the Glenkhana opposite the state park parking lot to the Concourse to the Loony gathering and all the street displays to the closed off street parking for the



sporting roadsters. We tend to walk back and forth along Franklin Street to catch all the action. Food, adult beverages and music everywhere. Lunch was a tasty Italian sausage from a street vendor. Grab a beer from one of many local breweries selling their best. We tend to set up lawn chairs on the sidewalk opposite Marie's bar where we can watch the band play on the roof and it's a shady spot to catch the tribute laps by all the various groups cars. After the race cars arrive we had dinner and a beer at Roosterfish before catching the race cars do their tribute laps. Thankfully the weather cooperated for all but a little bit before the race car laps. All in all, a great day!

GH

Watkins Glen Grand Prix Festival 2023

(More photos by George H.)



Watkins Glen Vintage Racing Weekend

Photos by Bob Welch



Watkins Glen Vintage Racing Weekend

More photos by Bob Welch



Collier Cup Race Award Photos

By Richard Powers



Collier Cup cars at the 2023 awards

The Collier Cup Race is traditionally held as the final race of the vintage racing weekend at Watkins Glen. Receiving the Collier Cup is quite an honor, as it is awarded by ballot of the participating racers, based on unparalleled sportsmanship, dedication to the sport, and dedication to the MG marque. The Bill Glanville Memorial Cup is awarded to the driver of the winning MG Midget ---Ed..



Dog Faust – Bill Glanville Memorial Cup winner



Bill Glanville Memorial Cup 2023 – Suzanne Glanville and winner Doug Faust with the cup



Ted Hershey – winner of the 2023 Collier Cup



Collier Cup race winners

Seneca Lodge Roundup and 2024 Planning

A message from Ken Barlow

Thanks to Dan Suter for organizing the rooms at the Seneca Lodge for the **Watkins Glen Vintage Race Weekend** these past years and for developing a stable process and instructions on when to do each step. We had a successful group reservation this year, many thanks, Dan, for that setup and your continued support!

Surely as a result of this smooth process, I had zero complaints, no one banging on the door wondering where their room is or managers asking me for more information. I'll call that a big win!

Planning for 2024 has already begun, with some room shuffling as a few nonmembers are bumped, and we attempt to secure the large cabin. It's my understanding that MG is a featured marque next year! So, expect a large showing of MGs in 2024, and some organized events that weekend, like a drive and lunch Friday morning.

Feel free to correct me if I'm wrong, as of now, we have FIVE MG Car Club members racing next year, new member Joe Puma and veteran members Ted Hershey, Al Costich, Dick Rzepkowski and Doug Faust staying four days, Wednesday night to Sunday morning. The Barlows will also stay those same nights.

Thursday is largely a setup day at the track, they have some time slots for some shake down laps. It's a time to see Jake's 302 bored out to 347 MG B, tour the back roads, or help our fellow MG Car Club members at the track.

You can get into the track Thursday with your Vintage Race weekend ticket which is good Thursday through Sunday. But it's far easier if you're on the roster for one of the teams, so sign up now with those mentioned above to volunteer for pit crew. You can help in a few ways, from fetching fuel, torquing lug nuts, filling tires, to setup and tear down of camp.

This year's weekend ticket was \$80 and covered Thursday the 7th through Sunday the 10th.

Friday is more practice and qualifying, but in the village, the festival kicks off and features a full day of sights, sounds and smells.

Saturday is more practice and qualifying in the morning, and feature races in the afternoon.

Sunday are the feature races. Check out from the hotels, enjoy the racing, then break down camp and head home Sunday afternoon.

If you choose to arrive Wednesday, let me know and I can change your reservation for next year.

I intend to host something Thursday evening for members, some form of a gathering, formal or informal. Including all those who attend, no matter where you're staying. Also, look for a paragraph or two in *Spokes* of August 2024 on this, where to park for the festival and at the track, and any MG related tours Friday morning.

MG TFs in Our Western NY MGCC - Introduction

by Dan Suter

The next cars in our featured series are the attractive MG TFs. Originally conceived as a stop-gap model when MGs parent company Nuffield delayed approval of what would become the MGA due to the concurrent costs to tool up the new Austin Healey 100, which beat the all-new MG proposal (MGA) to corporate management for funding approval by mere weeks. The MG TF has proven itself to be a beautiful and sought after classic that closed out the MG T-series in 1954 and 1955.

You may notice that we have seemingly skipped over MG TDs. Not to worry, we will return to them in a future feature! Last August (2022), we briefly featured a few MG TDs in our Western NY Centre in Spokes, but it was before I settled in on this format. MG TCs were featured May-June-July of this year (2023).

In this issue, some of the current MG TFs in the club are highlighted, including: Mike Robinson with his beautiful OEW and green TF, HDP46/5112; Dick and Marlene Rzepkowski's beautiful, restored TF in dove grey and maroon, HDE23/4969; and John Thompson's unique restored silver TF, HDE43/2196. Hopefully this entire series will feature as many as (8) current and former TFs in our club.

One note: with the start of the MG TFs, the Car Number (VIN) codes changed to the then-current Nuffield standard. Previously all MGs had simply carried their model as the VIN prefix, but with the start of TFs, the VIN included code letters for which type of body (open 2-seater), engine size class, original color code, and intended market – all preceding the actual sequence number. Many in the T-Series register still use a shorthand TF xxxx, so you will see both full VIN and shorthand in use.

Enjoy!

DS

Paul's Canvas



Marine / Auto and
Outdoor
Upholstery

Paul Osborne
Lima, NY
585-255-0531

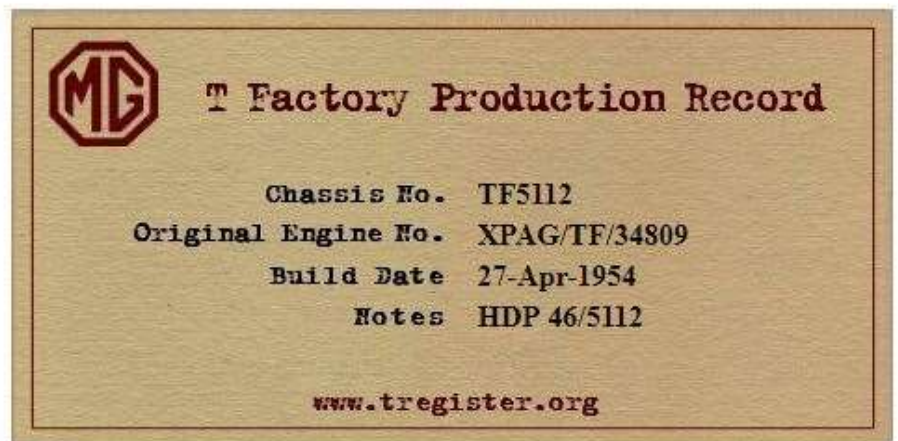
Victoria and Us, Our 1954 MG TF

By Mike Robinson

The story of the acquisition and subsequent restoration of TF 5112, aka "Victoria" began in June of 2018 when we met some members of the club at Dublin's Corners Farm Brewery in York, NY. Among them were Dick and Marlene Rzepkowski in their 1954 MG TF 1250, an ex-Australian export model with right hand drive. Up until then I had seen pictures of TFs, but this was the first time I ever got to see one up close and personal, and I was smitten, as was Maggie. We decided (actually it was me, but I prefer to spread the blame around) then and there that if a nice TF became available that was in decent shape and within reason dollar wise, we would get one. Thus began a search on eBay, Haggerty, Bring a Trailer and a few other sources for old classic sports cars.

After about a week of searching and seeing cars ranging from basket cases to frame off restorations, and with prices in the mid 'teens upwards to the low 40k range, I finally found one located in Dallas Texas that in the pictures looked like a decent car, and the price was certainly with reason and within the budget. Contact was made with the seller, photos swapped back and forth and a video of it running (if you can call it "running") was sent. Many questions were asked, and the owner answered as best he could, however it was clear he really didn't know much about MGs or T series in particular. According to the seller all new wood was put in the body, which

Details for TF5112



was partially true, but not "all" of the wood was replaced as I found out after delivery. He knew the engine was swapped for an 1800 out of a B but he was unsure what type or year, or when it was done. Then there was "the bulge". The bulge was intended to provide extra room for the two SU carbs of the B engine. It was square in shape, made of a steel box scrounged from somewhere and



"Victoria" soon after her arrival in Mike's garage

protruded into the driver's side wing, which required a portion of the wing to be cut away. The wing, bulge and bonnet side panel were all welded together, making them all one piece. The real frustrating thing with it was that it was never needed to begin with, as with the flat bonnet, there is ample room for the carbs. It was there on the car the entire time he owned it, so it goes back to at least the mid '90s. The last registration date on the

windshield sticker of the car was 2002 with a Texas registration, so who knows how long before that it's been since it was driven. Judging by the mish mash of modifications I encountered, I dare say it's been longer than that. Anyways, back to the car.

Victoria and Us, Our 1954 MG TF (continued from previous page)

I didn't mind the engine was wrong or a few of the other modifications as my plan was to make this a driver and have fun with it, so I decided to take the risk and buy the car. A check was sent, shipping details arranged, and on July 16th, 2018, Victoria arrived at our house via an enclosed transport trailer.

The original plan (Plan A) for the car was to go through it and fix what was needed to make the car safe to drive and somewhat reliable and get it running as it should. First thing was to rebuild the two SU's and do all the tune-up items required so the car would actually run, not misfire and stumble all over itself. New points, cap, wires and plugs, the fuel was drained and fresh fuel added, new fuel filter, changed the antifreeze and with the rebuilt SU's and the valves lashed correctly, she fired right off and ran very smooth. Success! With this first of many steps completed, I immediately felt better about the car and was somewhat confident that I would be able to proceed with Plan A.

That bird soon flew out the window, however. Getting into it more, it soon became apparent that I would not be driving Victoria anytime soon. The brakes were marginal at best, the electrical system was a fire waiting to happen, the bushings in the clutch and brake pedal were so far gone I could step on both at the same time, and the cobble job accelerator pedal was simply unusable. Ever have the sickening feeling deep in your gut when you think to yourself "Oh crap. What did I get myself into?" That was me about that point in time, and I even entertained the thought of selling it and cutting my losses, because the more I dug into it, the worse things got. All of the main body timbers were not only bad, they were nonexistent. The main timbers along the bottom had completely deteriorated, leaving only rusted stubs of the screws still attached to the irons. The timbers that secure the firewall to the tub were gone from the bottom midway up to the scuttle. The latch and hinge posts were not attached to anything so the

doors would not close or align correctly. It was apparent that major body work would be involved, so the decision was made - Plan B, to scrap all plans for driving the car and do a complete restoration for however long it takes and do it right. Little did I know at that point that it would

be a 2 year to the day journey for that day when I would be able to say she's "done", or at least mostly done, as you will read about later.

To go into every little detail of the restoration would require an article longer than what any sane person would want to sit through

and read. I believe a picture is worth a thousand words, so I'll summarize the work done in the text, briefly explaining the things I encountered along the way. If you do care to see the entire process from beginning to end, you may do so by going to my Google Picture album of the restoration, which you can access from here - [Victoria's Restoration](#)

In short, every part of the car was at least touched and inspected and replaced or rebuilt as needed.

- Body Tub – Completely rebuilt with all new Timbers. The only remaining original pieces are the main irons, the scuttle, and the firewall. Two pieces of original wood framing are left, the two main dog legs at the tops of the rear quarters. The firewall needed major repair to replace a major section that was cut away, ostensibly to clear the rear of the engine, new floorboards were made, a new transmission tunnel was fabricated, and a new battery box installed. The bulge the car came with was done away with so a new lower bonnet panel for the left side was sourced, and a trashed left wing was found and used to cut the piece out needed to repair the opening in the original wing. Once everything was mocked up to assure everything would fit, the car was disassembled and made ready for paint.



Victoria and Us, Our 1954 MG TF (continued from previous page)

- Frame and Chassis – The frame was sent out for media blasting, and various pieces that were cut off or chopped apart were restored or replaced. The steering rack was mounted back to its original mounts to center it, a replacement TF steering column sourced and restored to replace the mongrel B and TF combination it came with, and the front and rear suspensions were rebuilt with new bushings, springs, and overhauled shock absorbers. MGA Disk Brakes were fitted for more stopping power, and the entire brake system replaced with a new master cylinder, lines, shoes, pads, rotors etc. The brake and clutch pedal assembly was rebuilt with new bushings and the worn shaft was restored to fit the bushings. Before assembly the frame was painted with 2K black urethane paint, then everything was assembled into a rolling chassis.

- Interior – The original TF Dash was hacked to pieces, so it was unusable, and the TF gauges were long gone. In their place are early B gauges, so until a correct dash (which I have since acquired) and gauges (which I have not unfortunately) can be sourced, they will have to do. A wood dash was made from mahogany and fitted with a custom engine turned aluminum center section to mount the gauges and switches into, and an early Christmas present from the family is the Brooklands Steering wheel which adds a nice touch of period accessory. The car came with a hideous



Victoria enjoying a rest in the shade with a couple of friends

fiberglass tunnel that someone “fabricated”, so it was tossed, and a new tunnel formed from steel. A new accelerator pedal was made from an early B pedal and fitted to hinge from the side of the battery box. The interior upholstery came from Moss and Abingdon Spares, and the carpeting was sourced from a wholesale auto carpet supplier, cut and fit to the tub. The seats were rebuilt with new

tack strips and upholstered in leather, and a new rear compartment was made for the side curtains. A new set of top bows had to be sourced because the bows the car came with would not fit the new body. A new canvas hood and half tonneau were ordered from The Don Trimming Company, Ltd. in the UK as they were the only supplier I could find that offered colors other than just black and tan.

Paul Osborne was very helpful with the seat upholstery and hood installations.

- Electrical – When I got the car, the entire electrical system of the car was a fire waiting to happen. It was hacked and cut, and most connections were simply twisted together with different colors and gauges of wire in the same circuit. I used the same Power Block I used for the B, with 8 fused circuits and all the high load devices like lights and such on relays. The wiring is color coded same as original, and one gauge heavier to better handle the load. The alternator was upgraded to 60 amps, a new starter, lights, switches and horns installed, and everything worked first attempt. It was a very simple car to wire, and it was done and functional in three days.

Victoria and Us, Our 1954 MG TF (continued from previous page)

- Engine and Transmission. – Because it was a running car, not much was done to the engine except clean it up and paint it, but I did replace the timing chain and sprocket, and overhauled the oil pump, and new gaskets were used to seal everything up. A Weber downdraft carb was initially fitted, so it was cleaned and rebuilt. The transmission was also power washed and painted and the internals inspected. Nothing major was found so it was sealed up and new oil added.
- Final assembly and paint. – After everything was rebuilt and repaired, the car was disassembled (again), and everything painted. The tub was pretty straight to begin with, but the low spots were filled and sanded, then three coats of high build polyester primer was sprayed on, and block sanded to ensure all the panels were straight. The same was done to the bonnet, wings, fenders and running boards. Several choices of color were kicked around until Old English White was finally selected, with an apple green interior and a dark racing green canvas convertible top and boot. Three coats of color were applied, followed by three coats of clear. The chrome bits were either replaced with new if available, or sent to Qual-Krome in Erie, Pennsylvania for restoration and chrome plating.

All this work was completed on July 18th, 2020, exactly two years to the day the car arrived. While it was cosmetically done, and most of the mechanicals were in working order, there were several things that annoyed me to the point where they had to be addressed.

To quote Paul Harvey... “And now, for the rest of the story.”

While the car was certainly drivable, there were some areas I wanted to address. The Weber downdraft ran so poorly that a decision was made to try to install the SUs it originally came with. By using thinner heat riser blocks, modifying the heat shield a bit, they were able to go on and cleared the bonnet side – but just barely. There is not enough room for air filters, so the intake horns were polished, mesh intake screens made, and the decision was made to run without filters. The car



“..the intake horns were polished, mesh intake screens made, the decision was made to run without filters.”

never sees dusty roads so it's a minimal risk, and as John Twist stated in one of his YouTube videos, “you can pass gravel through these engines without killing them.”

A major change was the rear axle gearing. With the stock 4.875:1 gearing, the engine was screaming at 4000 RPM just to do 50 MPH. I located a machine shop just outside of Boston that was able to fit 3:90

MGA gears to a TF differential and fit it to a rear axle on an exchange basis. The assembly was purchased, and my axle returned as a core for someone else to benefit from. With the 1800 giving twice the HP and torque of the XPEG, and in a car that weighs only 1700 pounds, the 3:90 set gives a much better balance of acceleration and high-end speed.

Until I can rebuild the entire engine, I wanted to address some of the known issues that needed attention now. The cylinder head was an easy fix to start with, so it was removed and new valves, springs, seals, keepers and rocker bushings were installed. I had the machine work done at MacQuillan Racing Engines in LeRoy, NY.

Victoria and Us, Our 1954 MG TF (continued from previous page)

It's very convenient having a nationally renowned engine builder less than four miles from my home so I took full advantage. Being we were in the height of COVID, the supply chain issues affecting the country would manifest themselves in being unable to get ARP cylinder head studs. As a last resort, I decided to go with stock studs, and this decision would end up costing me almost four weeks of time and wasted money on inferior studs. The first set arrived, and I installed them, and in the process of torquing the head to spec, two of them snapped flush with the top of the head, before I even reached 30 foot-pounds. Fortunately, I was able to get the broken ends out (they drilled very easy so I'm certain they were never heat treated properly, if at all. Replacements were obtained, and I was able to get the head torqued down cold. Fluids were added, accessories installed, and it was ready for first start up. The engine started fine, and it reached operating temperature and was shut off. When I went to recheck the torque settings, two more snapped as soon as any amount of force was applied. I had to tear it all down again to start over, and by this time I decided I didn't care how long I had to wait, I was going to use ARP studs. Enter Dan Suter. He mentioned a racer and parts provider on the west coast by the name of Basil Adams. Dan gave me his number, I called him, explained my predicament and he said, "I have connections at ARP and can obtain the studs you need. I'll have a set to you within a week." Sure enough, good to his word the studs arrived, and these torqued down without a hint of issues.

Some other work was done was obtaining side curtains. I ordered them from the same company I

got the hood from, The Don Trimming Company, Ltd. in the UK. They matched the same green canvas of my hood and I had them within a week. My frames were sandblasted, then I spent three days fitting the curtains and getting them to look halfway decent. Unfortunately, I cannot use the side curtains with the side wind wings in place, and the two auxiliary mirrors I installed to supplement the fender mirrors are also in the way. As an added plus, they don't fit the compartment behind the seats, so they are wrapped in a plastic bag and stowed in the garage until I can make changes to the box they get stored in.

One of the benefits of letting someone else drive your car is getting feedback on things that you may be unaware of. Larry North mentioned my throttle pedal seemed a bit weird for ergonomics, so I took his suggestion and reformed the pedal so it was further to the left and more upright. It made for an instant and much more comfortable change. I no longer had to have my right foot at an angle pointing to the two o'clock position and rubbing the side of the tunnel when I pressed the accelerator.



(You've come a long way, baby!)

Future plans for the car will be to rebuild the engine short block. I have no idea of the mileage but when I had the head off, it looked okay. No noticeable scoring, but there was evidence of some pitting on number 2 piston. The only things that will need to be done are the pistons, rings and bearings, so that will be the next task after I

complete the V8 swap on the B. I may also spring for a set of 60-spoke wires to replace the 48-spoke the car has now. It feels a little "loosey goosey" in turns, and chatting with different people in the T forums I peruse, they seem to think the 48-spoke

Victoria and Us, Our 1954 MG TF (continued from previous page)

wheels have more flex to them than I would like. This is certainly a “someday” project, as the car drives well and is a lot of fun to drive.

It’s been a fun project, but the looks and comments (except from a few crabby purists) I get at shows and while driving it make it worth it. If I sold the car, I’d never get out of it what I have invested just in parts, let alone my time, but that was never the goal. My original goal was to have a nice driver, and I think I can say without sounding too egotistical, that I have a spectacular driver.



MR

“..I think I can say ... that I have a spectacular driver.”

Stories of the MGTF (HDE23/4969) named “Winston”

By Dick Rzepkowski

These are the “stories” of our car, “Winston”, a 1953 MG TF with right-hand drive. So why right-hand drive? It was built in England but first sold by Barclay Motors of Sydney, Australia. In Australia, they follow the British standard of right-hand drive vehicles driving on the left-hand side of the road. Why is the car registered as a 1953 TF when most of us think of the TF as a 1954/55 model? Well, the British do not go by Model years, they go by production date, and I was told this car was produced in the last days of 1953. Further investigation says this may not have been the case, since the first chassis was number 501 and ours is 4969, that’s a pretty good production clip to have been produced in 1953. Also consider that the first production was completed in September of 1953 and the TF was officially introduced to the public at the Earls Court Motor Show in England in November 1953. That is why this article is entitled “Stories”, because it is a mix of fact and unproven information, some might consider this folklore. What is true though is that it has always been registered in the United States as a 1953 MG TF, and so our license plate proudly declares that fact. While writing this article I was able to find the actual build date, it is listed in the MGCC.co.uk/T-register as 21 April 1954. [Editor’s note: that’s six days before Mike Robinson’s “Victoria” was built. One might say “Winston” is “Victoria’s” slightly older brother.]

In the fall of 2000, a person came to our MG Car Club meeting claiming that there was a TF in a private garage on the East side of Rochester that was for sale. The owner of the TF had moved permanently to Florida and was being pushed out of his storage spot. Yes, the car was for sale, but the owner was in Florida. The lady, in whose garage it was stored, needed to be contacted to view the car. We enlisted the help of Gil Langswager to go over and look at the car. After we inspected the car and deemed it to be drivable “as is” we purchased the car from Robert J. Novander, of Cape Coral, Florida on November 14, 2000. Some quick notes we made back then were that it was running but may need some clutch work and the tub was showing some rot as the doors did not fit up as well as they should.

Stories of the MGTf (HDE23/4969) named “Winston”

(continued from previous page)

I asked Mr. Novander for some background on the car and how it came to be in Rochester. I still have his handwritten note and here are some details from that note: Mr. Novander bought the car from Jim Doyle who worked for Bausch and Lomb as a marketing VP. Mr. Doyle had the car in storage for several years before Mr. Novander's purchase in 1991. Mr. Doyle claimed to have bought the car in New Jersey, from George Mennen and that George Mennen had used it while in Australia. Therefore, the import of the car from Australia to the United States is attributed to George

Mennen. George Mennen was the president and CEO of the Mennen Company of Morristown, New Jersey (Mennen is currently owned by Colgate Palmolive Company). Some of you reading this may remember some products from the Mennen company such as Mennen Skin Bracer, Mennen “AFTA” after shave and Mennen Speed stick deodorant. This link to George Mennen intrigued me and I tried to contact him in Morristown, New Jersey but was turned away by his secretary. A personal letter I wrote to him was never answered. True or folklore? I would say the ownership by Jim Doyle, Robert Novander and Marlene and I is true, but the ownership and import to the USA by George Mennen is not proven, but it makes for a good story.

Marlene made inquiries to The MG Car Club in Australia to determine any history or ownership information that they might have. While none arrived immediately, a chap did respond a few years back claiming to be a previous owner in Australia and even sent us some pictures of the car via e-mail. Unfortunately, I cannot find his e-mails or the pictures he sent. But If I am

remembering his email correctly, he had to sell the car to a dealer when he became a family man. He did not know of the name George Mennen since he sold it to a dealer and not directly to the

next owner. He did claim to have used the car in many club events in Australia over a number of years. Still no concrete, direct connection to the George Mennen story above.

Enough of ancient history, now on to our ownership experience with the car. First, the car was an ugly green when we purchased



“Winston” before restoration – November 9, 2003

it. The color was so ugly that Brian Fallon (a car club member back then) penned a tongue and cheek story about it being a long-lost military special vehicle. I couldn't find Brian's article, but it was probably in Spokes in 2001. Good folklore to research and anyone finding Brian's article I would like a copy of it. While looking for Brian's story about our car, I did find on our website's Spokes history that a Rear-View picture of the TF with it's obvious right-hand drive and octagon dash gauges was used in the Club Calendar as the picture for January 2002. You can see that old photo here: <https://mgcarclub.com/wp-content/uploads/2021/03/2002jan.pdf>

By November of 2003, we had driven the TF enough to know that it was time to get serious about a complete restoration. The engine smoked enough that the exhaust could obscure the rear license plate and the wood in the tub had gotten so punky that keeping the doors closed was the job of a well-placed bungee cord. We enlisted Gil Langswager and George Haynes to do the restoration in my garage in Penfield.

(continued from previous page)

restoration. I have included a picture of the pictures here so you can see the green color of the car before restoration. [Editor's note: You have digital copies of your originals now, Dick! I've taken the liberty of substituting those. MG]

read about some of it in Gil Langswager's article in the July 2015 Spokes entitled "Partners in Grime – 5 The Rzepkowski TF" See that article here: <https://mgcarclub-test.storage.googleapis.com/wp-content/uploads/2021/03/30050519/2015jul.pdf> In the article, Gil talks about all the work that he and George did, which was a lot! This was an extreme restoration project! I also must give credit to Marlene for hours of work at our blast cabinet. Gil and George would come to our Garage and work for a day. At the end of their day, there could be parts that required sandblasting, degreasing, painting, or welding. Marlene generally handled sand blasting and degreasing, while I generally attended to any painting or welding after coming home from my "day job" at Harris, RF Communications.

The restoration was everything we wanted for the car. It has won many awards including "Best MG of Show" in 2007 at our own MG Car Club's annual Car show. See the cover of the spokes for July 2007: <https://mgcarclub->



*“Winston” – pre-restoration in the Rzepkowskis’ garage
 (“...the car was an ugly green when we purchased it.”)*

df The car also won many first, second, and third places at the British Invasion in Stowe Vermont and other shows.

The car still looks, runs, and drives very well. We definitely like the gray color we selected, (it is a single stage gray from an 80's or 90's Buick) and the car still turns heads with its unique styling and the red interior is a nice complement to the

darker gray exterior. It has built-in anti-theft because there are not many people who can figure out how to start it much less drive a manual transmission with a direct linked mechanical clutch (no hydraulic cylinder) that takes a strong leg-push to operate it, and don't forget, it is a right-hand drive car. Two other challenges I should mention. First is storing the side curtains (I have to open the owner's manual to see how it is done). The last time we had it out to a Wegman's cruise night in Canandaigua, we left the side curtains at home in the garage because I didn't want to solve the storage puzzle at the time. The second challenge occurs only if it rains. In that case there is a particular sequence for starting the wipers as well as a very specific sequence for parking the wipers.

Here (on the following page) are pictures of the car as it is today. The first picture is from Stowe Vermont, the second picture is at Dublin Corners Farm Brewery and the last picture is from a stop at no BS brewing in Livonia. It is only folklore that the car runs on beer, honestly it does run on gasoline, but the owners may need a pint of beer every so often.

Stories of the MGTF (HDE23/4969) named “Winston”

(continued from previous page)



Rzepkowski 1953 MG TF at Stowe Vermont



Winston at Dublin Corners Farm Brewery



Rzepkowski MG TF at No BS brewing in Livonia, NY

An MG TF Lead from the Street Rod Club - John Thompson's 1954 TF

By Dan Suter

Long-time club member John Thompson has owned a variety of MGs and Rileys, but he is also known as a skilled hot-rodder, with many successful projects to his credit! Some may also remember his beautiful restored black Riley tourer and red and black Riley convertible. However, this story is about John's unique TF HDE43/2196.

This TF came to John through a fellow member of the Street Rod Club. The car was originally green with green interior. A couple in Maine had agreed to store it for an acquaintance, and they stored it for him for so many years without contact that when they were preparing to sell the home and move to Florida, they could not find the man!

A member of the Street Rod Club purchased it and shipped it to his winter home in Fort Meyers, Florida. Upon learning the cost of a paid, professional restoration, he decided to sell the car and John bought it in 2008. John transported the car to his Webster home and set about restoring it.



Winston at Dublin Corners Farm Brewery

This is where John's street rod background entered this project. He immediately got thinking about the idea of engineering the car to accept a GM Olds Quad 4 engine – in fact, the last year 2.4-liter version that came in the '96 Pontiac Sunfire. To make it fit properly, John quickly determined that he needed another 6" of chassis length ahead of the firewall/bulkhead – so that is what he set out to do! This work involved sectioning in a new chassis portion, and lengthening the front fenders, running boards, and remaking the tapered bonnet and side panels. The resulting work has been done to a high standard that really must be seen—the changes are subtle, and one really must closely examine the car to even see the stretch.

John Thompson's 1954 TF

(Continued from previous page)

During the restoration, John got the bare chassis running and even brought it to one of our car shows in that form.

When the conversion is done, the Quad 4 will be equipped with a conventional distributor and two Weber 40 DCOE side draft carbs, all mated to a GM Borg Warner world-class T-5 transmission. The car also features an MGB disc brake front end and later MGB rear end. Lastly, the car is painted beautiful Mercedes Benz silver with black leather interior and is fitted with chrome 72-spoke 15" wire wheels. Once John is ready with the new drivetrain, he will swap over to it.

In the meantime, John fully rebuilt the original



drivetrain which is currently in the car – the original 54bhp XPAG engine and gearbox. John reports the on-the-road performance is a little leisurely with the MGB 3.9 currently fitted. However, the Quad 4 will improve that situation!

Thank you to John and Mabel for inviting me over to view the car in detail and for providing the great pictures for this article.

DS



John's Quad 4 engine and 5-speed gearbox

Safety  Fast
Very

October Sunshine Page



October Birthdays

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02	Lawrence North
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06	Margaret Miyake
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17	Donald Sweeney
21	John Leible
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22	Mary Sweeney
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26	Bob Hamilton
28	Barb Nichols
30	Suzanne Keppeler

October Anniversaries

09	Mercedes & Aldo Gonzalez
10	Barb & Dave Wild
14	Gail & Scott Schipper
22	Eileen McMahon & Chris Williams



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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Midget Heat Issue (and then some!)

By Ken Barlow

If you aren't familiar, I have a 77 Midget 1500 that has been suffering from heat problems causing fuel vaporization, and from a problem when I poorly prepared a new top.

We started the trip to Watkins Glen for the Vintage event weeks early by scrambling to prepare the Midget for a wild and wooly weekend and ended up disfiguring both my exhaust and my brand-new top in an attempt to fix a noisy leak and secure us from the expected rain.

On both instances, club members provided the key to solving the problems. The new top, I bodged a fix in place that worked for the vintage race weekend, but Paul Osborne has offered to help fix my foul up by stitching the critical piece back in. That'll happen when he's free in the coming weeks/month. The alternative is to buy a new top!

The exhaust system needed work. If you've been near the car, you've heard it. The old manifold had a crack in it? Sounded like it. It leaked horribly, and the cast iron just soaked the engine bay in heat making the carburetor vaporize the fuel any time the airflow slowed down. We wanted to attack this heat problem and made some assumptions and started by insulating the fuel lines in the engine bay (missing the supply line) and by adding a 1/2" phenolic spacer under the carb. We believe that helped a little. It still choked out after a hot run, or idling too long, but came back to life faster.



"...I bodged a fix in place that worked for the vintage race weekend..."



*The finished, installed exhaust manifold.
"...I really just like wrapped headers..."*

Something helped.

But then a month or so ago the exhaust leak increased dramatically. That was the trigger to take drastic action.

Being honest, I was looking for an excuse, I really just like wrapped headers, they are cool, and I always wanted to run one. You who have a wrapped header, I carefully took notes every time your bonnet was open for the past two years and examined them in detail with a jealous eye! Plus, figured the heat wrap would chill the engine bay, and I needed a new manifold, who needs better reasons than those?

After removing the old header, found it wasn't cracked, but it was leaking through the old EGR threaded hole, and the manifold gasket burned out between 2 and 3. Which explains the increase in noise. This is apparently a common failure for this gasket.

Midget Heat Issue (and then some!)

(continued from previous page)

Thankfully, Ben of British Auto had a gasket! At the suggestion of MGExp forum members, eBay provided a 4-2-1 header with a 2" down pipe. It was very flat and fit perfectly. We bought some insulating heat tape, metal zip ties and exhaust glue on recommendations from more members on the mailing list (Thanks, Hassan!). And the manifold came out great. I recommend you wear gloves when wrapping a manifold in heat wrap. It must have glass fibers in it, and several slivers were suffered. I wrapped it, zip tied, then applied a dab of exhaust putty to the zip tie to keep it tight.

If you want to wrap your manifold, I have extra tape, zip ties and glue for you and am happy to stop by and lend a hand.

My buddy since kindergarten, Jon (who wants a Mini Cooper race car turned street fighter if you know where to find one) stopped by and helped me get the underside manifold bolts tightened, and the intake manifold remounted. He originally stopped by to drop off a pair of mufflers from his wrecked Victory motorcycle. That comes later this year.



the view under the car after driving off the curb

The manifold came with a 2" elbow, I picked up a 2" to 1 7/8" adapter, a few pipe clamps, a short piece of the original piping to the original flexible flange to complete the system. This setup fell apart on the shakedown run to the Buffalo Octagon show and forced us to finagle a fix when we got home.

That fix worked great for the lovely drive from Henrietta to Watkins Glen but came apart after I drove

it off the curb at the Sinclair station on Franklin Street Thursday morning. It looked like an exit ramp but was really a 4" drop to the street. I spent a good chunk of Thursday morning, and a drive to Advance Auto Parts with Chad D'Angelo in his supercharged Glenkhana-winning MGA, trying to fix this hack, only to bungee cord the dangling pipe to the antenna via the engine bay, and drive to club member Jake Barnard's house in Montour Falls.

Jake has a fully stocked workshop in his garage, and a giggle-inducing MG B with a 302 bored out to a 347 and a Ford T5 transmission that needs its own *Spokes* feature story. Trust me, his car is amazing!

Jake generously spent valuable time, he should have been sleeping after the night shift, and welded my pipes together, solving this problem permanently with some master welding skills. Jake extended an invitation to his garage if you're ever in the area and need a hand!

With that, my Midget ran better, cooler, hasn't vaporized the fuel yet, seems to have more horsepower too!

So, Paul thank you for the offer to stitch the top, and to Jake, for your time and talents on the welding, and Hassan and others for the suggestions on the wrap, glue, ties and methods, and Jon for fitting his tiny hands between the manifolds to tighten the bottom bolts. KB



MG Car Club of Western NY Available Regalia 2023 Catalog

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

A collection of MG-themed merchandise displayed on a dark red background. At the top center is a white ceramic mug featuring the MG logo. Below it are several items arranged symmetrically:

- Top left: A small Union Jack flag.
- Middle left: A yellow and black "WESTERN MG NEW YORK" badge, a circular "MG" badge with a laurel wreath, and a green octagonal "MG" badge.
- Center: A large octagonal "WESTERN MG NEW YORK" badge with a laurel wreath and the year "1958". To its left is a silver keychain with an "MG" tag.
- Bottom center: Four small circular "MG" badges in different colors (green, brown, black, and silver).
- Right side: A small "MG" badge with a red ribbon, a black "MG" badge, a light blue "MG" badge, and a green octagonal "MG" badge.

At the bottom center is a red rectangular sign with the MG logo on the left and the text "I'D RATHER BE DRIVING MY SPORTS CAR!" in white capital letters.

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

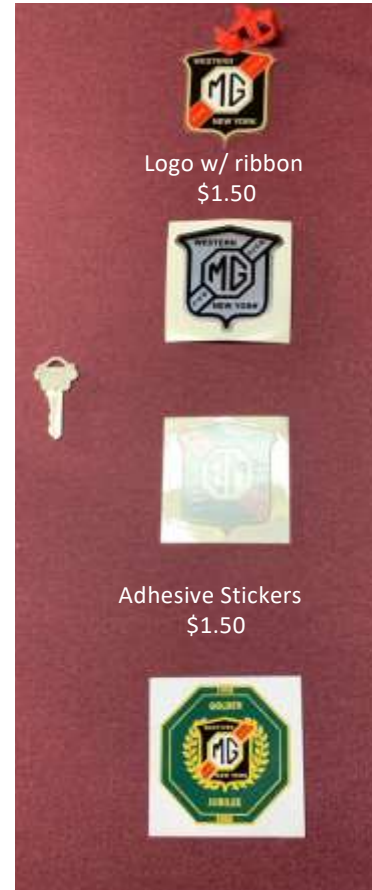


Embroidered patches
\$2.50



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)



Model Sported 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: MGB 3-main short block - asking \$250

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

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

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



I know the whereabouts of an **MG TD & MGTF**. They are in the Lockport area. I have seen the cars. The TD is together, and I think with a good fettle and scrub down fore and aft you might get a presentable driver. I think it has been sitting about four years. The MG TF is a total basket case, but I believe it is all there. You would need to look over all the bits both n the garage and basement. It will be a good project. Both cars have engines in chassis as well as some spares. There is also a MG B engine in the garage. If you or anyone is interested in any or all of the above I can give you a number to call who will set up a visit, Jay Lockrow 716-648-0533

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

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...

Summer is over, but our club members attended a huge number of cruise nights and car shows this year. Here are some pictures from The August 29th Cruise Night at Irish Mafia Brewing in Bloomfield, NY. (photos by George Heissenberger)
There's certainly more good weather



to come! Enjoy those little cars a while longer!

