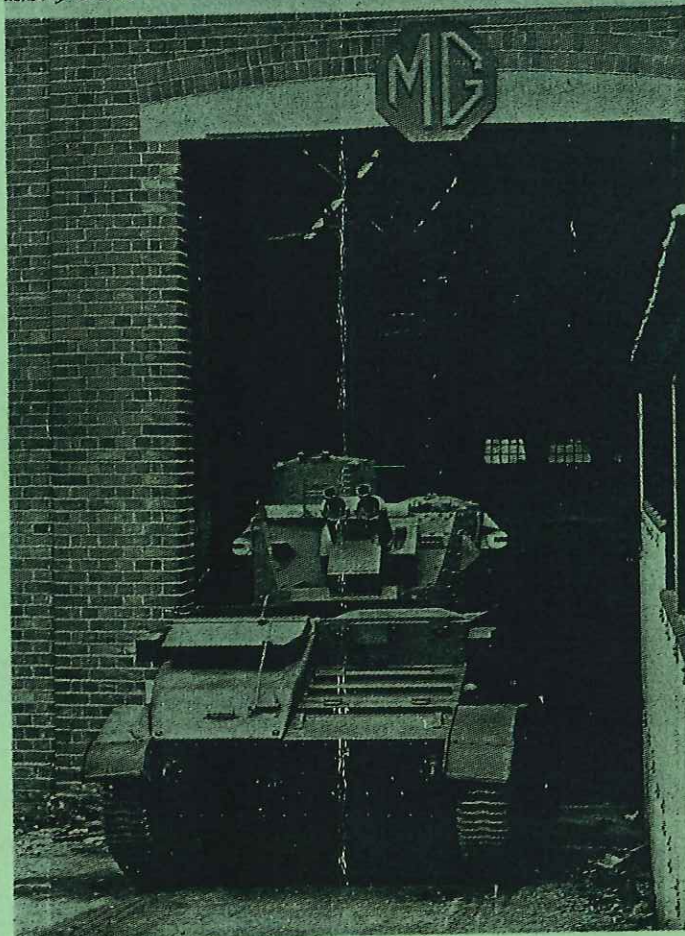




# THE SPOKES

AN OFFICIAL PUBLICATION OF THE MG CAR CLUB, WESTERN N Y CENTRE

*M.G. by McComb*



ALL THAT WORK AND THIS IS THE TANKS I GET !

MARCH 1985





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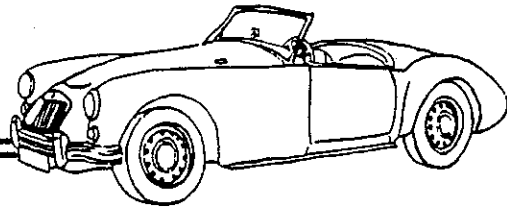
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MEETING LOCATION: COLONIAL INN 1129 EMPIRE BLVD. WEBSTER, NY  
MEETING DATE: THIRD THURSDAY OF EACH MONTH. 8:00 P.M. ALL  
INTERESTED PERSONS ARE URGED TO ATTEND.  
REGALIA: NOW AVAILABLE ON A LOCAL CLUB LEVEL: JACKETS, CAR  
BADGES, JEWELRY, NAME TAGS, BUTTONS, ETC.  
CONTACT: STEVE FITCH: (716) 872-1476



Howdy Everyone,

Well another years winter steak roast has come and gone. I thought it went very well and with Alex at the grill, the steaks were cooked to perfection. I was glad to see the twin, green MBG's there. It was a beautiful day to have them out, that's for sure.

Hope to see alot of you at the Strong Museum tour in March. I've heard rave reviews on it from friends but have never gotten around to see it before. This will be a good excuse!

You know, everyone must have stories about how they first came to owning their cars. I, like alot of you, went on a few wild goose chases along the way. When I started to seriously look for an MGA I began by scanning the want ads in the newspaper every day. They were few and far between. At the time, knowing absolutely nothing about cars, I always dragged my father along.

The first car we looked at was stuffed away in a corner of an old garage in the city. It was a very dark and musty place and instantly my first thought was "mice". So, on my fathers heels, we slowly made our path through piles of junk to get a closer look at this car. It was a roadster, had spoke wheels and was red so naturally I fell deeply in love with it and wanted to pay the man right then and there. My father, on the other hand, was not quite so blind. He was able to see the rust and rot bubbling up under the faded layers of paint. It didn't take long of his poking around with his trusty magnet and a last hope look under the hood, before he vetoed the whole idea. Being the typical father looking out for his daughters hard earned money, we shuffled off into the night empty handed. I was extremely disappointed with Dads discission and he patiently tryed to explain his rationale. Of course he made sense so I mustered up a strong upper lip and decided the search must go on.

A few months later came another encouraging ad in the paper. "1960 MGA Roadster. Excellent condition. Only 47,000 origional miles." This is it, I thought. The price was somewhere around \$3500.00. What a deal, especially if it's in great shape!!

Off we went to Irondequoit one night. Me, my Dad, and his trusty magnet. The house was beautiful and imaculately kept up. A little old man answered the door and proceded to rave about how wonderful the car was. He opened the garage door and WOW, it WAS beautiful. Bright orange with a black interior. And what an interior it was! Origional leather seats with white piping and what's this? Plastic seat covers ??(They would be the first to go!) Everything looked brand new.

As I was drooling over the interior though, Dad had been busy with his magnet. And as he checked it all over, the owner had been busy telling us how great a car it was!

I pulled myself away from the interior and followed my father

around for a while. He kept looking under the wheel wells, so I looked under there too. "Yes", said the owner, "that's brand new undercoating brushed on there. I did the whole underneath last week." Well, it did look quite nice, but soon I came to realize why my father looked at it so questionably. Yes, Sue was catching on!! Why, I asked myself, would he have to cover the whole underneath with undercoating right before he was going to sell it? Just because he's a nice guy and doing a favor for the buyer? Ha!! We dug around somemore and began wondering about the condition of the frame. Also, upon closer inspection, the beautiful orange paint was bubbling along the fender seams. And in a strange place, up in front on either side of the grill. The rockers were also swelled out with fiberglass. But it wasn't noticeable until you really started looking close. He had sprayed over the rust with shiny new, matching orange paint!

He noticed that I had stopped making squeals of delight and quickly offered to start the car. It sounded good. We asked him about the low mileage. "Yes", he proudly smiled, his wife had driven it everyday, summer and winter, down to her job in Irondequoit. All year.....summer and WINTER!! Ah ha!

We left shortly after that, telling him that we'd have to think about it. Of course there was the inevitable parting phrase of "You better make up your minds soon, because there's someone else interested." I came to the same conclusions that my Dad did. That little, inoent looking old man was a bit too sneaky with all his coverups for me.

And oh, about that orange car. Come to find out, there really was someone else that was interested in it. He ended up with it and wouldn't you know, about a year later while I was in the midst of the restoration on my present car, I got a call from him at work. He had heard that I had a couple of extra engines that I would be willing to part out. I met with him the next day and to my surprise, in drove the orange bomber! Engine troubles ,you see! And how was the old body holding out? Well put it this way, obviously the old man had no extra orange paint to pass on to the new owner.

I must admit to a snicker or two as I looked over this car once again. One years time had certainly had an impact. Of course by this stage of the game I had read alot about MGA's and had totally torn apart my own. So I knew what fate lie ahead for this little car. It wasn't long after that when it ended up for sale again. This time for \$4200.00. I couldn't believe that the price had gone up when the car had gone so much down hill.

Next month I'll tell you about the next car that I went to look at alone....no Dad. Yup, you guessed it. I fell in love once again and ended up buying it. Believe me, that's a whole other story!!

See you at the Strong Tour!

*Sue*



## EDITOR'S NOTES

It seems Spring has sprung up on us this year! I hope this doesn't mean we're gonna have a blizzard for the Victor Car Show but one never knows around here.

We had quite a gathering of people at the Steak Roast? George and I had a prior appointment and couldn't get there till 2:00. We still had a very nice time although we missed seeing Langswager's baby. The steaks were delicious and again we had an over abundance of desserts - my mainstay. Greta's at the point where she's starting to enjoy the other children at the events. It's so fun to watch the interaction. She discovered the sand box this year (which was filled with wet sand) and then discovered that she hated to have sand on her hands. She's a strange one, can't stand to be dirty. She's a miniature Felix Unger. The lodge was only ours until 4:00 so when things broke up and it was still very warm out we went to Bear Creek for a walk anyways. Boy it sure gives you spring fever when you have a couple warm days like that.

I'd like to thank the people who have contributed to SPOKES lately. Jeff Langswager has a terrific article in this issue. I know he says it's fiction but where did he come up with "Mr. Kester", my maiden name. Beats me! And George has been producing some very interesting articles on the would-be MG's. "Of course" you say, I can brag cause he's my husband. I'll have you know it's much more difficult to impress your spouse than a stranger, so they must be alright.

Wanda Mulcahy has submitted her article for review of the past event. I think it's a great idea for those who couldn't make it and would feel left out.

GREGG RETTEW, a thousand pardons! In my introduction of Gregg as a new member of the MG Car Club I stated that he worked at Great Lakes Press. I'm sorry Gregg, and after all your hard work! Gregg is the President of Seneca Paper. Guess there goes George's chance for a job!

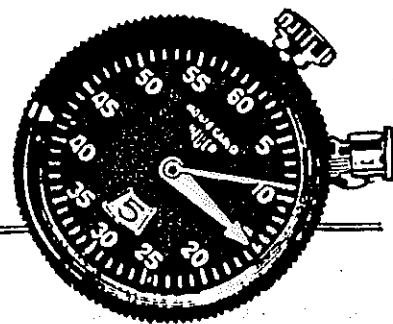
See you soon,

Peggi Heissenberger

P.S.

DON'T FORGET YOUR DUES!

## MGCC MINUTES



FEBRUARY 21, 1985

MEMBERS PRESENT: Franz Zechmann, Jeff Langswager, John & Emily Castle, George Haynes, George & Peggi Heissenberger, David King, Paul Osborne, Ruth & Bob Philip, Charlie Searles, Richard Powers, Philip Culbertson, George & Nancy Herschell, John Suter, Bob Tescione, Sue Keppeler, Dan Goodwin, Mike & Wanda Mulcahy, Dave Wild, Alex & Bess Kopen, Art Brown

GUESTS PRESENT: Dave Leete, Paul Swanton, Andy Black

Meeting called to order at 8:12 p.m.

Secretary's report was read.

Treasurers report was read.

Brief Victor Show report by Bob Tescione.

Sue Keppeler reported on: The Theater Party in January  
P O Box #100 Webster, NY 14580 has been  
obtained for our club  
Buffalo Octagon Assoc. cancelled trip  
to England

Mike Mulcahy reported on the upcoming Winter Steak Roast.

Sue Keppeler gave an update on the Nuffield Trophy situation.

George Herschell reported on the MG T Register event in Rochester on April 12 and 13, 1985.

Cars for sale were announced.

Guests were introduced.

John Suter announced that Dan Suter's MGBGT V8 has been certified by Uncle Sam.

Door prizes were won by: Ruth Philip  
Peggi Heissenberger  
George Herschell

Meeting was adjourned at 8:43

Andy Black, speaker, was introduced and gave some history of his racing experience in England which was quite interesting. We then picked his brains regarding car repairs, maintenance, etc. as he patiently answered questions for a good hour or so!

Respectfully submitted,

Bob Tescione, Secretary



# THE NEXT EVENT

MARCH 24, 1985

## — COMMING ATTRACTIONS —

By: Wanda Mulcahy

The Margaret Woodbury  
STRONG MUSEUM



Sunday March 24, will be a day to enjoy a part of Rochester's Heritage. Join the MG Club and Visit the Margaret Woodbury STRONG MUSEUM.



For anyone who is not familiar with the Strong Museum there is an extensive collection of Antique Furniture on the First Floor and an unbelievable Collection of Dolls, Toys, Trains, etc. on the Second Floor.

The day's activity starts with interested members meeting in the Museum's Lobby between 1 and 1:30 p.m. A Strong Museum Hostess will join us at 1:30 p.m. and tell us about Mrs. Strong and her world famous collection. We will then be on our own to wander through the museum at our own pace.

The Club will receive Reduced Prices if we have 20 or more Adults, at \$1.50 per adult., Children 4-16 years old 75¢ and Children under 3 are free.

DIRECTIONS: From the West- proceed east on 490. Exit at the Inner Loop/South Avenue exit. Stay on the Inner Loop side and exit at the Monroe Ave. Exit. At the Signal light make a left turn. The next intersection is the Entrance to the Museum.

From the East - proceed West on 490. Exit at the Clinton Avenue Exit. At the first signal light make a right turn. Follow the signs to the Strong Museum.

FREE Parking is available on the Museum Grounds.

HOPE TO SEE A GOOD-TURN-OUT !! The Strong Museum holds interests for everyone.

SEE YOU THERE !

WANDA

--- W A N D A ' S      R E V I E W    --- 1985 WINTER STEAK ROAST

---

TO START OFF, I THINK THAT THIS STEAK ROAST WAS MORE A "SPRING" THAN "WINTER" STEAK ROAST WHICH NO ONE COMPLAINED ABOUT.

INSTEAD OF SLEDDING AND SKIING (WITH 60 F WEATHER) IT WAS MUDDY. MY HUSBAND, MIKE, ASKED SUE KEPPELER "HOW ABOUT WE HAVE MUD WRESTLING IN PLACE OF SLEDDING?" WELL THAT'S AS FAR AS THAT GOT... MAYBE NEXT YEAR? THE KIDS WENT OUTDOORS WITH THEIR BOOTS AND TRAMPED THROUGH THE PUDDLES AND MUD AND HAD FUN ANYWAYS.

THE STEAKS AND SALADS WERE DELICIOUS, THANKS TO DESI BENET FOR GETTING THEM. ALEX KOPEN DID A GREAT JOB OF COOKING THE STEAKS AND HOT DOGS AGAIN THIS YEAR - THANKS ALEX! THE KITCHEN WAS KEPT VERY WELL ORGANIZED BY BESS KOPEN. SOME VERY TASTY DESSERTS WERE BROUGHT IN, ESPECIALLY THE IMAGINATIVE CAR COOKIES MADE BY PATTY PHILIP!

I DON'T THINK ANYONE MINDED COMING OUT ON THAT BEAUTIFUL DAY, ESPECIALLY THE 2 GREEN MGB'S, ONE OWNED BY GEORGE HERSCHELL AND THE OTHER BY DICK POWERS. SEEING THOSE TWO CARS OUT MADE US VERY ANXIOUS TO GET OUR CARS OUT FOR THE SUMMER FUN TO START !!!

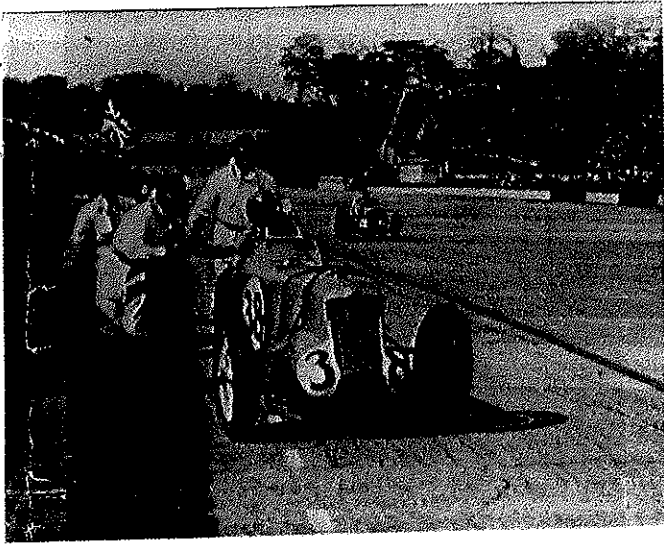
THE PEOPLE WHO MADE OUR 1985 "WINTER" STEAK ROAST A SUCCESS:

DESI & BILL BENET  
DAN & LATTIE GOODWIN & KIDS  
HOLLIS & DOREENA HAMES & KIDS  
BOB & SUE KEPPELER  
DAVE LEETE  
MIKE & WANDA MULCAHY & KIDS  
ROBERT & RUTH PHILIP  
ROBERT & ANNABELLE TESCIONE  
MARILYN & TIM WARREN

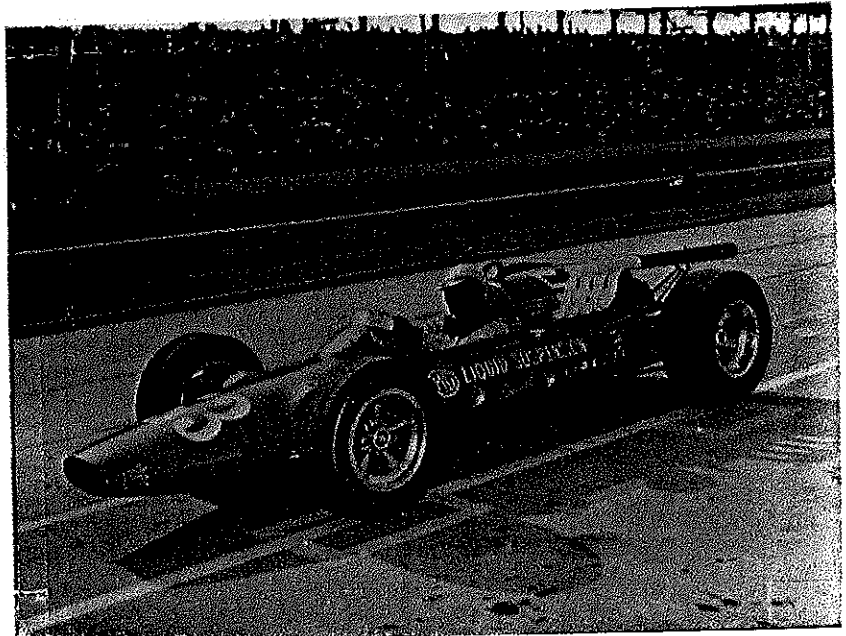
DAVE & MARY CHASE  
GEORGE & PEGGI HEISSENBERGER & DAUG.  
GEORGE & NANCY HERSCHELL  
ALEX & BESS KOPEN  
JEFF & JAN LANGSWAGER & SON  
JOHN & COOKIE LOMBINO & KIDS  
STEVE & PATTY PHILIP & KIDS  
DICK & BETHEL POWERS & DAUGHTER  
FRANZ ZECHMANN & SISTER



# MG'S THAT MIGHT HAVE BEEN by George Heissenberger



'35 R-TYPE



'64 M G INDY RACER

## Gran Prix MG - Beyond the R-Type

Possibly the most intriguing might-have-been MG's are the Gran Prix racers that could have been developed from the revolutionary R-Type of 1935. This car, employing many features years ahead of its contemporaries, was stifled while in its childhood at the time MG changed ownership in 1935.

MG had dabbled in Gran Prix cars almost from its inception, usually campaigning in Brooklands type cars but as development progressed on racing versions of the Midget 746cc engine, it became a potent component looking for a chassis worthy of its power. Considering today's high-output 4 cylinder engines, compare a hi-tech engine today such as in the Dodge Shelby Charger - tuned, turbo charged, fuel injection - it puts out 148 hp with 2200 cc's. Compare that with the 1935-36 MG Midget racing engine. Tuned with a zoller supercharger it was putting out an amazing 146 hp with 746 cc's - a greater output than any other engine of its size in the world at that time, and one that we would be hard pressed to match today.

In 1934 H.N. Charles, assisted by Syd Enever, designed a revolutionary chassis to try to match the power of the MG engine and to succeed where the Q-Type had failed. The Q-Type was seen as too fast for its chassis (and incidentally, it's driver) to handle. The R-Type was to be the triumphal effort by MG in the escalating Gran Prix arena. The R-Type featured all independent suspension by torsion bars, pre-selector gearbox, contemporary streamlining, and the biggest feature ahead of its peers, a backbone chassis, which proved capable of handling the potency of the MG Midget racing engine.

On its first outing the R-Type easily took its class at Brooklands, but its full potential was never to be developed. Only two months after its first race Morris re-organized MG and banned factory sponsored racing. R-Types continued to be very competitive in private entries, winning races before and after WW II.

After World War II, MG could have stepped in with an advanced R-Type and cleaned up such upstarts as Ferrari and Lotus. But we'll never know.

A brief possibility is seen if we jump ahead to 1964, when, believe it or not, 3 MG's ran the Indianapolis 500. Hardly anything MG was on the cars. As a matter of fact the cars only link with MG was that they used a hydro-elastic liquid suspension, similar to the type used in the MG 1100 and other BMC cars at the time.

The cars were called the "MG Liquid Suspension Specials" and featured the usual Offenhauser 4 cylinder in place of an Abingdon inspired power unit. It does serve to suggest the idea of what could have been if MG stayed in racing. The Indy MG's did, in fact, help pioneer the new trend to rear engines. And, although finishing well back in the pack in '64 and '65, their P.R. value was strong.

What would have happened if Abingdon put a modified B-series engine in the Indy MG chassis? Would we have seen 145 + hp, 4 cylinder MGB's tearing up the last 60's streets? Food for thought anyway.

Next month: "ADO-21: Mid-Engine MG For The Eighties"

# Dues

**Your subscription  
has just EXPIRED**

THIS IS IT FOLKS!!! Your last issue of a wonderful magazine (strictly speaking from the editor.) If we do not receive your dues, you will not be seeing the April issue of SPOKES. But that's not all...you'll miss out on all the fun social events, informative meetings, your liaison to obtaining those hard-to-find parts, etc., etc. So keep your membership active and mail in the form on the inside back cover. WE WILL NOT BE SENDING OUT INDIVIDUAL REMINDERS.

A SHORT PIECE OF FICTION

by Jeff Langswager

Wow! What a glorious weekend. I sure do enjoy those GOF's. Over one hundred and fifty MG's from all over converging in one spot, giving everyone a chance to see almost every type of MG ever made. Have to admit I'm pretty damn happy about winning third place in the TD class though - this old car sure does me proud. Now driving on home with the hood down, sun shining on the autumn trees, this is the way to end a weekend. My reverie was broken by my wife, Dorothy, who was asking me a question.

"... well at least I didn't think you were listening to me." she said.

"Sorry, Dear, I was just going over in my head what a great time we had at the GOF. The good food, meeting old friends and winning my trophy." I replied.

"I'll say - just can't wait to get home so I can show off our trophy to all of our friends." Dorothy said "I can't wait to see all their faces at.... Hey Bill what is that funny noise the car is making?"

Instantly my eyes flew to the dashboard frantically searching for a clue. Revs OK, water temp normal, oil pressure good, ignition jewel not glowing nor is the fuel light lit green. So why does the MG sound like its running out of gas ?. It isn't hot enough for vapor lock or the gas lines to boil. We'll know soon enough 'cause we are coasting to a stop right now. Damn - of all the rotten luck... If anyone finds out how the TD conked out on the way back from a GOF I'll never hear the end of it. Crap- I guess I better get out, raise the bonnet and at least look like I know what I am doing. Now let's see - everyone I know who has a TD is always moaning about the Lucas fuel pump. Could that be the trouble ?. I hauled out the tool roll from the tool box to begin dismantling the offending fuel pump. Carefully I spread the pieces on top of the tool box cover trying to determine what went wrong. Geez, look at this! The damn diaphragm is made of leather. Now after all these years its totally falling apart - no wonder the car sounds starved for gas. The fuel pump isn't pulling anything from the tank! Here we are half way home with a busted fuel pump. Son of a pup...

"You better hurry, Bill." my wife said "I hear thunder and it looks like it just might rain. The sky in the west is getting darker by the minute."

I pulled my head out from under the bonnet to look at the threatening sky. It might rain but I don't think that could be thunder, it was too continuous and it was getting closer. Down the road in the distance where the rumbling noise was coming from, I saw two motorcycles moving fast. Not exactly what I needed in the line of help but at least now we weren't alone way out here. My hopes quickly faded as the two motorcycles pulled up to park behind the TD with their chrome winking in the sun. Chills slowly crawled up my spine when I saw that riding these cycles were what I had heard other people refer to as "Bikers." Thank God Dorothy didn't say anything yet, I think she was scared speechless just at the sight of them.

Both drivers were enormous men with fat pot bellies, hairy arms, mangy hair and full beards. Dressed in ragged blue jeans, soiled black T-shirts and leather vests I could only wonder if the stereotypes about "Bikers" were true. Their ruddy faces were a constant leer and it took much self control on my part not to laugh at the biggest one's worn out leather aviator helmet with goggles. Their two girl passengers got off the bikes first complaining about having to stop. I wondered if they could be sisters at first because they both looked the same. Tube tops, short shorts and sandals were about all they had on. What these two attractive girls saw in these mangy monsters was beyond me. The biggest guy was the first to speak as they all sauntered over to the TD.

"Well, lookie here. Now ain't that some pretty little car you got there. We're from the 'Pagan' motorcycle club. I'm Ox, that is Saliva my woman. This is Stinky and his babe Wretched. Now what might you folks have for us ?"

Dorothy found her voice first and blurted "All we can offer is half a thermos of coffee and a nut roll from 'Stuckey's' ." This brought waves of raucous laughter from their group.

"And who might ye be, Matey ?" Ox growled in a fake pirate voice.

"I'm Bill Kester and this is my wife Dorothy." I replied. Oh God - Why did I have to quit that self defense class at the 'Y' ? I'd feel more self confident and willing to stand up to these bullies if I had. "We seem to have had a bit of trouble with our fuel pump." I went on "No gas is getting to the carburetors."

"This here car runs on gas ?" Ox asked "Our bikes just run on piss and beer ! Har, Har, Haw-Haw." This brought on more laughter from the Pagans. By now Ox and his pal, Stinky, were standing at my elbow peering in at the work I had started on the busted fuel pump. I decided a civil approach would be best even if these Bikers were worse than dog drool.

"You see." I began "The leather diaphragm in this Lucas fuel pump is totally shot. I took it apart to see what was the matter." Ox studied the parts, then let out a bit of a groan as his eyes came to rest on the Lucas logo painted on the fuel pump.

"It's Lucas - Prince of Darkness" he breathed.

"Lucas..." the Pagans all chorused in awe. I thought that something strange had taken place. Suddenly these outlaw renegades took on an almost human quality as they spoke the name Lucas.

"We'll have to beg your forgiveness, Bill, we didn't know that you and your wife were traveling with the Prince of Darkness." Stinky said. Somewhat confused I asked why that mattered at all. "You see." he continued "We may be Pagans but even to us there is something sacred. We worship the Master - Lucas. "

Without a word both men stepped forward extending their left forearms. Brushing aside a mass of hair, their hands exposed the Lucas griffin boldly tattooed on their arms.

"Part of the initiation of joining the Pagans" Ox explained "is to completely disassemble these Triumph motorcycles then restore them to like new condition. The Triumph is an English made motorcycle with its entire electrical system and components made from genuine Lucas parts. Anyone who has completed this task becomes a master over Lucas. This is the charge to all who enter our secret society of the Pagans.

Still taken aback I explained that I also had my share of dealings with Lucas. This MG was made in England by a company that later merged with Triumph. I showed them the intimate details of my restored MG - TD ... the Lucas battery, voltage regulator, generator, starter and wiper motor. They carefully went over the whole car tenderly touching a piece here and there. It seemed that the whole gang was duly impressed.

"If there is anything we can do to help, please let us know." Ox said.

"Well, it appears that we are plum out of luck because this fuel pump is shot unless I can find a piece of leather to fix it." I told them.

"Hey - I'm willing to sacrifice for Lucas. Let's cut a piece from my vest here." Stinky offered.

"No" Ox thundered "I'm the leader and I say I get the honor of cutting out a piece of my leather vest to appease Lucas."

And so it was decided Ox would have the honor. Very ceremoniously he pulled out his Buck knife then proceeded to cut a small piece of leather from his vest.

"From my right breast closest to my heart." he proclaimed.

With a little coaching from Ox and Stinky I reassembled the fuel pump in short order. A few quick turns of the wrench, reattach the wiring and the pump began a reassuring click with the turn of the key.

The Pagans seemed quite pleased that they had been able to lend a hand.



Ox mustered up a little courage because it was apparent he was struggling to say something. "Mr. Kester, it was our pleasure to stop and meet you and your wife." he said " I think it only appropriate that for a man like you to have restored this here English car, a cousin to Triumph, deserves to become an honorary member of the Pagans. As a token of honor I want to give you this."

Slowly he reached up to pull off that leather aviator helmet with goggles. Handing it to me he said "My father brought this back from England after the War. I sure would be pleased if you'd accept it."

Dorothy reached into the back of the TD to bring out a plastic bag.

"There is something I'd like to give you in appreciation for your kindness." she said. From the bag she pulled out two tan T-shirts we had bought from a vendor at the GOF. Enblazoned on the front was the Lucas griffin surrounded by the words 'Lucas - Prince of Darkness'. Saliva and Wretched's eyes grew wide as Dorothy handed them the two shirts. Slipping them on they giggled with delight.

Ox, Stinky and I shook hands all around. Then the Pagans mounted their bikes, gave a final wave and roared off down the road.

Dorothy and I climbed back into the TD. I pulled on the leather helmet adjusting it with a jaunty grin. The engine ticked over and settled into a comfortable idle. I eased out the clutch pointing the nose down the road. The afternoon seemed to warm with the sun as we made our way back up to speed.

I was feeling pretty good tooling along right about then.

There I was, Bill Kester - Pagan

Bill Kester - Master over Lucas... the Prince of Darkness

\*\*\*\*\*

MEET NEW MEMBER: ROBERT M. ROUZER

Robert Rouzer joined our club this past November along with his wife, Martha, and daughter, Alison, who was born Christmas day 1983! They live on Kimberly Road in Pittsford. Robert has a 1958 MG Magnette which he bought in 1971 or 1972 when he was an undergraduate at the University of Rochester. He bought a parts Magnette a year later that, although mostly worse, had better body panels which he needed. At one time his Magnette was a pale lime green but is now dipped and sand blasted down to bare metal and primed. He would like to make it varitone perhaps but hasn't decided on a color yet. He had it stored at his parent's for 10 years in Pennsylvania but brought it back to Rochester last Fall.

Robert heard about the club many years ago from Dick Powers at the U of R and he even went to a Wagon Jack at Dave Wild's in 1972 or 1973. Naturally Robert and Dave Wild have had some discussion about Magnettes since.

He is interested in car restoration, cross country skiing, racquetball and reading science fiction novels. He also does computer consulting and writes business software. He grew up in Hanover, PA and went to the U of R in the early '70s. Now he is the Director of student activities and the Wilson Commons building at the U of R.

We look forward to seeing the Rouzers at our future meetings or events.

W E L C O M E ! !

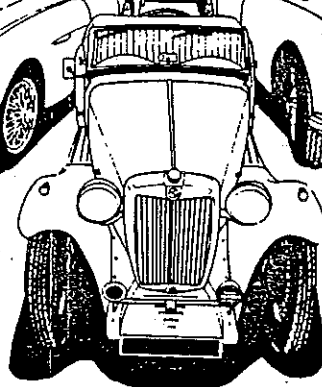
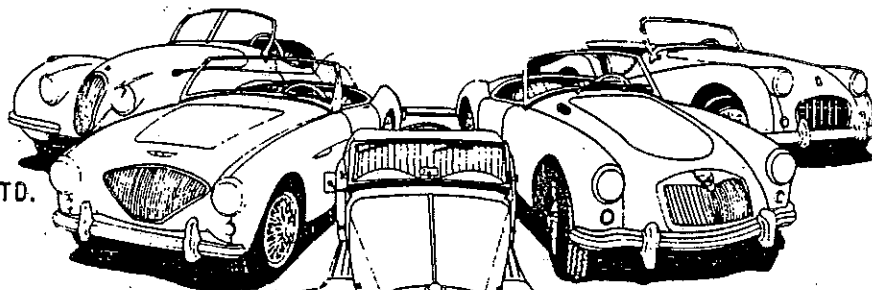


# HEAR HEAR YE! YE!

The NEW ENGLAND  'T' REGISTER, LTD.

NEW JERSEY REGION

PRESENTS: at  **MOSS MOTORS, LTD.** / East  
Rockaway New Jersey



 **MOSS MOTORS, LTD.**  
Over the Counter Service

**10% OFF!**

# VINTAGE BRITISH CAR FLEA MARKET

RAIN or  
SHINE



## ADMISSION

ADULTS \$2.  
VENDORS/SELLERS \$10.  
CHILDREN under 17 Free



(NOT before 11 am, please)

## ADDITIONAL INFO:

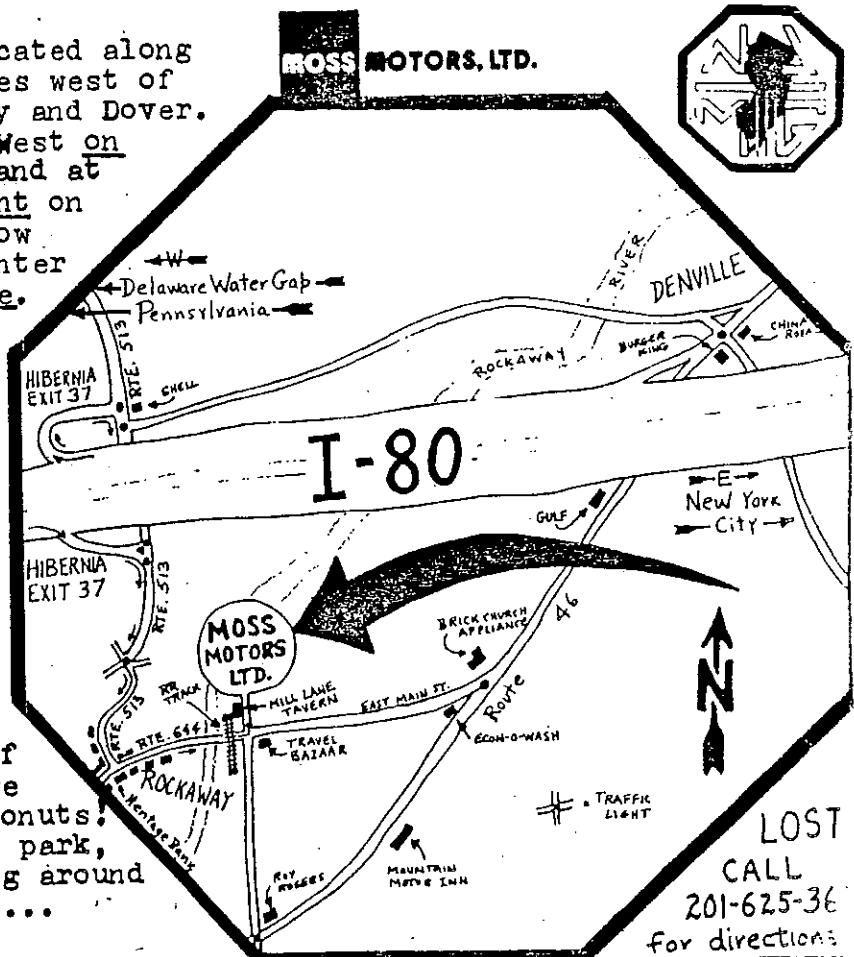
Contact: Jerry Keller  
Event Chairman  
(201) 625-3148  
(Eves, Weekends)

- \* ADMISSION INCLUDES ONE RAFFLE TICKET - (Additional: 50¢ each, or 5 for \$2.)
- \* FREE COFFEE - FREE DONUTS  
FREE SODA
- \* PLENTY OF PARKING - SPECIAL AREA FOR VINTAGE CARS



**DIRECTIONS:** Rockaway, N.J. is located along Interstate Route 80 about 50 miles west of New York City, between Parsippany and Dover. Approaching from either East or West on I-80, take Exit 37 - Hibernia - and at the bottom of the ramp, turn right on Route 513 towards Rockaway. Follow 513 about 3 miles to Rockaway Center (Heritage Bank). Turn left on Rte. 644. Go down the hill about 1/4 mile to the RR tracks (just over the river) and turn left at the Mill Lane Tavern immediately after the RR tracks. Now, this doesn't look like the gate to anything but the Tavern, but it's the back entrance to a small industrial park where Moss Motors - and the best British Car Flea Market in the Northeast - are located.

There should be someone at the gate to greet you, take your \$, and direct you to parking. But if it's a nasty day weather-wise, we may all be inside enjoying the donuts. If so, bear left after the gate, park, and join us in the brick building around to the far left. See you there.....



# ROAD SHOW

## APRIL 12-13, 1985

### ROCHESTER, NY, PLAZA HOTEL

#### TENTATIVE PROGRAM

#### APRIL 12

4:00-6:00 REGISTRATION  
6:00-7:00 No Host Cocktail Party  
7:00-9:00 Dinner On Your Own  
9:00-12:00 Cecil Kimber Birthday Party

#### APRIL 13

9:00-12:00 REGISTRATION  
9:00-4:00 Arts, Crafts and Collectable  
9:00-4:30 A Variety of Seminars Featuring:  
Craig Seabrook on Body Tubs  
John Twist on Electrics  
David Raymond on Transmissions  
Jay Gift on AACA Judging  
10:00-12:00 Museum Tour  
1:00-4:00 Shopping  
5:30- Cocktails, Dinner, Speaker

Mail To: M.G. Drawer 220, Oneonta, NY 13820

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Registration Fee:

\$5.00 per adult \$ \_\_\_\_\_

Dinner \$16.00 ea. \$ \_\_\_\_\_

Total check payable  
The New England  
MG 'T' Register \$ \_\_\_\_\_

We'll arrive on **FRIDAY** **SATURDAY** (circle one).  
Please reserve a room for us at \$59.00 per night.

SIGNATURE \_\_\_\_\_

\*\*\*\*\*  
 MARKETPLACE MARKETPLACE MARKETPLACE MARKETPLACE MARKETPLACE  
 \*\*\*\*\*

'66 MG MIDGET MK II: B.R.Green, no rust, VGC, exc. top & interior,  
 mechanically sound, will store free till spring, must sell now.  
 asking \$2,500 Eric 671-5495 eves 422-9886 days

PARTS: For MG Midget:

MK III (1972) factory hard top, \$200  
 1275cc Engine, complete, \$400  
 5 wire wheels w/ rear axle and all splines, \$200  
 MK III radiator, \$30  
 Miscellaneous other parts, Make offer  
ERIC 671-5495 eves, 422-9886 days

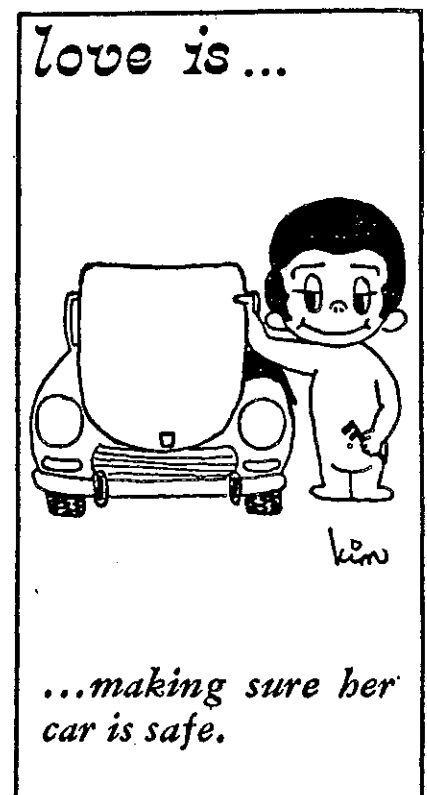
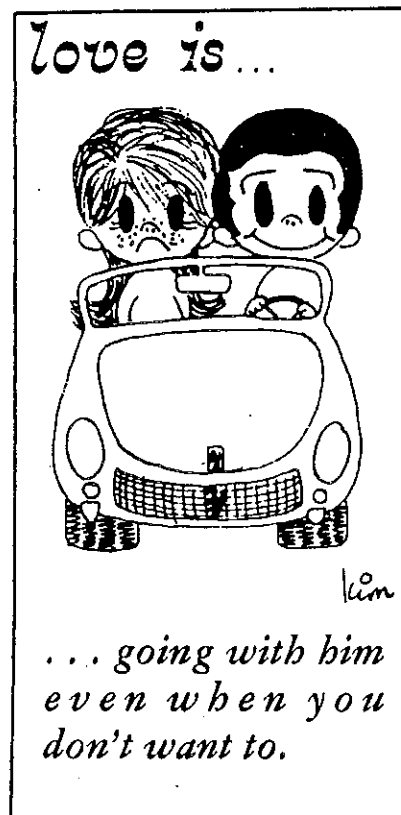
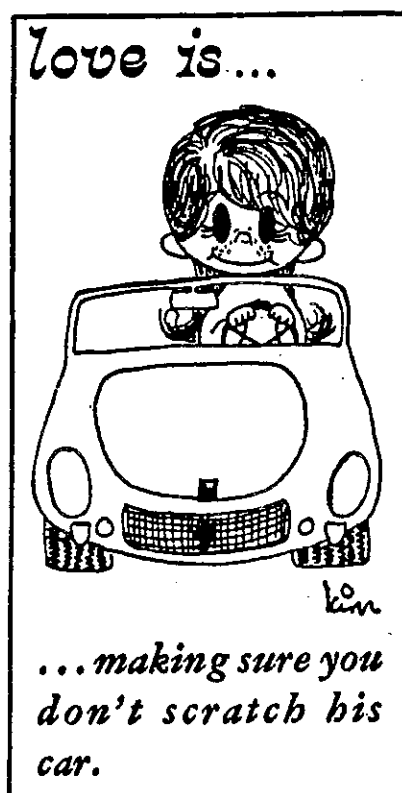
TIRES:

Pair 5.60 x 15 new whitewall tires, \$40 for pair  
 Pair 165 x 14 Semperit radial snow tires, used, exc. cond. \$45/pair  
 One new BR78-13 radial recap with whitewall, \$20  
GEORGE HAYNES: 244-4204 eves

WHEELS: Three (3) styled steel wheels for late-model MGB, Exc. cond.  
 \$ 25.00 each 244-4204 eves GEORGE HAYNES

TRIUMPH TR-4 DO-IT-YOURSELF KIT: Rust free body now off frame to begin  
 restoration. Buy it now and complete yourself or select color of  
 your choice for Victor Auto Show delivery. Call me for details.  
GEORGE HAYNES: 244-4204 eves

AIR COMPRESSOR: 1982 model, 1/2 h.p. with 10 gallon tank. Exc cond.  
 asking \$175. Used only on weekends by a little old airbrush artist.  
GWEN 334-1532





## SERVICE DIRECTORY

### GLASS BEAD BLASTING

small parts, wheels, cylinder heads, suspension components... anything that will fit in my cabinet. REASONABLE PRICES.

BOB TESCIONE (716) 442-7080

### \*\* BATTERIES \*\*

For club discounts  
call

Dick Powers  
323-2687

BEGY'S TOWING: Rt. 104  
ONTARIO. (716) 265-1922  
CONSIDERATE TO SPORTS CARS.

%%  
CSR Ent./  
**SPORTS CAR WORLD**  
REGIONAL VERA DISTRIBUTORS  
CORKY LINDER - PRESIDENT  
1064 GRAVEL ROAD  
WEBSTER, N.Y. 14580  
%%

# Dues

**Your subscription  
has just EXPIRED**

PAUL OSBORNE  
624-3473  
PERSONAL SERVICE  
BY APPOINTMENT  
10 Yrs. Experience



Service/Rebuilding/Machine Shop

### TIRE MOUNTING AND BALANCING

GEORGE HAYNES  
(716) 244-4204



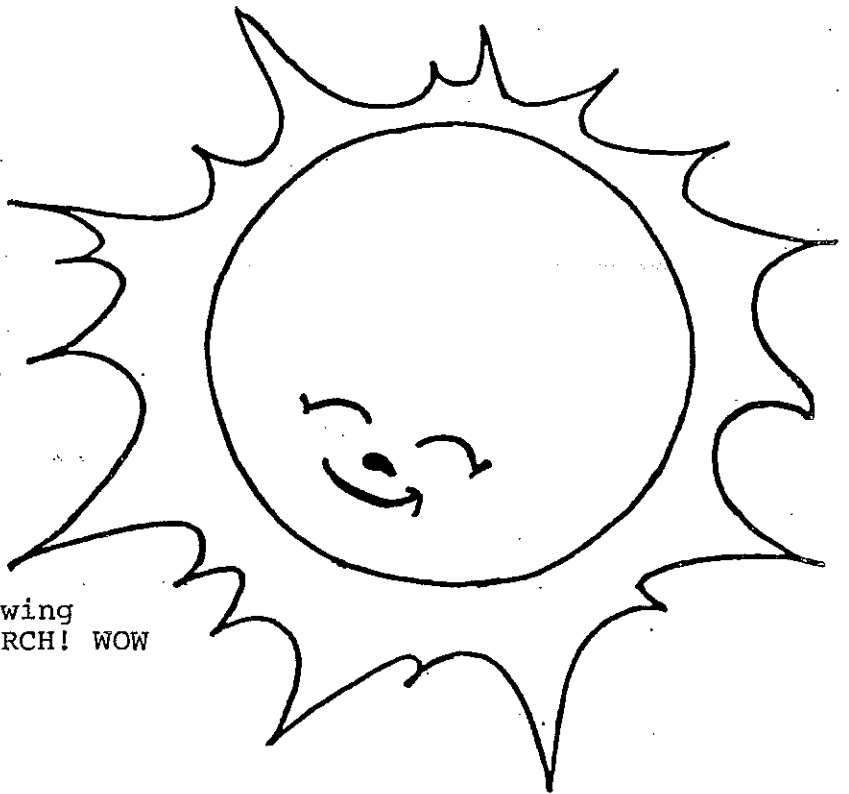
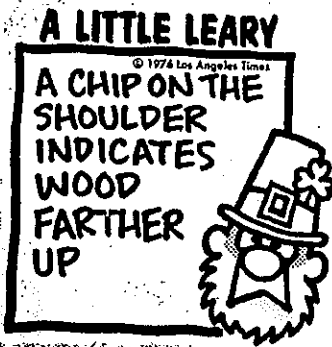
### RON'S METAL STRIPPING AND DERUSTING

101 Heinz Street  
Hilton, NY 14468  
(716) 392-5010

Formerly KMW Metal Stripping

THIS IS IT FOLKS!!! Your last issue of a wonderful magazine (strictly speaking from the editor.) If we do not receive your dues, you will not be seeing the April issue of SPOKES. But that's not all...you'll miss out on all the fun social events, informative meetings, your liaison to obtaining those hard-to-find parts, etc., etc. So keep your membership active and mail in the form on the inside back cover. WE WILL NOT BE SENDING OUT INDIVIDUAL REMINDERS.

OUR  
SUNSHINE  
PAGE



HAPPY BIRTHDAY to the following  
people in MARCH! WOW

- 1 Pat Brown
- 3 Vince Guerra
- 3 Diane Bonter
- 4 Charles Robinson, Jr.
- 5 Andy Fazio
- 5 Richard Powers
- 6 Paul Armstrong
- 7 Peter Armstrong
- 9 Tim Bruder
- 12 Dave King
- 14 Catherine Robinson
- 16 Michael Mulcahy
- 17 Patti Fazio
- 17 Gail Borycki
- 17 Dave Chase
- 20 Phil Brothman
- 22 Kaz Klino
- 22 James Klino, Sr.
- 27 James Klino, Jr.
- 27 Dawn Mehserle
- 28 Herb Bradt
- 28 Anne Suter
- 30 Pat Tyminski

HAPPY ANNIVERSARY to the following  
people in MARCH!

- 15 John and Anne Suter
- 17 Phil and Betty Culbertson

**St. Patrick's Day**



The yearly membership price is \$12.00.

For this we offer you:

A one year membership in the International MG Car Club, Western New York Centre

12 issues of "Spokes," our Centre's internationally famous newsletter

Fun, fellowship, entertainment, car talk, refreshments, and door prizes at our monthly meetings

A variety of events, such as; rallies, picnics, tours, car competitions, and parties, many of which are partially subsidized by the Club

We invite you to join us at any meeting or event.

Please fill out the form below and send it with a \$12.00 check or money order payable to the "Western N.Y. MG Car Club" to:

MR. GEORGE HERSCHELL  
1286 MILL CREEK RUN  
WEBSTER, NY 14580

or bring it to the next meeting.

### Membership Application

Name \_\_\_\_\_ Date \_\_\_\_\_

Spouse's & family members names \_\_\_\_\_

Family birthdays \_\_\_\_\_ Anniversary Date \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone ( ) \_\_\_\_\_ Car(s) owned \_\_\_\_\_

Interests: Racing \_\_\_\_\_ MG Series Cars \_\_\_\_\_ Autocross \_\_\_\_\_ Rallying \_\_\_\_\_ Restoration \_\_\_\_\_

Concours D'Elegance \_\_\_\_\_ Other \_\_\_\_\_

Miscellaneous (hobbies, occupation, etc.): \_\_\_\_\_



# Western New York Centre MGCC Calendar of Events

<b>January 27th</b> <b>THEATER PARTY</b>  <b>Meeting 17th</b>	<b>February 24th</b> <b>WINTER STEAK ROAST</b>  <b>Meeting 21st</b>	<b>March 24th</b> <b>STRONG MUSEUM TOUR</b>  <b>Meeting 21st</b>	<b>April</b> <b>NIAGARA FALLS OVERNIGHTER</b>  <b>12 &amp; 13 T REGISTER ROCHESTER EVENT</b> <b>Meeting 18th</b>
<b>May</b> <b>GENESEE COUNTRY MUSEUM (?)</b>  <b>Meeting 16th</b>	<b>June 2 nd</b> <b>VICTOR CAR SHOW MGCC</b>  <b>Meeting 20th</b>	<b>July</b> <b>RALLYE &amp; GYMKHANA &amp; AWARDS DINNER</b>  <b>Meeting 18th</b>	<b>August</b> <b>SONNEBURG GARDENS CANANDAIGUA</b>  <b>Meeting 15th</b>
<b>September 22nd</b> <b>SUMMER STEAK ROAST CHURCHVILLE PARK</b>  <b>Meeting 19th</b>	<b>October</b> <b>CORNING OVERNIGHT PLANT TOUR/FOLIAGE</b>  <b>Meeting 17th</b>	<b>November 3rd</b> <b>APPLEGROVE BRUNCH FOOD COLLECTION FOR NEEDY</b>  <b>Meeting 21st</b>	<b>December 7th</b> <b>YEAR END PARTY AT MCGINNITY</b> <b>No meeting</b>

SPOKES  
89 Durand Drive  
Rochester, N.Y. 14622

