

# Spokes

Official Publication of the MG Car Club Western New York Centre

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**Sebring MGA Twin Cams**

*St. Motors of America*

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# MG CAR CLUB WESTERN NEW YORK CENTRE

PO Box 92556, Rochester, New York 14692

Web Site: [www.mgcarclub.com](http://www.mgcarclub.com)

The Spokes is published and distributed monthly by the MG Car Club Western New York Centre as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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### SUBMISSIONS ARE WELCOME

**DEADLINE:** One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to [Spokes@mgcarclub.com](mailto:Spokes@mgcarclub.com). Alternatively, mail to Don McConnell, 45 Eileen Circle, Rochester, NY 14616 or deliver by hand at the meeting.

### MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the First Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

### SPOKES Staff

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### ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

Size		single Issue	One Year
Half Page	7.5 x 4.8	\$ 27.00	\$110.00
Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

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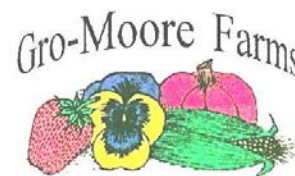
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 Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch\* Jim  
 Priestley ~ Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner

\* Members Emeritus



## 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 installed in the Monroe Community College Automotive Technology Department. 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.

## Chairman's Corner

Dan Goodwin

We are off and running with a new year of activities and events for the MG Car Club of Western New York. I offer my thanks to all the board members and appointees who have volunteered to serve another year and to the general membership for continuing to be active and enthusiastic supporters of the club. The remaining winter months will feature a variety of events to keep us occupied until the driving season finally returns.

We begin 2011 in reasonable financial shape, despite this year's austerity budget. As discussed at the January club meeting, it will be very helpful, for planning purposes, if members can get their renewal dues to Jim Priestley as soon as possible. Good news from MCC...the Robert Philip Scholarship account has generated enough interest over the last several years to provide the funding for two \$600 scholarships this year.

It is always heartening to hear updates on the various car projects our members are pursuing. A number of such projects were announced at the January meeting. Those of us who have been struggling with rebuilds, restorations and upgrades for long periods of time realize we're not in it alone. Our club members have an amazing amount of technical knowledge and expertise. I have taken advantage of that resource repeatedly during my, now year-long, engine rebuild on the "A".

I hope to see you at the various events this year. By popular demand, the traditional auction format will return for the 2011 steak roast in March. Watch for details in the Spokes and on the website.

Think spring!

Cheers,  
Dan

### AIR MAIL YOUR DUES TODAY

► TO: JIM PRIESTLEY  
3326 COUNTY ROAD 40  
BLOOMFIELD, NY 14469

## MG Bruce

Don McConnell

Here we are in the doldrums of winter. This time of year is when those repair or upgrades to your favorite sports car (hopefully British) are completed. It is also a time to catch upon reading that book you have wanted to read. One of the gifts I received for Christmas was the book "Aspects of Abingdon" by Ken Smith. What a fun and informative book. It was great to get a prospective from people who actually worked at the MG factory. There are 112 pages to the book and it includes photos from inside the factory. I would recommend you read it if you have not yet.

I hope everyone has received their calendar. I had a good time putting it together. I was asked earlier in the years if there was a theme to it. That got me thinking, so as I began to put it together I could see a theme coming out. It turned out to be "ON THE ROAD". It is a different prospective and I hope you enjoy it. Many thanks to all members who submitted photos. There were a lot to choose from. Should an idea pop into your head for a theme for next year let me know?

As we continue into the New Year continue to submit your articles for the Spokes they can be Technical, about a favorite or first sports car you have had or from the passenger's seat. Remember articles are due the Thursday following the meeting. Enjoy your February and Happy top down.

Don

## The 2010 Driver of the Year

Presented to Allen & Elaine Hess



## Activities

By Mary Murray and Susan Goodwin

Last year's final event, the Holiday Party at Lake Shore Country Club was attended by eighty-eight members. Thanks to Mike Goodwin for preparing and entertaining us with a pictorial musical slide show of the year's events. The 2010 Driver of the Year Award was awarded to Allen and Elaine Hess for promoting and attending multiple club events.

The Activities Directors presented Recognition Awards at January's club meeting to two couples that have contributed so much to the club over the years. The first Recognition Award was presented to Tim and Rhonda Rizzo for their many years of organizing the Fall Foliage Tours. We appreciate all the time and effort they put into making the tour a fun event for all of us to enjoy. The second Recognition Award was presented to George and Peggi Heissenberger, who took on an extraordinary amount of responsibility last year and organized a couple of club events. They took over as Car Show Co-Chairs. They found a home for the MG sign (even though the sign never made it there). They organized an impromptu picnic to host Roger Pratten from Northampton England, who was touring North America in his MGTF-135. This gave many of us a chance to meet Roger and learn more about his adventure. George and Peggi also hosted and organized the Halloween Party.

This year's first event will be the Valve Cover Races at Finn Park in Webster on Sunday January 30th.

February 27, 2011 is the Bowling Party at Empire Bowl. The charge will be \$11.70 per person. The deadline to sign up for the event will be at February 17th's club meeting.

On March 27, 2011 the annual Steak Roast/Auction will be at Eyer Park in East Rochester. The deadline to sign up and pay will be at March 17th's club meeting. There will be live auctioneers again to auction off items. Check out Spokes for more details.

Swing into Spring will be April 17, 2011. More details will follow.

We need people to help organize events for the club; driving events, or any other event you may think will interest the club members. Please let us know if you are interested in organizing events so we can get the event on the calendar.

To date, events are scheduled through May and we have one event in October:

April 17th	Swing into Spring – thanks Dick Powers and Laurie Scribner
May 7th	Tune up Clinic – thanks George Haynes
May 15th	Beer Tasting – thanks Gil and Betty Langswager
October 22nd	Garage Tour – thanks George Leopard

Remember that at this time the MG Car Club will not be subsidizing any planned events. All events will have to break even dollarwise.

# BOWLING PARTY

Sunday February 27, 2011

Empire Lanes

2400 Empire Blvd, Webster NY 14580

Arrive: 12:30 to pick out bowling ball and shoes

Bowling Starts at 1:00PM Ends 3:00PM

\$11.70 per person - check made out to MG Car Club

Food and Drink - extra

Sign up at Jan. or Feb. meeting with payment or

Contact and send payment to:

Susan Goodwin, 8 Harmony Cir, Rochester NY 14624

DEADLINE - February 17th with payment





# MGCC Minutes of the Meeting

By Willard Brown

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## January 20, 2011

**Call to Order** – Meeting was called to order at 7:37 PM by Chairman Dan Goodwin.

**Acceptance of November 18<sup>th</sup>, 2010 Minutes** – Minutes were accepted as reported.

**Guest and New Members** - None

**Treasurers Report** – Frank Stepanik = gave a report on the balances in the club's accounts.

**Activities** – Mary Murray/Susan Goodwin (see Spokes for details of all events listed)

- Non-dub members must fill out a one (1) Day Form and pay \$5 to participate in club activities. Members with unpaid club dues must do the same.
- January 30<sup>th</sup> = Wine & Cheese Valve Cover Races.
- February 22<sup>nd</sup> = Bowling Party at AMF Empire Bowling Lanes.
- March 27<sup>th</sup> = Steak Roast and Auction. Cost to members for steak is \$8 and \$1 for hot dogs. Auction can include items other than car parts, "old fashioned". Auctioneers will be Ted Hershey, Doug Scribner and Jim Priestley.
- April (TBA) = "Swing into Spring" with basket auction for MCC Scholarship Fund.
- May (TBA) = Gill and Betty Langswager will sponsor a beer tasting party at their home.
- Allen and Elaine Hess were presented with the Driver of the Year Award at the Christmas Party.
- Club Appreciation Trophy was awarded to George and Peggy Heissenberger for taking over the Car Show, finding a home for the MG Sign and having an impromptu picnic for the club's visitor from England and organizing the Halloween Party.

**Membership** – Jim Priestley = to date, membership renewals are approximately 50%.

**Car Show** – George Heissenberger

- Committee will meet the 4<sup>th</sup> Thursday of every month at Denny's in Victor from 7 – 8:00PM. All club members are welcome to attend the meetings.

- There will be no changes in the car classes this year.
- This will be our 40<sup>th</sup> anniversary show – want to get flyers out early.
- Need someone to head the Registration Desk/Tent.

**Regalia** – Doug Scribner

- Good selection of cold weather gear.
- There are still some 50<sup>th</sup> Anniversary logo items left.

**Spokes** – Don McConnell

- Theme for the 2011 calendar issue = "On the Road".
- Need for members to continue submitting articles particularly, those of a technical nature.

**England** – George Herschel

- Mike Hawk had a fall at his home and did not recover. He always read issues of *Spokes* and often gave mentions of credit to the MGCC Western NY Centre.
- Our dues have been forwarded to the Home Club.

**Trustee** – Hollis Hames

- Gene Dinkel is in the Perinton Park Manor home recovering from a fall. His wife JoAnn is having back surgery and is unable to provide visitation support to Gene at this time.
- Perinton Park Manor is located at Routes 31 and 250.

**Old Business** – Dan Goodwin/Chairman

- Motion made to create an ad in the *Spokes* for bids on the sign trailer as is. Motion was seconded and carried.
- Sign frame is in storage at George Heissenberger's and will be put in *Spokes* for sale. Will consider putting it on Craig's List and on our net.
- Pieces of the sign are in storage with Dan Suter.

- Members Dues Recommendation Committee = Jim Priestley, Ted Hershey and Leon Zak.
- It was noted that the Librarian is not listed on the EX Officers & Appointees section of *Spokes*.

**Vice Chairman** – Mike Goodwin

- As part of the austerity budget actions – future Door/Raffle prizes will be donations from club members.
- Will be hiking the Appalachian Trail in August.

**New Business** – Dan Goodwin/Chairman

- Christy Graves of MCC reported there is enough money in the Scholarship Fund to award 2 scholarships this year without additional funding needed from the club.
- Motion was tabled on communication of status of members who have not paid membership dues subject to report at next meeting of committee on clarification of by-laws and recommended action to be taken.

**Adjournment** – At 8:48 PM

## MG Car Club Steak Roast & Auction

Sunday March 27, 2011-Noon until ?  
Eyer Park in East Rochester

**Directions:** Take Lincoln Rd. off Fairport Rd (Rte. 31F), turn right on Chestnut St E, follow it to the park.

**Bring a dish to pass:** A-G dessert, H-R appetizers, S-Z salad or vegetables. Bring your own place setting and drinks. Please do not bring dishes that need to be plugged in. Coffee and tea will be provided.

**Price:** Steak \$8/person      Hot Dog \$1/person

Advanced sign-up is required so we know how much to buy. Sign up at February or March meeting or send check payable to MG Car Club to: Susan Goodwin, 8 Harmony Circle, Rochester NY 14624

**DEADLINE** – March 17th

## Meeting Attendance

October 21, 2010

Bruce	Austin	Gil	Langswager	Annabelle	Tescione
Chris	Baum	Dave	Leete	John	Thompson
John	Baum	Don	Mc Connell	Allyn	Wagner
Lane	Boughton	John	McDonald	Barb	Wild
Willard	Brown	Tony	Makepeace	Dave	Wild
Cheryl	Baldwin	Mary	Murray	Bob	Wegman
Bill	Baldwin	John	Murray	Leon	Zak
Alan	Costich	Timothy	Paul		
Al	Fink	Dawn	Priestley		
Dick	Giambra	Jim	Priestley		
Dan	Goodwin	Carl	Prouty		
Susan	Goodwin	Marlene	Rzepkowski		
Mike	Goodwin	Dick	Rzepkowski		
Hollis	Hames	Tim	Rizzo		
George	Haynes	Rhonda	Rizzo		
George	Heissenberger	Laurie	Scribner		
George	Herschell	Doug	Scribner		
Ted	Hershey	Rob	Shrader		
Doug	Jack	Frank	Stepanik		
Susan	Kath	Steve	Sangster		
Jeff	Kath	Pat	Sangster		
George	Leopard	Don	Sweeny		
Betty	Langswager	Bob	Tescione		

# Gardeners' Upstate Journal

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By upstate gardeners

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or by subscription*

upstategardenersjournal.com  
585/538-4980

If you need help, Dan Goodwin and Hollis Hames are coordinating a 'helpline' for members in need of assistance with car projects. Volunteers are asked to contact them with information on availability and areas of expertise.

Dan and Hollis will try to match frustrated mechanics to one or more members from the pool of those with experience.

Contact:

Dan: (585) 223-9584 e-mail [dlgipk@rit.edu](mailto:dlgipk@rit.edu)

Hollis: (585) 271-7754

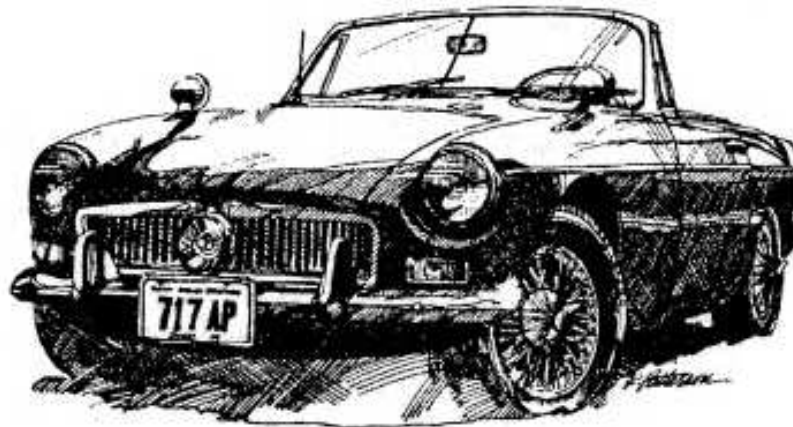


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## Mike Hawke 1934-2010

It is with a heavy heart that I report the passing of Mike Hawke, following a fall at his home.

I first met Mike at an MG Car Club meeting on the old Heston Airdrome in 1958 or 1959, when he was driving his well known J-2 and I my F Magna. He was enthusiastic and encouraging of my participation, swelling the number of pre war MG's at the meeting to two! He stressed that there were quite a number of us, and that we should not be backwards in taking part in events. He was to move shortly from South London to the West country, but I still met him at meetings occasionally, even during the start of the Triple- M Register.

Following the formation of the Triple-M Register, in 1961 he was one of the first to join, and his J-2 bears number three. When we arranged the following year for a race for Triple M Cars, his was one of the first one entries, and of course he won the race which was the pre-Mary Harris Trophy, but started a tradition which continues to this day as a feature of the MGCC Silverstone meeting.

Mike had in fact, owned the J2 since 1953 when he was a student at the Royal Naval Engineering College at Dartmouth. He later went to the Royal Naval Engineering college at Manadon, eventually graduating and working for the MOD, Naval Department, his first posting being Corsham. However, his work on submarine design took him to Barrow-in- Furness. He then went on to secondment to the Far east, and went out of circulation, as far as the MGCC was concerned, but quickly got involved with the local Singapore Car Club! It was there that he found some of the remains of a K3 which had gone there with Mick Jennings pre war and had been spread around the area with the arrival of a surprisingly unsympathetic Japanese Army. From these remains, he reconstructed the car which had been R.T. Horton's when new

On return from Singapore, he returned to Barrow -in- Furness, then transferred to Scotland and, of course, became involved with the MGC in those areas, competing in events in the faithful J2. Eventually he returned to the bath area, and became secretary of the Triple M Register, for a period of some ten years, enlivening our committee meetings.

His retirement came in 1993, which proved the right time to take up the Chairmanship of the MGCC for three years, and was created Vice President when he retired from that office. Mike was very good meeting members, and was as enthusiastic with new members as he had been with me all those years previously.

In the meantime, he has written four books, the "K-3 Dossier", the official history of the MGCC, and two books regarding the J-2, somehow finding time for these tasks in a full and busy life.

Although Triple M cars filled a lot of his time, Mike also owned other models, including a Midget for over 30 years. He has also owned an MGC and recently has used an MGF for more important journeys.

He also managed a family life and was always supported by Ann, who was seen at his side at most meetings. They had met and married in 1960. His sons Marcus and Jeremy, were also often seen with them, and Jeremy is an enthusiastic and regular competitor, as is one of his grand-daughters.

A man of strong Christian faith, he was a lay preacher at his church, but never sought to impose his beliefs on others.

Mike and I were always friends, and although we met more seldom these days, we would always pick up where we left off. His reply to my inevitable query as to how he was, an unvarying "Pretty fit, Old Boy!"

Mike fought cancer and the last time I saw him was pleased to tell me he was now in full remission, so it came as a shock to learn of his accident and subsequent demise.

We will all miss Mike, his enthusiasm, and above all his friendship. However our sympathy is to Ann, Marcus, and Jeremy, and to their families, of whom Mike was justly proud.

MFLA

*A Warm  
THANK  
YOU*



for your generous contributions of hats, gloves, scarves and mittens  
at the MGCC Holiday Party.  
They will be delivered to Rochester City School Students at  
**School #2, 8, 34, 44 & Monroe**

*Annabelle & Bob Tescione  
on behalf of the City School District*

## BEERS OF THE WORLD TASTING PARTY

**When:** May 15th 2011

**Time:** 2:00-5:00 PM

**Where:** Gil and Betty Langswager's Garage (party room)  
46 Stonington Dr. Pittsford NY 14534

Coffee, Tea, and goodies will be provided

**Bring:** 2 or 3 bottles of unusual beers to sample taste  
Also if some of you ladies would bring an Hors D'oeuvre to  
pass, that would be appreciated.

*The party will be in the garage, so if it is chilly, dress accordingly.*

Sign up at a club meeting or contact Betty and Gil (585-385-9956), so  
we know how many will be attending.

## **"Seneca Lodge Room Reservations:**

To MGCC members:

Please submit your name for 2011 Seneca Lodge requests for the September Vintage Race weekend room drawing by February 20.

Please contact me either by e-mail or in writing at the addresses listed below.

Please indicate any room preference (room or cabin #, double or queen bed) and whether you would be willing to consider staying in the Log Cabin as a shared residence with other couples.

Please include your name, address, phone, and e-mail. I will contact all members who requested a room following the drawing."

Seneca Lodge is a 3 night minimum and prices for the rooms and cabins vary by unit.

e-mail: [dmesuter@rochester.rr.com](mailto:dmesuter@rochester.rr.com)

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*Randy has 35 years experience working on all makes and years of European cars, and owned Phoenix Garage in East Rochester for 15 years. He spent 3 years traveling with a BMW team as a race mechanic.*

*Tom has been a "Jack of all trades", an experienced machinist, NASCAR Sprint Car mechanic, and has worked with me for several years doing major work on everything from an E-Type Jag to a Lancia Fulvia.*

### ***Restoration— Justin Raymer***

*A young guy with years of experience building show quality cars. He has restored several Shelby Mustangs which have won significant shows and were featured in enthusiast magazines. He restored my E-Type and is currently doing a '58 Alfa Giulietta, a '63 Jag Mk2, a '67-427SS Impala, and a '68 Mustang California Special which I can show you.*

### ***Sales, Owner and Manager— George Leopard***

*I'm a life-long car nut (see CarNutzTales on my website) and am trying to emulate the small sports car operations I enjoyed working with in my earlier days. I try to buy low mileage, well kept cars suffering from inadequate use, and return them to excellent condition for the enjoyment and investment of educated enthusiasts.*

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***1968 Porsche 911T— Beautiful black body and interior, needs work that we can do, exciting upgrade potential***

***1972 Porsche 911T— Nice driver with '73 engine (7R case) on webbers, drive now, go nuts R-Grp upgrading next Winter***

***1975 Porsche 914-2.0— Never rusted, mint interior, dual webbers, Bursch exhaust - a work in process***



# Swing Into Spring VIII

Sunday, April 17, 2011

New Location:

Mulconry's Irish Pub & Restaurant

17 Liftbridge Lane, Fairport NY

(across the street from the parking lot where the Tuesday night Cruise-Ins happen)

4 PM start time (social hour before dinner)

We need to know your food selections by  
Wednesday, April 13, but no payment in advance.



## Menu:

Bangers & Mash--Irish Pork Sausage with homemade mashed potatoes and Irish baked beans, \$11.00

Fish & Chips--Atlantic Cod filets beer battered in Harp's Ale, served with french fries and cole slaw, \$12.00

Shepherd's Pie--Ground beef baked in a casserole with peas, onions and carrots, topped with homemade mashed potatoes, \$11.00

Corned Beef & Cabbage--Braised corned beef brisket with steamed cabbage, carrots and potatoes, \$12.00

Soup & Half Sandwich--Potato Leek soup & 1/2 Turkey sandwich, \$6.50

Grilled Portobello Sandwich--Marinated portobello topped with roasted red peppers, balsamic glaze and melted provolone, \$8.00

We'll have a sign-up sheet at the next meeting, or call/email now with your food choice(s):

## Contacts:

Dick Powers [mgahmogca@rpa.net](mailto:mgahmogca@rpa.net) or 585-323-2687

Laurie Scribner [MiniCityUS@aol.com](mailto:MiniCityUS@aol.com) or 585-872-5133

## Secrets Of Sebring - #38 & #39 lose a cam and do just fine

By Dick Powers

As happens with any car, racers get sold or traded for something newer or faster. In the early '60's, the Sebring MGA Twin Cams and Healeys were still desirable "Factory" racers and sought after by many SCCA competitors in the US. Since Bob Deull and his friends brought 5 of these cars to Western NY, they tended to stay here. That was the case with the 2 remaining Twin Cams (the 3rd is supposed to be at the bottom of the Caribbean). In the mid to late 60's they were owned by 3 of my racing friends: #38 by Bish Hines, #39 by Jim Weissenborn and Dave Nicholas. All very capable drivers and Jim is still racing a number of MGA's in vintage.

In 1965, **Bish Hines** bought # 38 from "Soupy" Marburg for \$1200. The car was still in full Sebring trim and included an extra Twin Cam cylinder head (gold plated today). He raced it for two years that way, but soon changed the 2" SU's to 1.75" ones. Bish remembers: "I raced the car once at Harewood, Ontario with the big jugs, and the low end acceleration was dismal. Perhaps they were suitable for Sebring, though I suspect that BMC's competition department thinking at the time was based on deeply ingrained LeMans test data". As SCCA would allow, changes were made to the car that included a limited slip rear and widening the wheels to 5.5".

He did this by welding the Twin Cam centers to Pontiac rims. Common back then, but not now.

Bish raced the Twin Cam in 12 Regional and National SCCA events, with his best finish in a National being 4<sup>th</sup> behind big teams like Bob Sharp and Group 44. Not bad for the mid '60's when SCCA National races were dominated by "factory supported" teams with deep pockets.



Bish Hines photo by J Cudmore

By 1966 it was getting more expensive to race a Twin Cam MGA and it wasn't an easy car to set up properly. "It would take 3 hours to adjust the valves and fortunately the Sebring cars had a small access panel inside the left wheel housing to get at the distributor". In 1968 he put in a 1600 pushrod motor that made good power (about 130 HP), was reliable, less expensive to race and made the car very competitive in Regional events where he took a number of first's. Bish raced the car this way till about 1970. He kept most of the original parts and then put the twin cam motor back in, returning it close to "factory" condition. He retired the car from racing and stored it till 1976 when he sold it to Chris Carrell in Louisville, KY.

The #39 Sebring MGA Twin Cam was originally raced locally by Art Smith. After a year, Art sold it to **Jim Weissenborn** who then lived in Skaneateles, NY. Jim remembers: "Art never really liked the car and I think I paid around \$1500 . . . we raced at Vineland and after much refinement, we determined the engine was beyond help. We did get Hambro to give us a new 1622 pushrod motor and my neighbor suggested the best thing for the twin cam motor was as a boat anchor in front of his house on Skaneateles Lake (it's still there). We raced in F Production the next year at Vineland, Thompson and the Glen. I then traded it to Finley Motors, the BMC Jag dealer in Syracuse for a '61 Pontiac Bonneville convertible with Tri-Power NASCAR motor. I raced the car for Finley the next year and then he sold it to someone in the Seneca Falls/Auburn area. I lost track of it when we moved to California in '65". Jim still races MG's on the West Coast, including a '59 Twin Cam he's done over 50 races in and says "it runs great".



Jim Weissenborn at Watkins Glen



Number 39 changed hands a few times and in '68, **Dave Nicholas** bought it from Dick Cosgrove. Dave remembers: "The car never had a twin cam in it. I always raced it with a 1600. Cosgrove had it nicely prepared, so I had little to do to get it ready. I widened the wheels .5" and that was SCCA legal in '68. I raced the car at the Glen in June and won F Production in what was called the Watkins Glen 100. I raced again at the Glen a month or so later and got a 3<sup>rd</sup>. I took the car to the Marlboro 6 Hour and the motor blew." After that he put a 1500 motor in and drove it on the street for many years. "I would take it out from time to time because it was such a cool car!" Dave didn't have to race the MGA because by then, he was racing for Autosport and others.



Dave moved to Long Island and took the MGA with him. He then moved to Maryland and put the car in a body shop. When he came to check on it 6 months later, the shop was sold, owner gone and the #39 Sebring MGA Twin Cam was *missing*. "I still have the title to it from New York State. The cops did nothing, knew nothing . . . It was years later when Gordy Ruston found the car in a British magazine – on the cover no less. At that point, I simply felt it was too late to go after the rights to the car. The new owners had clearly spent a ton of money on it and I was kind of happy it had found a good home and was totally restored instead of being trashed somewhere. I've met the new owner, Stefan Propsting, in Austria. The car is in great hands." So here we have another '60 BMC Sebring racer that disappeared and years later reappeared.

Next time we'll look into where they are now. Their value has grown to the six figure range.

For this article, I'd like to thank Jim Weissenborn, Dave Nicholas, John Wright and Jack Cudmore for supplying photographs and Annabelle Tescione for making some look better.

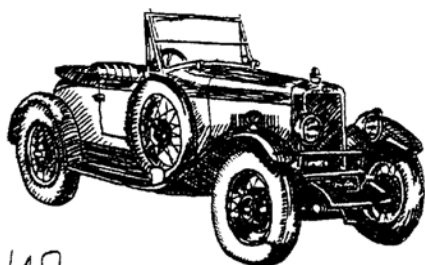


## ABINGDON ALPHABET, part 6

By Doug Beagley

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Since its inception, the MG Car Company has been famous for its sportscars and many completely overlook the almost constant flow of hard-topped vehicles that have emerged from the works. Many, I have noted, speak slightly of the "tin cans" and will only consider the soft tops as real MG's. I wonder why so many of these same people can only be seen with the top up and side curtains in? They maybe really need a saloon or a coupe, if they would admit it. The very first MG's were tourers, in the pure sense of the term, in that they were four-seaters with folding hood (top) and side curtains. Very soon after the first 14/28's were produced as tourers they were joined by the saloons and coupes. I have a picture of a 1926 salonette that, with its two-tone paint job and Ace discs, looks very neat. The car is still in existence and is seen at MG meets in England. It has a small tail that was, and is, referred to as a "duck's tail." This is somewhat like the boat tail but less. It encompasses the boot (trunk) and must have presented an odd shape to fill with suitcases, etc. The 14/40's and subsequent models also came along with the saloon and salonette models, and so did the Mark 1 and 2 with their six-cylinder engines. These cars were noted for their above average performance and road handling and were well appointed, with leather upholstery and useful instrument panels. It should also be noted in passing that some of these cars were metal panelled, but not all of them. Some were fabric panelled. In those days, weight reduction was always an interest and also the flexible chassis of the day made it very tough of stiff metal bodies. They would soon start to squeak because of the body 'working' on the flexible chassis, and soon thereafter there would be trouble with the body panels loosening upon the ash framing. For this reason many of the fine cars of the day were sent back to the body builders to have new bodies installed. It was not just a matter of style, it was a matter of necessity.

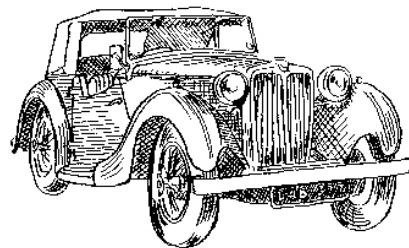


1927 14/40

Doug Beagley 1990

Soon after the introduction of the M' Midget, which placed MG's within the reach of a far greater segment of the car buyers, the solid topped versions appeared. It was termed the Sportsman's Coupe. I was always very partial to the Sportsman's Coupe, in many of its forms. The idea was that the businessman who was commuting to town each day would look a little odd, with his striped pants and black jacket, Anthony Eden hat and rolled umbrella, crawling out of an M' Midget. The driver was always going to be wind blown and a little dishevelled at least. The solution was to give him the same car, but with top and windows. It was strictly a two-seater and was not the four-seater coupe that was common at that time. It would give our businessman the performance he sought while allowing him to drive up to the "Ritz" without feeling out of place and a little ridiculous. Most of the sporting car manufacturers built to this formula and I was interested to note recently that one of the speciality builders in England was still offering a "Businessman's Express" which is about the same thing. The Sportsman's Coupe was a very short coupled little car being upon the same chassis as the sports version or 'tourer' as it was and still is called. I was surprised to find that the MG Company still refers to their open cars as tourers in their official material even though they are plainly convertibles. It is hard to change Abingdon, even when they are wrong. The car's performance was as they were really sports with a hard top, but they were a little less on top speed and acceleration as the frontal area and weight was up from the sports. Another innovation of about that time was the sliding top, which offered some of the benefits of open air driving without the buffeting of the open car. I have owned and had some cars with this feature and always enjoyed it. I had one small daughter who delighted in being driven rapidly with her head poked through the roof. As the sliding top was a virtually unknown item at that time it caused some shocked looks from the other road users. The Midgets were really too small to be successful as a four-seater so it was with the introduction of the larger engined cars that the four passenger vehicles became more practical. One of the really interesting cars was a four door pillar less saloon. This meant that both doors had but one handle. The front door was hinged at the front and the rear at the rear. The doors were latched into the roof and floor and when the doors were opened there was no pillar. The original of these cars, serial number

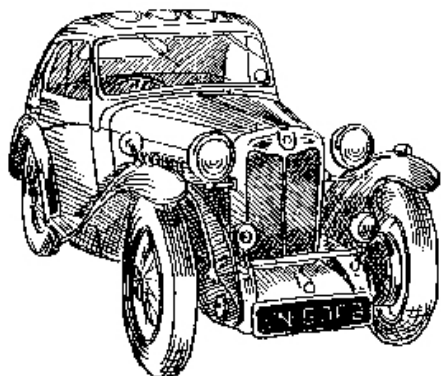
K0251, still exists [1977]. It is odd that all MG's start from serial number '251.' Also for years this was the factory's telephone number, I wonder why? Speaking of the Magnette series, it is worth noting that when the name was re-introduced in late 1953 with the new ZA there was a great scream from the faithful at the use of this fine and world-known name. That it should be used upon a saloon that certainly had no relation to the K3' was out of the question. It was a pity that those people do not know or recall that the first Magnette was a saloon and a not very fast one at that.



MG "VA" Tourer 1937

doug beagley 1996

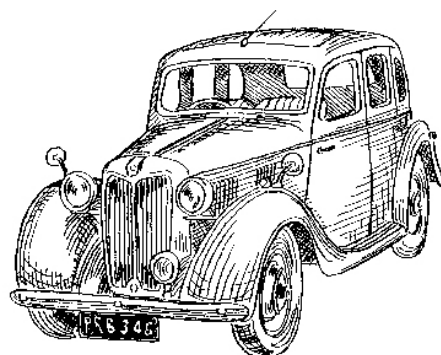
The SA and WA were large cars. The largest that MG has built with their 123" wheelbase. They were built to get into a more expensive market and to appeal to those who liked more comfort with cruising ability rather than high performance. The cars were a beauty to behold and a joy to drive over long distance, but they were not at their best in town. Once again, leather and polished wood was apparent and many other embellishments that are not commonly found on cars of the normal MG style.



MG "PA" Airline Coupe 1934

doug beagley 1996

One hard-topped version of the MG that all will accept is the Airline Coupe. They appeared upon the P, N and T series and were one of the best looking cars. They must have been one of the first GT Fastbacks, and they would not look too dated today if it were not for the high wire wheels. The sweeping lines of the body are beautiful and a pleasure to behold. One thinks of many words like svelte, sinuous, and voluptuous when viewing the lines of the car. I recall the moans of anguish from the faithful in England when the first NA' Airline Coupe was shipped from England to the U.S. I cannot pass the SA, VA and WA' series. All came in saloons and were well appointed and comfortable. The VA may be a little short on performance with its 1548 cc engine. I had a friend who had a four-seater tourer VA and he insisted that it did all that was necessary and offered to duel with me with my TD, so it is probably a matter of opinion.



MG "YA" Saloon 1947

doug beagley 1996

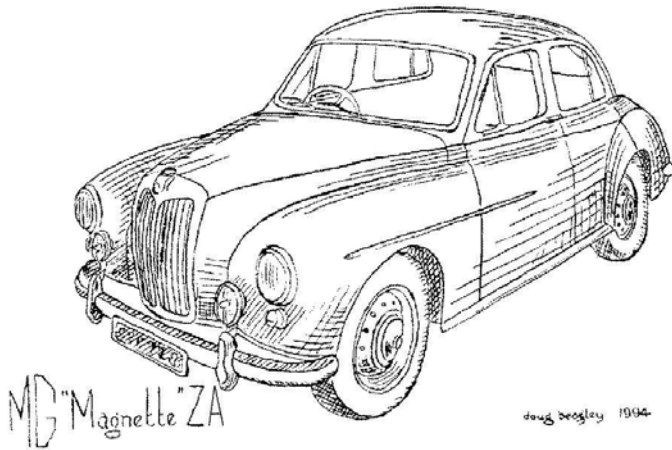
Following World War II, the first saloon from MG was the Y' series. It was a return to the small four-door, with acceptable performance. As all will know, it was equipped with the XPAG, but with only one SU, which downgraded it to 46 hp, at 4,800 rpm. (The YT was equipped with two SU's, but not the saloon) It is also worth noting that the front suspension was the work of Alec Issigonis, of Mini fame, and was introduced in this model and has subsequently served in almost every MG, including the MGB, since. The car was interesting in view of its competition record as it won the saloon car series in England with ease. Also, when supercharged, it reached 104 mph. which

Continued on pg 18

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is not to be sniffed at. You people with your XPA G engined sportscars put a blower on and see if you can beat it.

hope that you may take a greater interest in these models as many of them were and are fine cars. Even with a fixed head they are MG's.



The Y series was replaced with the Z,' and they offered one of the nicest MG's with a solid top, in my estimation. The cars were well built, solid, with reasonable performance and great comfort. At first, we could not forgive them that they did not have a tachometer, but that is now forgotten and forgive. The car had good performance and took the place of the series Y' in England's saloon car racing. I think that the lines are very beautiful, although I am not in love with the Varitone model (two tone paint) that came late in the run. The ZB has a little more performance than the ZA' but both are acceptable, of course they came with leather and wood trim and the usual fitments of MG. Finally, if the Z' series were the best looking saloons, then the MGA must be in the running as the best looking coupe. It has a neat sporty, cheeky look to it that I like and someday maybe I will be able to add one to the stable. It performs better than the MGA roadster (tourer) in some areas and certainly has already become a scarce and desirable item. Internally it is much like its brother, the MGA sports, but with a little nicer touches. The door had handles and even locks which will not be found on the MGA. As you may have gathered, I feel that of the "tin can" MG's, the MGA is one of my favorites. If you see one sitting around I suggest you buy it and store it away, like the Z' series, parts are still plentiful so restoration is no problem. I have not covered all the saloons and coupes that the company has produced, but I have tried to expose you to some of them that are representative. I



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# Wiring Harness Repair “The Preperation” Part 1 of a series

By Don McConnell

A lot has been written about engines and other mechanical rebuilds but not much about electrical systems, so I thought I would take time to discuss a rebuild of your wiring harness. My profession has been in the electrical field doing everything from residential wiring to radio repair to instrument calibration among other things.

With all that experience it wasn't hard to decide to rebuild my MGB wiring harness rather than replace it. If you are on a limited budget this might be a good alternative. One thing I must say is please give this some thought. It is not that hard. This would be a good winter project.

Some basic tools needed are: a wiring diagram (I found mine in my Haynes manual for the MGB); a knife to cut away the harness covering; some kind of meter to measure the wire continuity; a magnifying lens to inspect the connectors; wire to make ground connections; a 12 volt battery; and cleaner to remove the grease and dirt from the connectors.

Now that you are ready with the extras it is time to remove the harness. Either the total harness or a portion of it can be removed depending on what you want to repair. In my case, since the car had been setting for a while, I removed the complete harness and the dash. All the switches, lights and relays were removed except the steering column switches (at this point). The harness was next laid out on the basement floor (a table if big enough will work too).



Next, all the switch, light and relay locations were identified and wires were labeled as they were reconnected. Using the wiring diagram helps you learn the wire color coding of the different subsystems. Having the labels will also help when the harness is installed back into the car. Connect as much of the total system together as possible. Use some spare or scrap wire to connect all the grounds. A couple of bundles of black wires and the metal frames of lights are included as grounds. The grounds

connect back to the battery negative terminal. Most people know this but just as a reminder.

Remove the harness blue or black tape to expose the wire. I must point out that you might leave some of the covering on in strategic locations where wires branch out from the main bundle to help keep the bundle together. Wire ties also help with this. Most of what I needed to fix or replace was in the main bundle so that was all I removed the tape from.



Now you are ready to start the inspection. That task I will cover in the next part.



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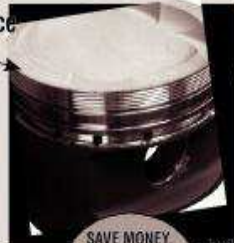
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## New York Collector Car Legislation Update

By Don McConnell

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### New York Reintroduces Bill to Provide for One-Time Historic Vehicle Registration Fee

Legislation has been reintroduced in the New York Assembly (A.B. 2080) by Assemblymember Bill Reilich to provide that historical vehicle owners only pay a one-time registration fee of \$100 upon initial registration. The bill has been referred to the New York Assembly Transportation Committee for consideration.

We Urge You to Contact Assembly Transportation Committee Members (List Attached) Immediately to Support A.B. 2080

- The reduced registration fee would be available to owners of historical vehicles owned and operated as an exhibition piece or collector's item and used for club activities, exhibits, tours, parades, occasional transportation and similar uses.
- Under current New York law, a historical motor vehicle is either a vehicle manufactured more than 25 years ago or one which has unique characteristics and which is determined to be of historical, classic or exhibition value.
- The \$100 one-time fee would replace the current annual fee of \$28.75.

**DON'T DELAY!** Please contact members of the Assembly Transportation Committee immediately by e-mail to request their support for A.B. 2080. Please e-mail a copy of your letter to Steve McDonald at [stevem@sema.org](mailto:stevem@sema.org). Also, please forward this Alert to your fellow car enthusiasts. Urge them to join the **SAN** and help defend the hobby! Thank you for your assistance.

New York Assembly Transportation Committee

Assemblymember David Gantt – Chair

Phone: 518/455-5606

Email: [GanttD@assembly.state.ny.us](mailto:GanttD@assembly.state.ny.us)

Assemblymember Bill Reilich

Phone: 518/455-4664

Email: [ReilicW@assembly.state.ny.us](mailto:ReilicW@assembly.state.ny.us)

### Need to find a new home

Betty Langswager has a significant number of back issues of SPOKES stored at her home and would like to find someone who would take them off her hands. She hates the thought of simply putting them in the recycling bin.

IF you can help contact Betty

**FEBRUARY BIRTHDAYS**

4 Lindsey Short  
 5 John Kelly  
 7 Michael Wright  
 8 Mary Ellen Suter  
 9 Willard Brown, Jr.  
 9 Greg Turner  
 11 Douglas Jack  
 11 Barb Wild  
 12 Allen Hess  
 12 Sandra Barkley  
 13 Ned Paulsen  
 14 Florrie Bachelder  
 14 Fran Calkins  
 16 Ed Haefner  
 17 James Franzen  
 17 Cheryl Baldwin  
 17 Debbie Frah  
 20 Estelle Samel  
 21 Henry Kron  
 21 Gil Langswager  
 22 Scott Schipper  
 23 Bill Baldwin  
 24 Barb Bruder  
 27 Jeff Zorn

**HAPPY BIRTHDAY EVERYONE!!****WELCOME NEW MEMBERS**

William & Sandra Barkley  
 3 Rorbach Lane  
 Geneseo, NY 14454-1122  
 585-243-2075  
 1959 BERKELEY Se-492 (original),  
 1959 BERKELEY Se-492 (Triumph  
 powered), 1967 SUNBEAM ALPINE,  
 1970 ZEITLER FSV RACE CAR,  
 1984 VENTURA STILETTO FV

**FEBRUARY ANNIVERSARIES**

13 Saad Rassam & Dawn Mahan  
 14 Dave & Nancy Chase  
 19 Dennis & Mary Costich  
 20 Joseph & Paulette Schultz  
 20 Bill & Cathy Wackerman

**CONGRATULATIONS  
TO ALL!!****MARCH BIRTHDAYS**

2 Jon Richter  
 2 Wally Roworth  
 2 Lyn Smith  
 4 Bill De Vos  
 5 Richard Powers  
 5 Sue Pittenger  
 5 Stacey Van Denburgh  
 10 Al Fink  
 11 Lane Boughton  
 12 John Cook  
 12 Thomas Glanville  
 13 Mike Harrison  
 14 Terry Welch  
 17 Dave Chase  
 20 Bruce Austin  
 20 Gene Faust  
 20 Robert Keppeler  
 22 Laurie Scribner  
 23 Kathy Boughton  
 24 Carl Baxter  
 25 Dennis Costich  
 25 Larry DiGiovanni  
 27 Susan Kath  
 28 Joyce Pegoni  
 29 Joseph DeBlaere  
 30 Karen Paul  
 31 Sue Harrison

**MARCH ANNIVERSARIES**

9 Jim & Dawn Priestley  
 15 Irving & Bernice Black  
 17 Elton & Patti Schulz

**CONGRATULATIONS  
TO ALL!!****HAPPY BIRTHDAY EVERYONE!!**



**Official Regalia**



50th Anniversary Badge ..... \$20.00  
 50th Anniversary Pin ..... \$3.00

## Mg Car Club Western NY Centre

Sticker, Black/Silver ..... \$1.50  
 50th Anniversary Sticker ..... \$1.50  
 MGCC Mug.....\$5.00  
 Car Badge.....\$20.00  
 Badge Clip .....\$5.00  
 Patch embroidered .....\$2.50  
 Key Fob, large leather..... \$4.00  
 Pin, cloisonné.....\$3.00  
 Dash Plaque, 40th Anniv.....\$2.00  
 Sticker, front adhesive.....\$1.50  
 Sign, magnetic (10").....\$15.00  
 Bumper Sticker .....\$1.00  
 Name Badge w/MG.....\$15.00  
 Vehicle Log Book .....\$5.00  
 Fire Extinguisher .....\$15.00



**Magnetic Sign  
 for the car or  
 Frig**

Also available is a wide selection of clothing items  
 (shirts, jackets, ect.) embroidered with the club logo.  
 Prices shown are for members only.

All items are available for purchase at our monthly  
 Meeting, or delivery can be arranged.  
**Contact: Laurie Scribner 585-8725133 (weekdays).**

## MG Car Club Western New York Centre, Inc. Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31<sup>st</sup>.

Name \_\_\_\_\_ Birthday \_\_\_\_\_

Spouse \_\_\_\_\_ Friend \_\_\_\_\_ Birthday \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Wedding Anniversary \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip+4 \_\_\_\_\_ Today's Date \_\_\_\_\_ New ☐ or Renewal ☐

Cars owned & Year \_\_\_\_\_

Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐

Other hobbies, etc. \_\_\_\_\_

Occupation \_\_\_\_\_ E-mail address \_\_\_\_\_

Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:  
 Jim Priestley  
 3326 County Road 40  
 Bloomfield, NY 14469



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Permit # 701

ADDRESS SERVICE REQUESTED

## MG Car Club Western New York Centre -- Calendar of Events 2011

For the Latest information visit our Web site [mgcarclub.com](http://mgcarclub.com)

<b>January</b>  6 Board Meeting 20 MGCC Meeting 30 Wine & Cheese, Valve Cover Races	<b>February</b>  17 MGCC Meeting 27 Bowling Party	<b>March</b>  3 Board Meeting 17 MGCC Meeting 27 Steak Roast & Auction	<b>April</b>  21 MGCC Meeting\ Basket Auction 17 Swing into Spring
<b>May</b>  5 Board Meeting 7 Tune-up Clinic TBA Apple Blossom Rallye 15 Beer Tasting Party 19 MGCC Meeting 20-22 Carlisle TBA Autocross	<b>June</b>  1 Stuffing party 5 Vintage Auto Festival TBA Multi-club Picnic 16 MGCC Meeting 12-18 MG 2011	<b>July</b>  7 Board Meeting  21 MGCC Meeting	<b>August</b>  TBA GVAC Car Show (RIT) 18 MGCC Meeting Need an Event
<b>September</b>  1 Board Meeting 8-11 Watkins Glen 13 MGCC Meeting (Tues) 16-18 Brit. Invasion Stowe 18 British Car Day, Toronto	<b>October</b>  TBA Fall Foliage Tour 20 MGCC Meeting 22 Garage Tour TBA Halloween Party	<b>November</b>  3 Board Meeting TBA Yacht Club brunch  17 MGCC Meeting	<b>December</b>  TBA Holiday Party No Meeting

Next Meeting  
February 17 2011 7:30 PM  
Burgundy Basin Inn  
1361 Marsh Road, Pittsford, New York



**I'D RATHER BE DRIVING  
MY SPORTS CAR!**