



THE SPOKES

An Official Publication of the MG Car Club, Western NY Centre



Western New York Centre
MG Car Club

Victor
Lions Club



*Sports Car
and Vintage*
**AUTO
FESTIVAL
XIII**

Sunday,
JUNE 3, 1984

11 a.m. to 5 p.m.

M A Y 1984



Western New York Centre

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Do you have any articles, stories or an anecdote you would like to share? Please send this material to the editor. It does not have to be typed, just legible.

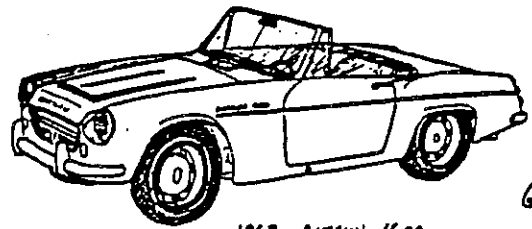
"Spokes" is the official publication of the MGCC, Western New York Centre. The Publication is distributed to MGCC Members, local club representatives, and club event participants. The deadline for submission of any article for "Spokes" is the last day of each month. Any material received after that date will be published in the next issue.

MEETING LOCATION: HERITAGE HOUSE, 602 RIDGE ROAD, WEST WEBSTER, NY

MEETING TIME: Meetings are held on the 3rd thursday of each month at 8:00 PM. All interested persons are urged to attend.

REGALIA: Now available on a local club level: jackets, car badges, jewelery, name tags and buttons.
Contact: Steve Fitch 11 Seneca St., Webster, NY 14580 872-1476

* Congratulations!
Gail
Dick Bethel
Bethel



chairman's corner

HAIL FELLOW KEEPERS OF THE MARQUE!!

Here's hoping that this spate of good weather has caught you with your top down. Shortly before the tour to Niagara-On-The-Lake I took the Datsun on a little shakedown run and in the course of my drive I passed by a friend's TV shop. He had his Lotus Europa out front and I stopped to chat while we looked over each others cars. At that time a young lady pulled up to the shop and, in passing, said "Nice MG's." Well, I'm used to it, I don't even speak up any more (what with the MG badge on the grille and all) but my friend boldly said "This one's a Lotus and if you knew anything about cars, you would know that one's a, a, a MORGAN!" Morgan, indeed! After an embarrassing explanation, my friend said he knew it was a Datsun, he was just stumped for a moment. I left him with the rule of thumb, "If it's an envelope body it can't be a Morgan", just in case he was even in doubt again. He asked "What do you mean, envelope, ... white colored?" With that I departed.

The tour to Niagara, Canada was really fun. Despite the adventures we had with Dotty, the club made it there and back with grace (and copped a few awards at Sundays' Concours too.) The trip didn't bode well for the Datsun crew for as we pulled out of Ridgemont Plaza in the caravan with the other members of the club, the Datsun's ignition system began to cause trouble in the form of backfiring, lurching and sputtering until I couldn't get even 1500 RPM out of her. I had ordered all the tune up parts, but they arrived late Friday and I wasn't going to mess with it just before setting out. I had brought them in the trunk, however, and Tesciones (who knew the way to Niagara) pulled over with us to help figure it out. Largely, with Bob's help, we put in a new rotor and condenser and gapped and cleaned the points. That was all Dotty needed and she was rip-rarin' to go. By way of speed we managed to make up for lost time and met up with the rest of the group at the half way rest stop to Canada. It was top down all the way, but I don't mind saying it got darn cold by the lake and we rode by the lake most of the trip. I wrapped the old club banner around me and that did the trick.

The Toronto Club and Buffalo Club met us at Fort George and we had a wonderful weekend. Saturday night's dinner was great. Peg and I enjoyed the nautilus, sauna, sun room and pool. We even saw in-house movies (Tootsie). After Sundays' concours, we headed home with Benets and Searles. The trip, mostly uneventful, got interesting again as we got on the Parkway heading to Rochester. Just past the sign that read "Rochester 50 miles" Peg, who was driving, noticed some sputtering, and found it hard to keep up the 60 mph. Just in case it was only her imagination we changed drivers and I took over with Charlie Searles following in case of problems. We held 50-55 mph and that was about all she could muster, but we motored on just fine. I thought the points or something was amiss again, but we noticed the fuel pump (in the trunk on the Datsun) was clattering loud enough to be heard with the top down. I began thinking back to the many adventures with my '71 MGB and it's on-again off-again fuel pump.

Chairman's Coronary (con't.)

Charlie got off onto Route 390 and we waved goodbye, the car, still running smoothly, albeit at 50 mph. We got off the Parkway at Dewey and as soon as we got to Ridge Road I knew we had a problem. Clattering wildly in the back, the fuel pump gave its' last squirt of good Gulf (filled up in Canada) right in front of Mother Kodak and there we sat.

Peg and I took off the fuel pump then and there but there wasn't anything to hit or file or adjust like an MG. It was one of those Beck-Arnley replacement jobs (2"x2") and it was useless to play with it any more so we called for a tow. It was not an inglorious end, however, as the sun was shining warm and we had the rest of the day to drink beer.

As a footnote, I went to my friendly auto parts store to buy the same nifty little fuel pump, but the one called for in the Beck-Arnley book was a different number pump than the one that had been on Dotty for how knows how long. After being told by three part stores that yes, the correct pump for your Datsun is a BA615, and no, they didn't have any BA613 pumps in stock, I got the one they called for. (It was the exact same size and shape as the one on the car) As soon as the new pump was in and I started her up I knew some jerk had put in the wrong pump long ago. With that and a complete tune up she just purrs. As a matter fact, last Sunday driving around and enjoying the sun, we did 80 mph with no trouble at all! These little cars can be fun, huh?!

Hey don't forget to volunteer for working the Victor Auto Festival on June 3. We need all the help you can give, so call the appropriate person now, before we call you! This year's show should be better than ever, with 700 - 800 cars to manage it takes teamwork. By the way, Peg, I and Greta will be leaving for Florida at 6:00 pm the same day as the show. We won't be able to stay for all the festivities, but should make a majority of the show itself.

THIS MONTH WILL BE OUR LAST MEETING AT THE HERITAGE HOUSE (MAY 17 8:00 PM)
REMEMBER, THE HERITAGE HOUSE THIS MONTH.

NEXT MONTH (JUNE 21 8:00 PM) WE WILL MEET AT THE COLONIAL HOTEL 1129 EMPIRE
BLVD. WE WILL MEET AT THE BAR THEN GO UPSTAIRS (sounds kinda dirty). THE
NEXT ISSUE OF SPOKES WILL HAVE THE COLONIAL'S MENU PRINTED FOR YOUR INFORMATION.

Adios everybody,

George!

P.S. STOP AT MAY 17th MEETING TO GET TICKETS AND POSTERS
FOR THE SPORTS CAR AND VINTAGE AUTO SHOW

EDITOR'S NOTES

Well, we've finally had a break in the weather and a few chances to enjoy a top-down jaunt. One of ours was the tour to Niagara-On-The-Lake when the Datsun, traveling with so many MG's, must have caught something and broke down twice! Nonetheless, George and I really appreciated the weekend away and had a very nice time meeting the members of the other clubs. I thought the hotel was great; delicious food and nice facilities. This was much more than I had expected, having spent last year at the Angel Inn.

On the trip home I got quite a sunburn with the top down. George was burning because of the car which decided to break down only just after our second escort left us. The really unfortunate thing about the weekend though, was the judging forms. Judging 'with an Octagon Spirit' I think swayed people away from voting for the Datsun! Oh well, Rochester did cart away most of the trophies anyways.

Speaking of the 'Octagon Spirit', let's all pitch in and carry our weight for the Victor Auto Festival. We've always had a good response from the club which we really depend on. However, there are still a few people who get pretty bogged down with much of the load. Please volunteer. The phone numbers are listed on the Next Event sheet in this issue.

We're trying something new this year at the show; the Car Corral. With approximately 10,000 spectators last year, imagine how many people will be looking them over. You might want to look some over yourself. The fee is only \$5.00 (less than you would pay for an ad.)

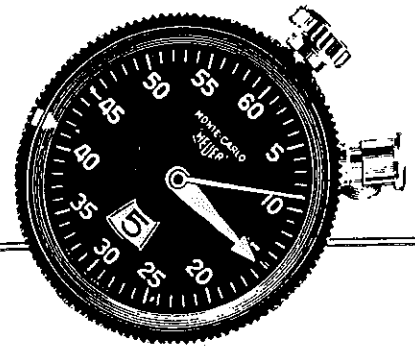
Ladies (and some of you men chefs out there), have you got any secret summer salad recipies? If so, please mail them in to me. We'd like to print them in the M G Pantry.

Hope to see you all at the show.

Peggi Heissenberger

P.S. STOP AT THE MAY 17th MEETING TO GET TICKETS AND POSTERS
FOR THE SPORTS CAR AND VINTAGE AUTO FESTIVAL

MGCC MINUTES



April 19, 1984

Members Present: George Herschell, George & Peggi Heissenberger, Dan Goodwin, Bob Tescione, Jeff & Jan Langswager, Paul Osborne, David King, Franz Zechmann, Hollis Hames, John Lombino, Nancy Herschell, Bob & Ruth Phillip, Gil Langswager, Steve Fitch, Art Brown, George Haynes, Mike & Wanda Mulcahy, Dick Powers, Dave Wild, Alex & Bess Koppen

Treasurers Report: 52 Past Due letters were sent out to those who have not yet paid their dues. 40 members have still not paid.

Spokes Report: Post Office has requested we not print names of prize winners. George Heissenberger has squared this with the post master. We will not be printing the amount in the treasury, however.

Chairmans Report: We will meet at the Heritage House for the May Meeting and move to the Colonial for the June Meeting.

The Niagara Meet plans were discussed.

Tech Session was discussed, May 4 and 5 at the Forman Center.

Balloon Fest, Henrietta 5/24 - 26 (probably best in the evening.)

June Autocross - possibly Xerox or BOCES parking lot.

Dansville Octoberfest - would like to have us participate.

John Lombino proposed an event in appreciation of the workers at the Victor Car Show.

Victor Car Show - moved and seconded that we spend \$800 for a three wheel vehicle as door prize.

Letter of thanks was read for Club's donation to the American Cancer Society in memory of Jeannette Patenall.

Dick Powers reported that "Interstate" will sell batteries to the Club wholesale. Information on this will be published in Spokes.

Several members brought up bargains on parts and services.

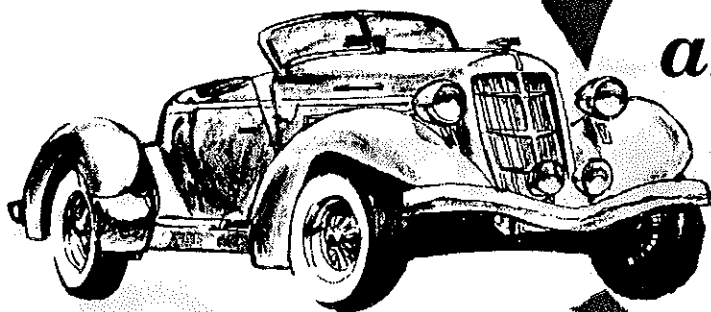
*Door Prizes: Dick Powers - car wash
Hollis Hames - chrome cleaner
Jan Langswager - chablis

*postmaster - in accordance with DMM 122.24



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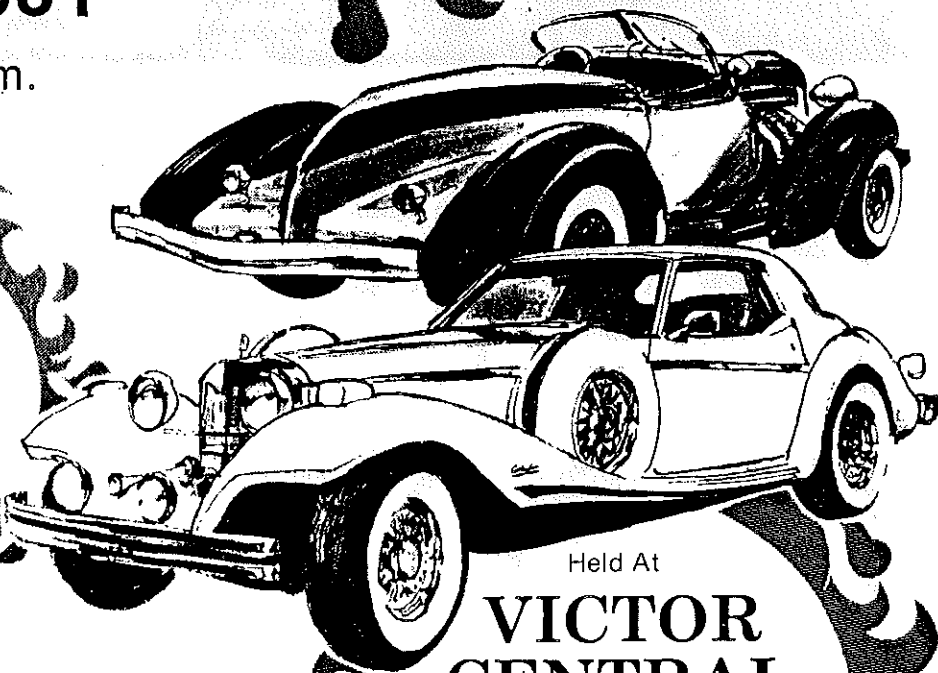


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**AUTO
FESTIVAL
XIII**

Sunday,
JUNE 3, 1984

11 a.m. to 5 p.m.

- South of Rochester, New York
- Just North of Route 96
- Between Thruway Exits 44 and 45



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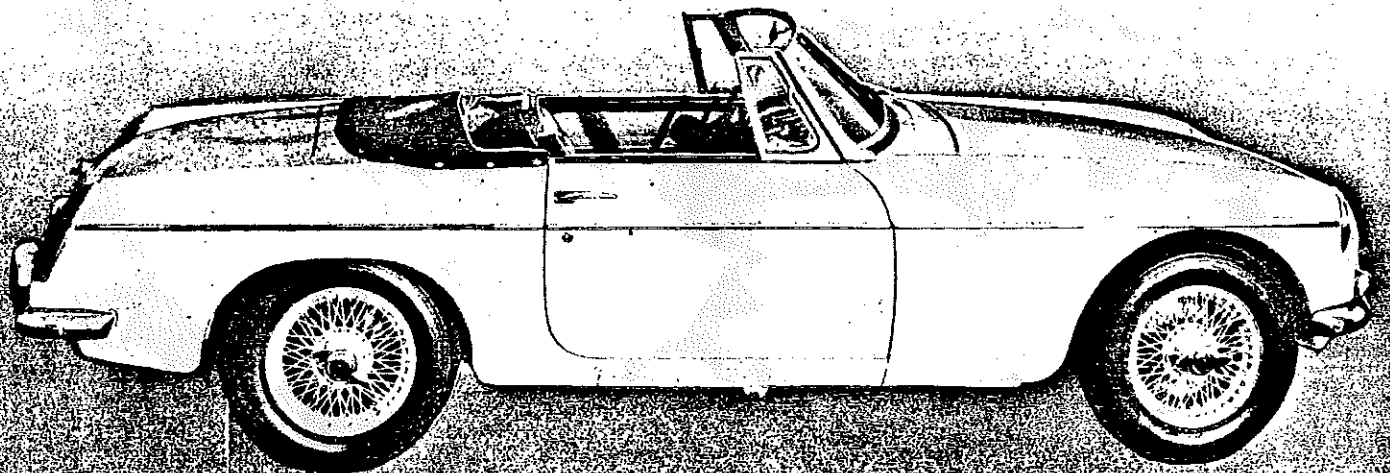
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Held At
**VICTOR
CENTRAL
SCHOOL**
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Victor,
New York

Improvements In the Breed



BMC makes spectacular advances on two fronts

IN NOVEMBER of 1955 the MG division of British Motors Corp. announced a completely new car, the MG-A. Only the TD-TF front suspension, slightly modified, carried over: the "A" had a new frame, new bodies, new engine, new transmission and new rear axle.

Now we have the MG-B-1800, replacing the MG-A-1600 Mark II. This time there is an all-new body, and with unit construction. Therefore, of course, no frame. Mechanical changes are minor; principally, the engine size has been increased from 1622 to 1798 cc, a gain of 11%.

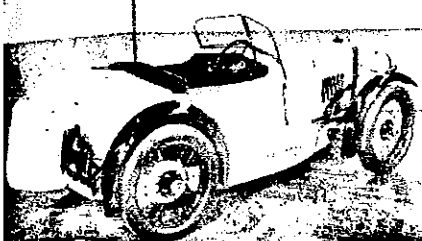
It is interesting to note that the new MG-B is 3 in. shorter in wheelbase and overall length, and 2-in. wider than before. As a matter of fact, the box volume in cubic feet works out as exactly the same, at 262, while the frontal area is increased fractionally—by 2%.

The tabulation shows that the change to unit construction hasn't saved any weight (weights are with full tank, disc

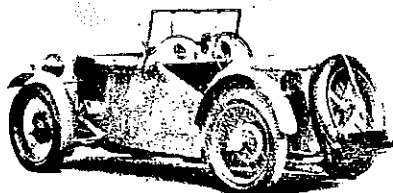
wheels, no accessories). However, we must remember that the "B" has wind-up windows, a much roomier cockpit, etc. Also, the overall torsional rigidity is improved by unit construction and, though open-car cowl-shake was never a serious problem with the A, the net result is an even sturdier chassis, obtained with no increase in weight.

Unlike the Austin-Healey Sprite, which pioneered unit construction in BMC sports cars, the MG approach is entirely different. To explain a bit, the Sprite and its newer twin, the MG Midget, employ fairly simple flat section members wherever possible in order to simplify the tooling problem of (relatively) low volume production. But there is no sign of this type of economy in the MG-B. There are double rocker-panel sections under the doors. This member is straight and has overall dimensions of about 5.5-in. square—a generous size for what might be described as a frame rail. But in front there is a very elaborate sub-frame assembly designed to feed

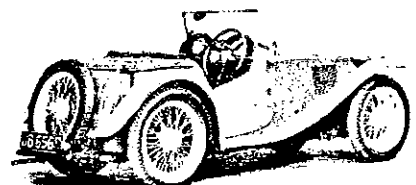
EVOLUTION OF THE MG



M, 1929-32



J2, 1932-34



PB, 1935-36

front suspension loads into the ample cowl structure.

A somewhat similar sub-frame provides the rear kick-up, and supports the luggage compartment and the rear bumper brackets. The tunnel structure which surrounds the transmission and propelled shaft acts as a central backbone and contributes to the overall strength and rigidity. Outside sheet metal, particularly the front and rear fenders, also is stressed and therefore contributes its share towards overall stiffness. This entire structure is all-steel, but the engine hood is aluminum because it is rather large and lifts up (from the front) without the aid of helper springs. The luggage lid, being small, is steel, as are the doors.

While the tooling cost for such a structure is obviously high, the ultra-modern styling would seem to assure the continuance of this model for several years—perhaps even for the 7-year duration of the MG-A. In any case, the price is expected to be little more than before.

Mechanically, there are few changes. But the designers have somehow found room for yet another increase in cylinder bore. Remember, the BMC "B-type" engine started out in 1948 with the Austin A-40 and a cylinder bore of only 2.58 in. (1200 cc). Late in 1955 the bore was increased to 2.875 in., giving 1489 cc. With this change the block was completely redesigned and all crankshaft bearings were enlarged in diameter. When the twin-cam engine came along, the bore was increased to 2.96875 in. (1588 cc) and, more important, the crankshaft was redesigned to give thicker crank checks—necessary with the horsepower jump to 108 at 6700 rpm.

Then, in 1961 the ohv B-block got another bore-increase, this time to an even 3 in. and 1622 cc. This engine produced 90 bhp and it got the sturdier crankshaft from the twin-cam powerplant. (The stroke of this engine was 3.50 in. from the

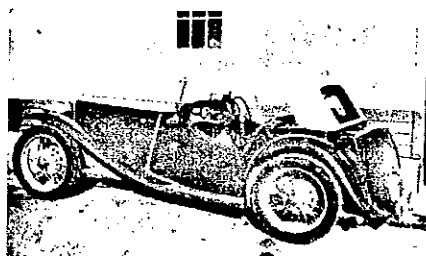
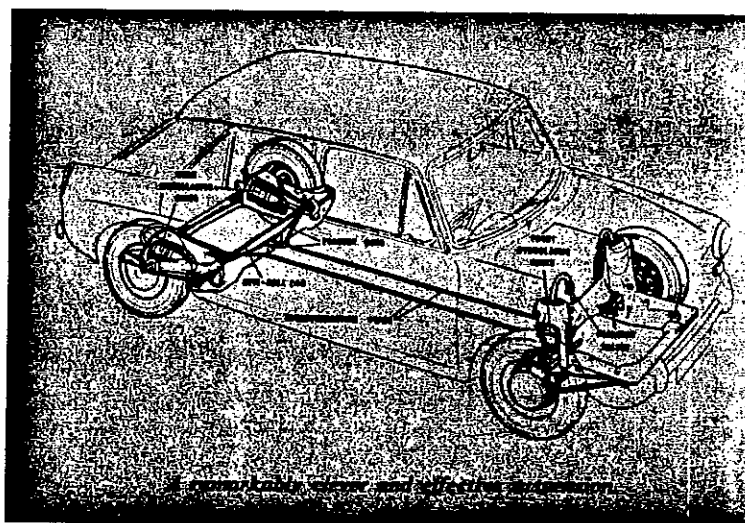
very beginning, and still is in all applications of the unit.)

For 1963 the designers have miraculously achieved what must surely be the last and largest possible bore change—an increase of $\frac{1}{32}$ of an inch, or 3.15625 in. to be exact (MG rounds it off to 3.16 in.) This gives 109,548.8 cu. in. or 1795.87 cc by our calculations, though the catalog says 1798 cc and the above assumption may not be correct down to the last decimal place.

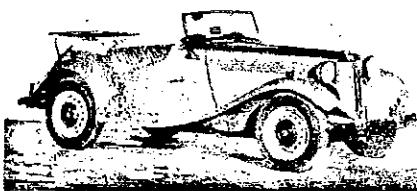
Whenever you increase the cylinder bore of a basic block from 2.48 to 3.16 in., something has to give. Obviously the cylinder bores in the casting are siamesed in pairs. This simply means that there is no water space between cylinders 1 and 2, and between 3 and 4 (i.e., the space where there are no main bearings, below). But some 3 million Model A Fords were built in this fashion and they certainly enjoyed an excellent reputation. And that was before the advent of cam-ground pistons. This type of piston makes the siamesed cylinder bores even more practical though it may be significant that the compression ratio has been reduced slightly on the B.

The transmission and rear axle are unchanged except that the synchro mechanism has been improved and the axle ratio has been dropped from 4.100 to 3.909:1. However, engine revolutions per mile are essentially the same as with the 1622-cc engine because 14-in. wheels replace the former 15-in. size.

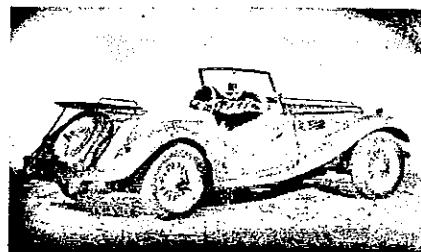
There is an interesting change in the front suspension though essentially this assembly stems from the MG-Y sedan and the TD roadster of many years back. This i.f.s. scheme features a long steering-pivot with threaded bronze fittings on each end to allow steering movement. Suspension movement is obtained via cross-holes at 90° to the threaded axis—a sort of universal joint which has a great deal of merit and is still used on our Rambler. The upper bronze fitting on the MG-B is unchanged but the lower assembly has been redesigned



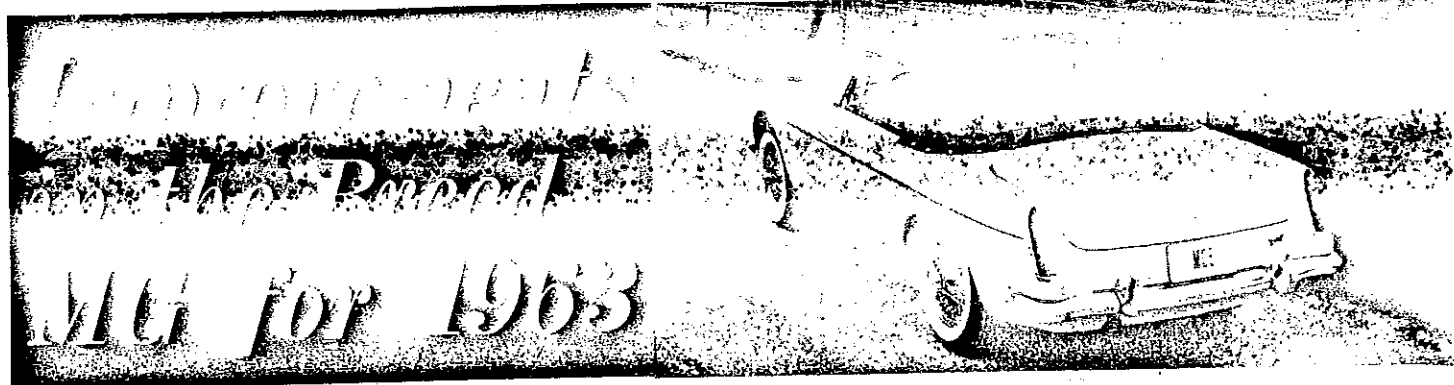
TA/TB/TC, 1936-49



TD, 1950-53



TF, 1953-55



to give better ground clearance; a valuable improvement. Further details on the new MG-B will be found in the road test beginning on page 26 of this issue.

The MG-1100 Sedan

Also new is an MG sedan from BMC, designed for the U.S. market. Essentially, this is an Americanized version of the Morris Minor 1100 announced recently in England.

What BMC's chief engineer, Alec Issigonis, has done is to merely take his successful formula for the ADO-15 (code name for the Austin 850 and Mini-Minor) and scale it up. ADO-16, or the Morris Minor-1100, becomes the MG-1100 for export to America. This export version differs from the Morris in that it has higher horsepower, more luxurious interiors and, of course, an MG grille and name plate.

ADO-16 is not a car that can be ignored. While the smaller ADO-15 hasn't had much of a reception in the form of sales in this country, the new 1100 is something entirely different.

Here is one of the most clever, astute, interesting and practical new cars ever announced. It is still small (just over 12 ft long) and photos are deceptive in that they tend to make the car look larger than it actually is. The respected firm of Pininfarina is responsible for the styling and, considering the fact that they were handed a box with a snub-nose for the engine compartment, the job is very well done.

As a matter of fact, it is the sensible, practical package design which intrigues us even more than the engineering features—the latter being, as might be expected, a further development of the Mini. The seats are designed to seat two in front and three in the rear with a little squeezing. If we take the dimension from the pedals to the top of the back seat (parallel to the ground) it measures a very generous 75 in., or 80% of the wheelbase. Nothing is skimmed or squeezed; there is ample leg room in front and knee room at the rear, even for over-six-footers. Efficient space utilization is also well illustrated by the overall length of only 146.8 in. with very moderate overhang at each end. Yet the luggage space at 9.5 cu ft is generous. In essence this seating package is ap-

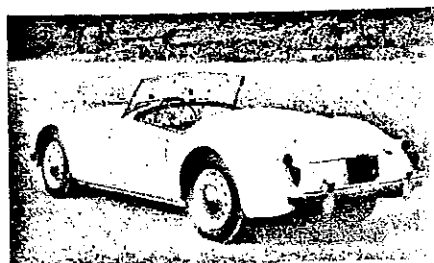
proximately the equal of the average 1500-1600 cc car, yet the overall size and weight have been kept so low that an economical 1100-cc engine gives approximately the same acceleration and top speed as a more powerful vehicle.

One reason for the extra interior room can be found by examining the doors. The window glass is curved—this allows thinner doors and particularly enhances shoulder room, where about 2.5 in. of extra width is secured by this means alone. The rear seat hip room is 52 in., wider than the track and equal to 86% of the overall vehicle width.

Now for the mechanical features. First, it is not correct to say that the MG-1100 sedan is nothing but a larger Mini. While it does have a transverse engine, front wheel drive and rubber suspension, the only parts in common are most of the gearbox, the i.f.s. ball joints and the steering rack.

Without a doubt, the most interesting new development found on ADO-16 is "Hydrolastic" independent suspension at all 4 wheels. While design work on the actual car began 3½ years ago, the suspension development work began in 1955! Briefly, the rubber cone springs are of the same general type used for 3 years in ADO-15 but with an additional feature. A mixture of water and alcohol is contained in each rubber cone and a flexible hose provides an inter-connection from front to rear, but not from side to side. The reasons for this, and the results, are substantially identical to those found necessary on the big Citroens, the spring-loaded fore and aft mechanical hook-up used on the Citroen 2-CV and the torsion-bar Packard arrangement. When a front wheel hits a bump and moves up, the fluid pressure increases and, because of the hose-line, the rear end of the car raises a fraction of a second later, and not quite so far as in front. When the rear wheel reaches the obstruction, the front end of the car reacts in the same fashion. Obviously, this reduces the tendency of a short car to pitch, fore and aft. But there's much more to it than that. First, the rubber suspension alone gives a very desirable variable rate, soft for a good boulevard ride, firmer as the wheel moves up toward the bump stops. But the hydraulic feature allows still lower (softer) ride rates because cornering roll is reduced—even though there are no transverse connections! In a corner the two outside wheels get more than their normal share of the load and because they are connected, hydraulically, the initial tendency to roll raises the pressure on the spring cones and gives the effect of stiffer springs, temporarily and just when needed. Thus the ADO-16 has relatively soft suspension with no pitching tendency and almost no roll. This system also allows a very simple damping action via in-built rubber valves. No shock absorbers are necessary.

The designers of ADO-16 have chosen excellent handling as their goal rather than going all-out for a soft ride. The true measure of ride softness is not ride-rate but bounce-frequency. This frequency is given as 97 per minute, which is very high by U.S. standards where 75 is typical and some cars are approaching 60 per minute. The ADO-16 ride will be firm, and MG sports car owners should love this new 1100 sedan,



MG-A, 1955-62

The ADO-16 designers also wanted neutral steering, to make this car the fastest sedan in the world—around a corner. The Mini, with its preponderance of weight on the front wheels and f.w.d., is a strong under-steerer. To avoid this limitation, the ADO-16 has an anti-roll bar at the rear only. This and more weight on the rear tires (but still under 50% of the total) tends toward oversteer and the result is a car which is said to be as near neutral steering as any you can find. Front tire wear rate is also more normal with this design.

The tires, incidentally, are a new size, 5.50-12. And the larger wheels are also more deeply dished, so that they now have true center-point steering. This tire size compares to the 5.20-10 roller-skates used on the ADO-15 and 6.00-13 used on the lightest American car (2500 lb). Disc/drum brakes are used and they are 1-in. larger than on the Mini-Cooper.

Although the 1100-cc engine stems from the "A" series units first used in the Austin A-35, there are very few parts in common with the current variants. The cylinder bore is 2.542 in., the same as used on the 995-cc Mini-Cooper and larger than found in the 948-cc Sprite engine. At 3.296 in., the stroke is the longest yet used in this basic unit and both the cylinder block and crankshaft are completely new. The new crank has thicker checks and narrower bearings to improve rigidity. It also has a harmonic crankshaft balancer for quietness and further insurance. The bearing shells are lined with lead-indium (instead of babbitt) and the wrist pins float instead of being pinched by a bolt in the rod.

The cylinder head is not new—it is the same as used on the Cooper, Midget and Sprite engines. This uses larger 1.156-in. intake valves but standard 1.0-in. exhausts. While the Morris 1100 has one carburetor and develops 50 bhp gross, the MG-1100 version will have two SU carburetors and a rating of 60 bhp.


A unique switch is bolted-on to the oil-filter mounting.

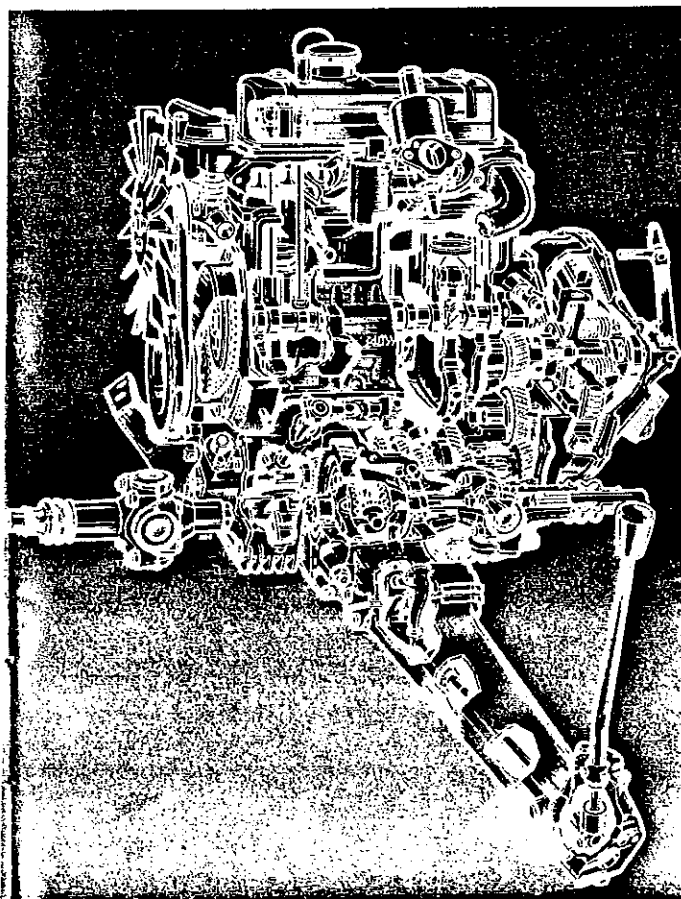
The filter is the full-flow type and if it becomes clogged a bypass valve opens at 12-14 psi. The switch is actuated when the differential pressure reaches 7/9 psi: i.e., some time before clogging of the filter element. The switch, in turn, activates a green light on the instrument panel. Extensive test experience with this warning light shows that it will indicate "time to change" at very close to 6000-mile intervals, exactly as recommended.

A 7.125-in. clutch is continued but with heavier springs to take the higher torque. There are a number of changes in the transmission. The baulking-type synchronizers are of a new design (1st is non-synchro) and this and special surface treatments for certain sliding parts make shifting gears much easier, even when the car is new. Gear ratios in the box are unchanged but overall ratios have been adjusted to compensate for the larger tires. These are 4.133, 5.837, 8.976 and 14.993.

Service and maintenance are at an absolute minimum. The unique rubber-water suspension is completely sealed and the only lubrication required is for the 4 ball joints of the i.f.s.—once every 3000 miles. The radiator is sealed and is good for 2 years before draining.

Performance of the MG-1100 was quoted to us as 0 to 60 in 21 sec, 0-70 in 31, cruise at 70 mph (4650 rpm) and a top speed of about 82 mph. These figures seem conservative, as British tests for top speed show 76-78 mph for the 50-bhp Morris model.

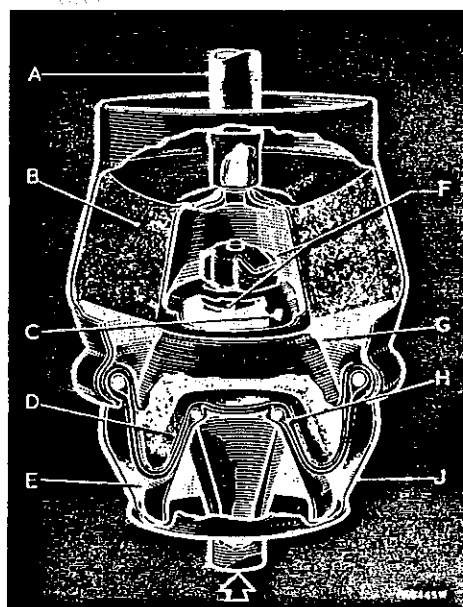
This very advanced economy-type car will soon be available in the United States. No prices have been announced but it should be close to \$2000. We look forward to driving one for the first time. In spite of the success of MG sports cars in the U.S., this company's sedans have never caught on. Perhaps this new car will turn the trick—at any rate it is one of the most interesting family car solutions we've ever seen. 



The ADO 16 power unit and transmission, which (with two carburetors) propels the MG-1100.

The Hydrolastic unit's elements are: A. Inter-connecting pipe; B. Rubber spring; C. Damper bleed; D. Butyl liner; E. Taper piston; F. Damper valves; G. Fluid separating member; H. Rubber and nylon diaphragm; J. Taper cylinder.

No space is wasted in the MG-1100 sedan.



THE NEXT EVENT

WHAT: VICTOR AUTO FESTIVAL XIII

WHEN: SUNDAY, JUNE 3, 1984

TIME: 11:00 A.M. - 5:00 P.M.

CAR CORRAL:

NEW THIS YEAR; THIS WILL BE A MARKED OFF AREA OF THE FIELD TO CONTAIN CARS FOR SALE BY PRIVATE OWNERS. THERE IS A FLAT FEE OF \$5.00 FOR ENTRANCE.

WILD PARTY:

FOLLOWING THE TROPHY AWARDS THERE WILL BE A PARTY AT THE WILD'S (PLUMBING PERMITTING) FOR THOSE WHO WORK THE SHOW. PLEASE BRING A DISH TO PASS AND A BOTTLE OF WINE IF YOU WOULD LIKE. THE REFRIGERATOR AT THE SCHOOL WILL BE AVAILABLE IF NEEDED.

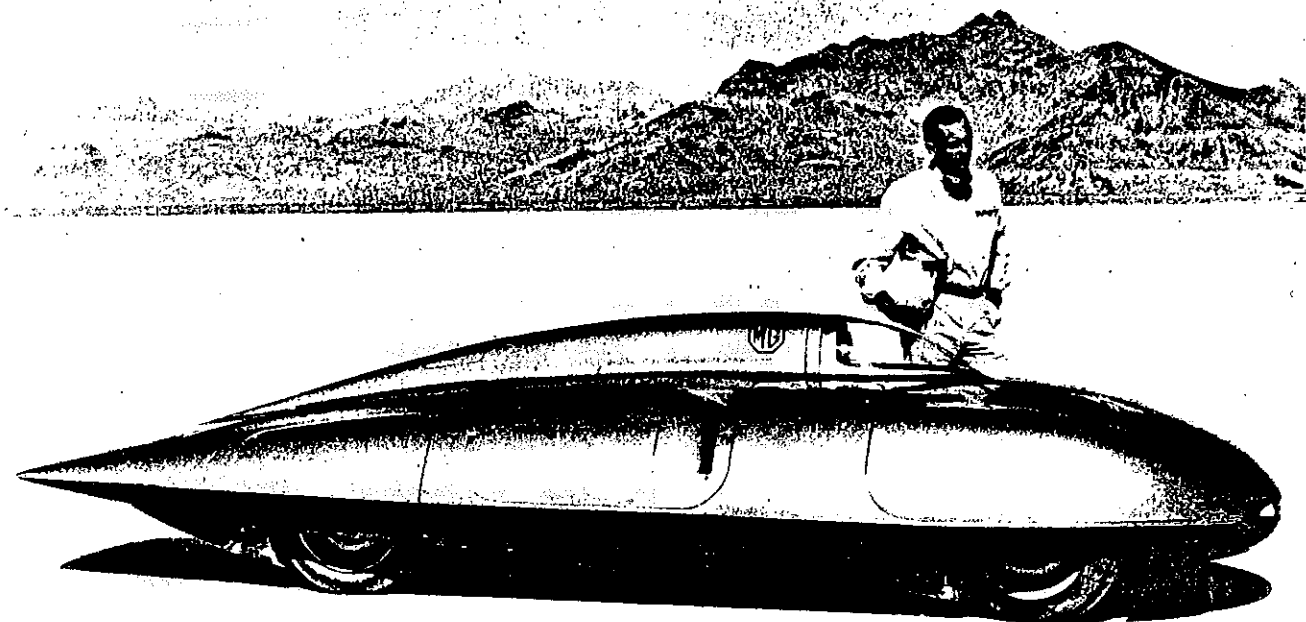
VOLUNTEERS NEEDED:

JUDGES: CONTACT STEVE FITCH (716) 872-1476

FIELDBERS: TO SET UP THE FIELD AND GREET IN-COMING CARS
CONTACT DESI BENET (716) 271-8178

MARSHALS: FOR ORGANIZATION OF THE CAR CORRAL AND THE FLEA MARKET.
CONTACT BOB TESCIONE (716) 442-7080

IF YOU REQUIRE ANY OTHER INFORMATION REGARDING THE FESTIVAL, CALL
DAVE WILD (716) 223-1065



Phil Hill with MG's 254.9-mph EX-181

MGs: HOW FAST?

Bench racing betting made easy

BY JAMES T. CROW

THE FIRST MG to go faster than 100 mph was EX-120, a 750-cc version of the Type M, driven by Capt George Eyston. This took place in February 1931 at the Montlhéry circuit near Paris. The fastest prewar MG was Goldie Gardner's Railton-bodied special which, using a supercharged 1500-cc engine, was timed at 204.2 mph on a stretch of the *Autobahn* near Dessau, Germany. Postwar, the fastest MG was EX-181, another special-bodied record breaker, and this, driven by Phil Hill and using a supercharged 2-liter version of the MG twincam engine, attained a velocity of 254.9 mph on the salt flats near Bonneville, Utah in September 1959.

So much for the specially prepared record cars. How about the MG production cars? What kinds of speeds have they been capable of?

Reliable figures are hard to come by for prewar models, since road testing was a much less exact science in those more casual days. We do have a smattering of more-or-less reliable speeds, however:

Model	Year	Cyl	cc	Top Speed	Source
Type M	1931	4	847	62.0	Light Car
Type C	1931	4	746 s/c	90.0 ¹	Light Car
Magna	1931	6	1271	72.6 ²	The Autocar
K1 Magnette	1932	6	1086	80.7 ²	The Autocar
Type J2	1932	4	847	77.0 ³	Light Car
Type P	1935	4	847	70.3	The Autocar
Magnette K1N	1935	6	1287	75.3	The Autocar
Series T	1936	4	1292	77.6	The Autocar

Notes: ¹Speed given as "close on 90"; ²Best timed run;

³Indicated by speedometer. Other speeds are based on several runs. s/c stands for supercharged.

The next group might be called "The MG Comes to America" since it is headed by the TC, the model generally credited with introducing Americans to what motoring was really all about. The TC was announced in the fall of 1945 and top speeds for various T-series MGs were:

Model	Year	Cyl	cc	Bhp	Top Speed	Source
MG TC	1947	4	1250	54	73.2	The Autocar
MG TD	1950	4	1250	54	77.2	The Motor
MG TD II	1953	4	1250	60	81.3	Road & Track
TF	1954	4	1250	57	80.1	Road & Track
TF 1500	1954	4	1466	65	85.4	Road & Track

The next stage in the speed of production MGs might be called "Looking for—and Finding—100 mph." This started with the MGA, which made its debut in the fall of 1955:

Model	Year	Cyl	cc	Bhp	Top Speed	Source
MGA	1955	4	1489	68	95.1	Road & Track
MGA Coupe	1957	4	1489	72	101.1	Road & Track
MGA Twin Cam	1959	4	1588	102	113.0	Road & Track
MGA 1600	1959	4	1588	79.5	103.0	Road & Track
MGA 1600 II	1961	4	1624	90	105.0	Road & Track

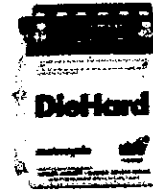
And, finally, the chapter that needs to be entitled, "Climax Decline." It starts with the MGB at its introduction in 1960, reaches a climax with the short-lived MGC and then, with the introduction of emission controls, comes the decline:

Model	Year	Cyl	cc	Bhp	Top Speed	Source
MGB	1962	4	1796	94	106.0	Road & Track
MGB GT	1966	4	1796	98	105.0	Road & Track
MGC	1969	6	2912	145	118.0	Road & Track
MGB	1973	4	1798	79	94.0	Road & Track
MGB GT	1973	4	1798	79	96.0	Road & Track
MGB	1979	4	1798	62.5	93.0	R&T's Guide to Sports & GT Cars

So that's how fast an MG is, uh, was. But what about the Midget, doesn't it count? Ah yes, of course, but that will have to wait for another time.

DO YOU NEED A BATTERY?

by Dick Powers



A few months ago I realized that the two 6 volt batteries in my MGB just wouldn't hold a charge. No problem...right? Just pick up the phone and get a few prices.

call Sears - We don't carry that one anymore. You'll have to order it from the catalogue. It'll take about two months.

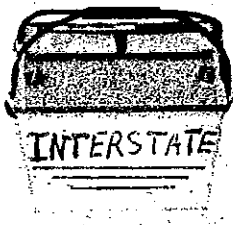
call Foreign Auto Parts - We've been waiting for those to come in for the last two months. What kind are they?
LUCAS - No thanks.

call O.E.M. Imports - Ya we got a few of dose in stock. They're not sellen so good and da boss wants to move dem at a special price \$55.00 each! - No thanks!

call Any Name Auto Parts - They don't have any but may be able to make something else fit. - No thanks.

call Turner Brothers - We don't have any in stock but can get them within a day and the price is \$42.00 each. What kind are they? Interstate. Thanks. I'll let you know.

call Interstate Battery in Henrietta - Do you have a Group 17HF battery (by this time I knew what they were called)? Yes we do. How much are they? \$33.75 each. I'll take two. (Things were going great until they found out.) You're Not A Dealer; we can't sell to you! Can you sell to a car club? (A few moments pass) Yes we could sell to a club, and give our standard wholesale price.



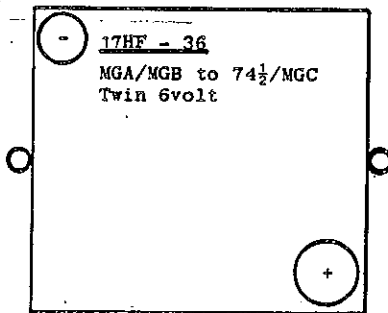
On the next page I've included information about batteries for M.G.'s. The first set of digits is the Industry Standard Code and is the same for all manufacturers. The dimensions should also be the same. If you are interested in ordering a battery just let me know (323-2687) All sales are CASH with exchange if possible, and batteries come with a nationwide warranty. As a club, though, we have to establish a central place for Interstate to deliver them, since they, as distributors, cannot do any over the counter business. Batteries for other cars can also be ordered.

MG BATTERY APPLICATIONS 1950 - 1980

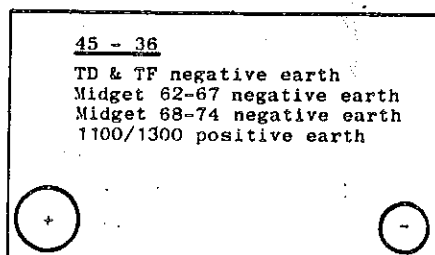
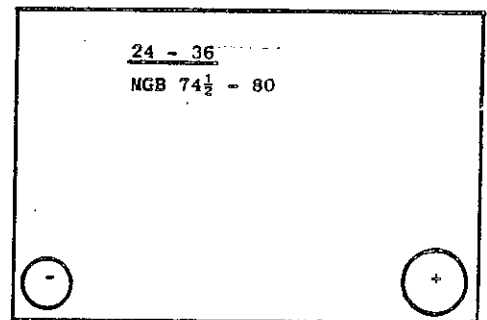
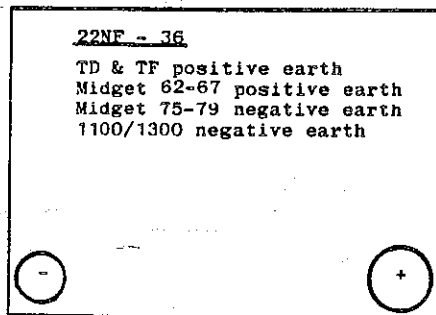
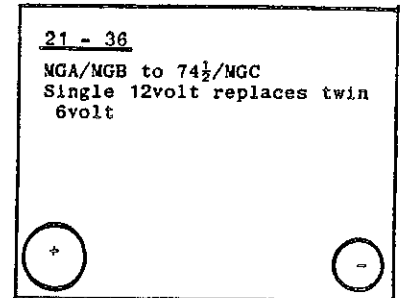
by John H Twist

<u>MGGC PRICE</u>	<u>INTERSTATE BATTERY CODE (1)</u>	<u>COLD CRANKING AMPS (2)</u>	<u>RESERVE CAPACITY(3)</u>	<u>LENGTH</u>	<u>DIMENSIONS</u> <u>WIDTH</u>	<u>HEIGHT</u>
33.75	17HF - 36 (6volt)	400	115	7 3/16	6 3/4	9
37.95	22NF - 36	400	86	9 7/16	6 13/16	8 1/4
37.95	45 - 36	330	68	9 7/16	5 1/2	9
43.95	21 - 36	455	78	8 3/16	6 13/16	8 3/4
36.95	24 - 36	400	90	10 1/4	6 13/16	8 5/8

- NOTES: (1) This code is comprised of the industry standard code (first set of digits) and the length of guarantee (second set -- all 36 months in these examples).
- (2) The output of the battery for 30 seconds at 0° F.
- (3) Minutes of 25 amp output at 80° F.



YEAR/MODEL APPLICATION

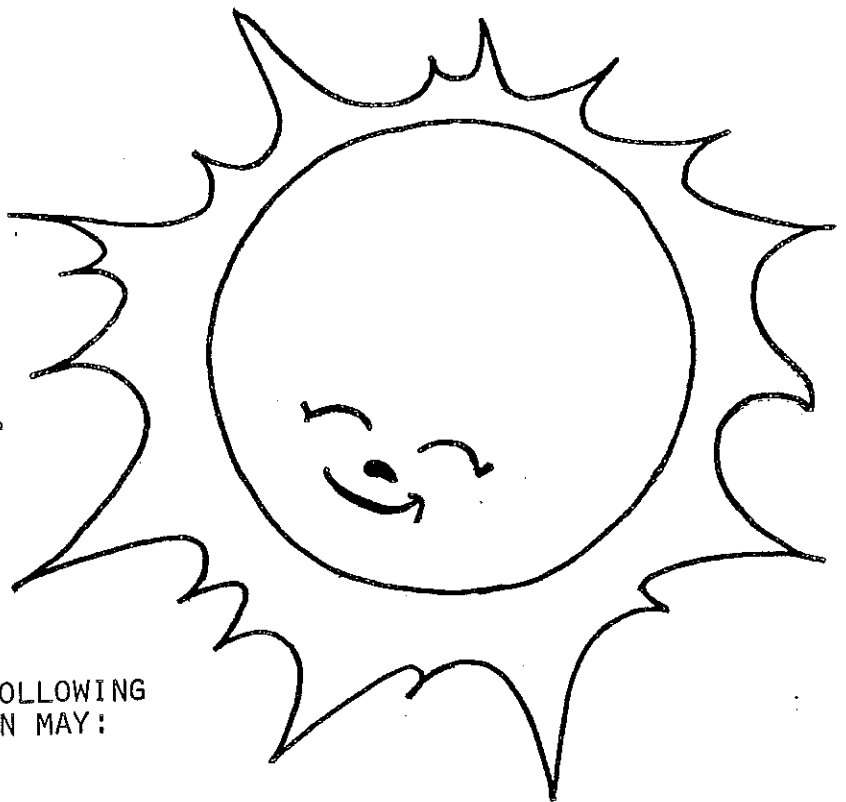


This data has been provided by Interstate Battery Systems of Dallas, Texas; and applications are from University Motors, Grand Rapids, Michigan.

For your closest Interstate dealer: dial 1-800-331-1000

Questions regarding MG application can be answered by University Motors 616 245 2141

OUR SUNSHINE PAGE



HAPPY BIRTHDAY TO THE FOLLOWING
PEOPLE IN MAY:

- 2 PETER RUGG
- 5 SHAUNUNA MULCAHY
- 6 EMILY LANGSWAGER
- 7 GEORGE HERSCHELL
- 8 DAVE KUNTE
- 9 KAREN KUNTE
- 11 GARY LANGSWAGER
- 19 JOE FAZIO
- 23 BILL BENET
- 24 JUDY BROTHMAN
- 24 ART APPLEBY
- 25 JAN LANSWAGER
- 28 BESS KOPEN
- 29 MIKE BOWEN
- 31 HEATHER LOCKROW

HAPPY ANNIVERSARY TO THE FOLLOWING
PEOPLE IN MAY:

- 6 LLOYD & SUSAN POTTER
- 21 JEFF & JAN LANGSWAGER



THE MARKET PLACE

FOR SALE:

TWO (2) MG B GT'S: ONE BRIGHT RED ('67) AND ONE DARK GREEN ('70), BOTH IN GOOD CONDITION AND DRIVEABLE WITH EXTRA ENGINE, \$5,00 FOR THE PACKAGE.
JAY LOCKROW: 4492 GRANDVIEW AVE, HAMBURG, NY 14075 648-0533

'70 JAGUAR XKE COUPE: SILVER, EXCELLENT RUNNER, \$10,000.
JAY LOCKROW AS ABOVE,

'69 TRIUMPH TR-6: EXCELLENT, LOW MILAGE, \$7,500. JAY LOCKROW AS ABOVE.

'51 MG TD: ONE OWNER, STILL AVAILABLE. JAY LOCKROW AS ABOVE.

'75 MGB: PLUS PARTS, NO WINTERS, TWIN CARBS ADDED, \$3,000.
ASK GARY NEWMAN (716) 544-5509

'31 ALFA ROMEO "REPLICAR": '64 VW DRIVE TRAIN, EXC. \$3,000
FIRM. JIM (716) 235-8039 AFTER 4:00 PM.

'68 MGB GT: WIRE WHEELS, YELLOW, REBUILT ENGINE (RECENT) EXC.
GARAGED OVER 1 YEAR, ORIGINAL OWNER, TEXAS CAR. BOB DROBECK
(716) 442-2618.

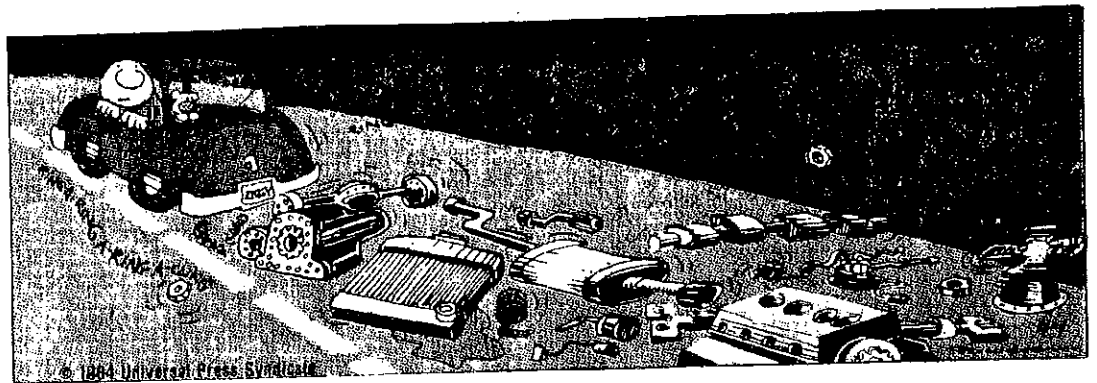
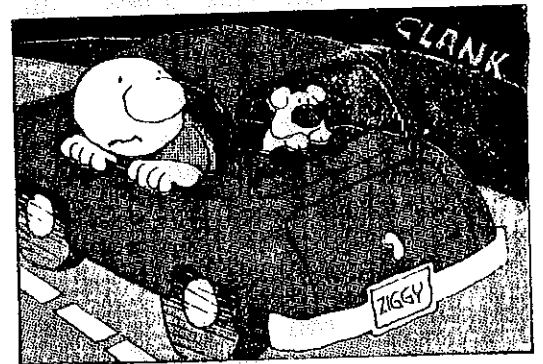
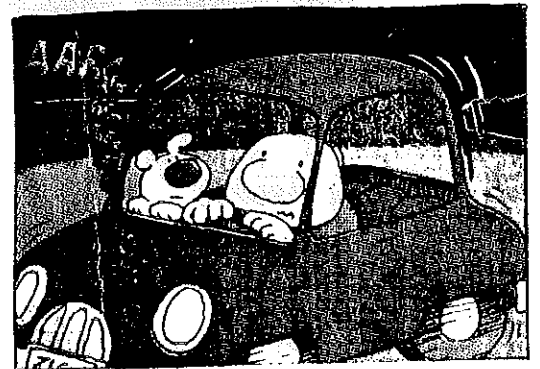
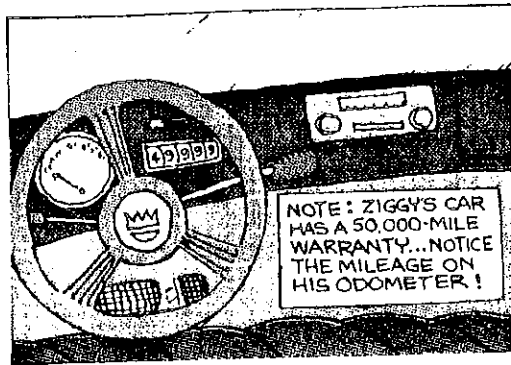
MG PARTS: MGA DOORS, HOOD, TRUNK, COMPLETE DASH ASSEMBLIES,
ETC. CHRIS DE MINCO (716) 533-1410.

'79 MGB ROADSTER: BLUE, ARIZONA RUST-FREE BODY & FRESH ENGINE
REBUILD. FOR MORE DETAILS CALL GEORGE HAYNES (716) 244-4204.

WANTED:

MGB ENGINE: TIRED PREFERRED. CHRIS DE MINCO (716) 533-1410

P.S. STOP AT THE MAY 17th MEETING TO GET TICKETS AND POSTERS
FOR THE SPORTS CAR AND VINTAGE AUTO SHOW



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

1984

January THEATER PARTY Mtg. 19th	February WINTER STEAK ROAST Mtg. 16th	March Mtg. 15th	April NIAGARA-ON-THE-LAKE Mtg. 19th
May TENT. BALLOON FESTIVAL Mtg. 17th	June VICTOR CAR SHOW Mtg. 15th	July RALLYE AND GYMKHANA Mtg. 19th	August STEAK ROAST Mtg. 16th
September Mtg. 20th	October Mtg. 18th	November Mtg. 16th	December CHRISTMAS PARTY

SPOKES
89 Durand Drive
Rochester, N.Y. 14622

